



El Paso Metropolitan Planning Organization

Transportation Policy Board

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Roger Williams,

Interim Executive Director

January 24, 2019

Mr. Bob Bielek, P.E., District Engineer

TxDOT-El Paso District

13301 Gateway Blvd. West

El Paso, TX 79928-5410

RE: Revisions to the 2019-2022 Destino Transportation Improvement Program (TIP) for inclusion in the 2019-2022 Statewide Transportation Improvement Program (STIP).

Dear Mr. Bielek:

Enclosed are TIP pages for inclusion into the 2019-2022 Statewide Transportation Improvement Program (STIP). The Transportation Policy Board (TPB) approved amendments at its November 16, 2018 meeting and will approve the additional amendments at the January 25, 2019 meeting.

Highway Projects:

1. Amend IH 10 Widening project (MPO ID#I405X-CAP/CSJ 2121-01-094) for widening from 4 to 6 lanes divided from 0.22 miles west of FM 1905 (ANTONIO ST) (TX/NM STATELINE) to SH 20 (MESA ST) to add \$87,951,432 of Cat 2M for a total of \$124,931,432 of Cat 2M, \$20,150,000 of Cat 7 STP-MM funds, and \$3,288,920 of Cat 11 District Discretionary for a total funding of \$148,370,352 in Fiscal Year (FY) 2021;
2. Amend IH 10 Widening project (MPO ID#I406X-CAP/CSJ 2121-02-160) for widening from 6 to 8 lanes divided from SH 20 (Mesa) to IH 10/US 85/Sunland Park Interchange to remove \$36,560,000 of Category 2 funds and retain \$20,420,000 of Cat 7 STP-MM funds and \$3,560,000 of Cat 11 District Discretionary for a total funding of \$23,980,000 in FY 2022;
3. Amend Loop 375 (Americas/Joe Battle) Widening project (MPO ID#F056X-CAP/CSJ 2552-03-049) for widening from 4 to 6 lanes divided from Bob Hope Dr. to Zaragoza Rd. to reduce Cat 2 from \$22,225,380 to \$17,757,791 and retain \$12,274,620 of Cat 4 funds for a total funding of \$30,032,411 in FY 2020;
4. Program Loop 375 Widening project (MPO ID#F061X-CAP/CSJ 2552-04-047) for widening from 4 to 6 lanes divided from to Zaragoza Rd. to 0.33 MI SW of Zaragoza Rd. to add \$4,467,589 of Cat 2M funds in FY 2020;
5. Program Arterial 1 (1682 BLVD) PE project (MPO ID # A433-CAP-PE/CSJ 0924-06-563) using \$3,816,000 of Category 7 STP-MM funds and \$1,016,941 of Local Contribution for a total funding of \$4,832,941 in FY 2019.

Transit Projects:

6. Deprogram the El Paso Streetcar 3rd Year Operating Assistance project (MPO ID # T108X-3/CSJ 0924-06-576) using \$1,139,859 of Congestion Mitigation Air Quality Category 5 funds and \$978,042 of Local Contribution Category 3 funds in Fiscal Year (FY) 2021.

The Transportation Project Advisory Committee (TPAC) meeting and the Transportation Policy Board (TPB) meetings were used as open forums for the MPO public involvement process and these meetings were advertised in local newspapers.

Sincerely,



Roger Williams
Interim Executive Director

Enclosures

cc: Eddie Valtier, TXDOT-EI Paso
Marty Boyd, TXDOT-EI Paso
Art Estrada, TXDOT-EI Paso

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
TX DIST. 24	EP	0924-06-576	N/A	T	El Paso	Sun Metro	\$0

TIP PROJECT NAME: El Paso Streetcar 3rd year Operating Assistance

LIMITS FROM: Father Rahm - Downtown Terminal

LIMITS TO: Glory Road

TIP DESCRIPTION: El Paso Streetcar 3rd year Operating Assistance: 3rd year of Streetcar operations

REMARKS: Amend D2045 MTP, D19-22 TIP, 19-22 STIP to deprogram in FY 2019.

REVISION DATE: 02/2019

MPO PROJECT ID: T108X-3

MTP REFERENCE: T108X-3

FUNDING CATEGORY: CAT 5 CMAQ, CAT 3 LC

DEPROGRAMMED FROM: FY 2021

PROJECT HISTORY:
Program D2045 MTP, D19-22 TIP, 19-22 STIP, in FY 2021.

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share					
			Federal Share	State Share	Regional Share	Local Share	Lcl Contribution	Total Share
Preliminary Engineering:	\$0							
Right Of Way:	\$0	Cat 5	CMAQ	\$0	\$0	\$0	\$0	\$0
Construction:	\$0	Cat 3LC	Local Contribution	\$0	\$0	\$0	\$0	\$0
Construction Engineering:	\$0							
Contingencies:	\$0	\$0						
Indirects:	\$0							
Bond Financing:	\$0							
Potential Change Order:	\$0							
Total Project Cost:	\$0			\$0	\$0	\$0	\$0	\$0

PROJECT AMENDMENT HISTORY

STIP Rev Date(s)	FY(s)	Note/Amend Date	Note/Amendment
07/2018	2021	05/2018	Program D2045 MTP, D19-22 TIP, 19-22 STIP, in FY 2021.
02/2019	2021	01/2019	Amend D2045 MTP, D19-22 TIP, 19-22 STIP to deprogram in FY 2019.

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
TX DIST. 24	EP	0924-06-563	CS	E	Socorro	Socorro	\$4,832,941
TIP PROJECT NAME: Arterial 1 (1682 BLVD)					REVISION DATE:	02/2019	
LIMITS FROM:	Future Border Highway East				MPO PROJECT ID:	A433-CAP-PE	
LIMITS TO:	IH-10				MTP REFERENCE:	A433-CAP-PE	
TIP DESCRIPTION:	Arterial 1 (1682 BLVD): Preliminary Engineering to build 4-lane divided				FUNDING CATEGORY:	CAT 7, CAT 3LC	
REMARKS:	Amend to program in to D2045 MTP, D 19-22 TIP, and 19-22 STIP						

Total Project Cost Information:		Authorized Funding by Category/Share								
				Federal Share	State Share	Regional Share	Local Share	Lcl Contribution	Total Share	
Preliminary Engineering:	\$4,832,941									
Right Of Way:	\$0									
Construction:	\$26,735,765	Cost of Approved Phases:	Cat 7	CAT 7STP-MM	\$3,052,800	\$0	\$0	\$763,200	\$0	\$3,816,000
Construction Engineering:	\$0		Cat 3LC	CAT 3LC	\$0	\$0	\$0	\$0	\$1,016,941	\$1,016,941
Contingencies:	\$0									
Indirects:	\$0									
Bond Financing:	\$0									
Potential Change Order:	\$0									
Total Project Cost:	\$31,568,706			Fund by Share	\$3,052,800	\$0	\$0	\$763,200	\$1,016,941	\$4,832,941

PROJECT AMENDMENT HISTORY

STIP Rev Date(s)	FY(s)	Note/Amend Date	Note/Amendment
02/2019	2019	01/2019	Amend to program in to D2045 MTP, D 19-22 TIP, and 19-22 STIP
'STIP Rev Date(s)' also refers to TIP Administrative Amendment (Local Revision) Date			

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
TX DIST. 24	EP	2552-04-047	LP 375	C	El Paso	TXDOT	\$4,467,589
TIP PROJECT NAME: Loop 375 (Americas Ave./Joe Battle) Widening						REVISION DATE:	02/2019
LIMITS FROM: Zaragoza Rd.						MPO PROJECT ID:	F061X-CAP
LIMITS TO: 0.33 MI SW of Zaragoza Rd.						MTP REFERENCE:	F061X-CAP
TIP DESCRIPTION: Loop 375 (Americas Ave./Joe Battle) Widening; Widen from 4 to 6 lanes divided						FUNDING CATEGORY:	CAT 2M
REMARKS: Amend to program in to D2045 MTP, D 19-22 TIP, and 19-22 STIP							

Total Project Cost Information:		Authorized Funding by Category/Share							
		Cost of Approved Phases:		Federal Share	State Share	Regional Share	Local Share	Lcl Contribution	Total Share
Preliminary Engineering:	\$0	Cat 2M	CAT 2M	\$3,574,071	\$893,518	\$0	\$0	\$0	\$4,467,589
Right Of Way:	\$0	Fund by Share		\$3,574,071	\$893,518	\$0	\$0	\$0	\$4,467,589
Construction:	\$4,467,589								
Construction Engineering:	\$0								
Contingencies:	\$0								
Indirects:	\$0								
Bond Financing:	\$0								
Potential Change Order:	\$0								
Total Project Cost:	\$4,467,589								

PROJECT AMENDMENT HISTORY

STIP Rev Date(s)	FY(s)	Note/Amend Date	Note/Amendment
02/2019	2020	11/2018	Amend to program in to D2045 MTP, D 19-22 TIP, and 19-22 STIP
'STIP Rev Date(s)' also refers to TIP Administrative Amendment (Local Revision) Date			
TX DIST. 24	EP	2552-03-049	LP 375
TIP PROJECT NAME: Loop 375 (Americas/Joe Battle) Widening			
REVISION DATE: 02/2019			
LIMITS FROM: Bob Hope Dr. MPO PROJECT ID: F056X-CAP			
LIMITS TO: Zaragoza Rd. MTP REFERENCE: F056X-CAP			
TIP DESCRIPTION: Loop 375 (Americas/Joe Battle) Widening; Widen from 4 To 6 lanes divided from Bob Hope to Zaragoza Rd. FUNDING CATEGORY: CAT 2M, CAT 4 (3c)			
REMARKS: Amend the D2045 MTP, D19-22 TIP and 19-22 STIP to reduce CAT 2 from \$22,225,380 to \$17,757,791			

PROJECT HISTORY:
Program D2045 MTP, D19-22 TIP, 19-22 STIP, in FY 2020.

Total Project Cost Information:		Authorized Funding by Category/Share							
		Cost of Approved Phases:		Federal Share	State Share	Regional Share	Local Share	Lcl Contribution	Total Share
Preliminary Engineering:	\$0	Cat 2M	CAT 2M	\$14,206,234	\$3,551,558	\$0	\$0	\$0	\$17,757,792
Right Of Way:	\$0	Cat 4	4(3c)	\$9,819,696	\$2,454,924	\$0	\$0	\$0	\$12,274,620
Construction:	\$26,120,880	Fund by Share		\$24,025,930	\$6,006,482	\$0	\$0	\$0	\$30,032,412
Construction Engineering:	\$1,814,892								
Contingencies:	\$728,152								
Indirects:	\$0								
Bond Financing:	\$0								
Potential Change Order:	\$1,368,488								
Total Project Cost:	\$30,032,412								

05/2017	2018	04/2017	Amend to program into amendedH2040 MTP, H17-20 TIP, 17-20 STIP in FY 2018. Former projects F403X-CAP and F040X-MOD.
07/2018	2020	05/2018	Program D2045 MTP, D19-22 TIP, 19-22 STIP, in FY 2020.
02/2019	2020	11/2018	Amend the D2045 MTP, D19-22 TIP and 19-22 STIP to reduce CAT 2 from \$22,225,380 to \$17,757,791
'STIP Rev Date(s)' also refers to TIP Administrative Amendment (Local Revision) Date			

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
TX DIST. 24	EP	2121-01-094	IH 10	C	El Paso	TXDOT	\$148,370,352

TIP PROJECT NAME: IH 10 WIDENING

LIMITS FROM: 0.22 miles West of FM 1905 (Antonio Street)

LIMITS TO: SH 20 (MESA ST)

TIP DESCRIPTION: IH 10 WIDENING: WIDEN FROM 4 TO 6 LANES DIVIDED

REMARKS: Amend the D2045 MTP, D 19-22 TIP, and 19-22 STIP to add \$87,951,432 to CAT 2.

REVISION DATE: 02/2019

MPO PROJECT ID: I405X-CAP

MTP REFERENCE: I405X-CAP

FUNDING CATEGORY: CAT 2M, CAT 7 STP, CAT 11

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

PROJECT HISTORY:

Program D2045 MTP, D19-22 TIP, 19-22 STIP, in FY 2021.

Total Project Cost Information:		Authorized Funding by Category/Share							
Item	Amount			Federal Share	State Share	Regional Share	Local Share	Lcl Contribution	Total Share
Preliminary Engineering:	\$3,591,774								
Right Of Way:	\$0								
Construction:	\$141,633,943			\$99,945,146	\$24,986,286	\$0	\$0	\$0	\$124,931,432
Construction Engineering:	\$3,151,965			\$16,120,000	\$4,030,000	\$0	\$0	\$0	\$20,150,000
Contingencies:	\$131,943			\$2,631,136	\$657,784	\$0	\$0	\$0	\$3,288,920
Indirects:	\$0								
Bond Financing:	\$0								
Potential Change Order:	\$3,452,501								
Total Project Cost:	\$151,962,126			Fund by Share \$118,696,282	\$29,674,070	\$0	\$0	\$0	\$148,370,352

PROJECT AMENDMENT HISTORY

STIP Rev Date(s)	FY(s)	Note/Amend Date	Note/Amendment
07/2018	2021	05/2018	Program D2045 MTP, D19-22 TIP, 19-22 STIP, in FY 2021.
02/2019	2021	11/2018	Amend the D2045 MTP, D 19-22 TIP, and 19-22 STIP to add \$87,951,432 to CAT 2.

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
TX DIST. 24	EP	2121-02-160	IH 10	C	El Paso	TXDOT	\$23,980,000

TIP PROJECT NAME: IH 10 WIDENING

LIMITS FROM: SH 20 (MESA ST)

LIMITS TO: IH 10/US 85/SUNLAND PARK INTERCHANGE

TIP DESCRIPTION: IH 10 WIDENING: WIDEN FROM 6 TO 8 LANES DIVIDED

REMARKS: Amend D2045 MTP, D19-22 TIP, 19-22 STIP to remove CAT 2 funding from project.

REVISION DATE: 02/2019

MPO PROJECT ID: I406X-CAP

MTP REFERENCE: I406X-CAP

FUNDING CATEGORY: CAT 7 STP, CAT 11

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

PROJECT HISTORY:
Program D2045 MTP, D19-22 TIP, 19-22 STIP, in FY 2022.

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share							
Item	Amount		Federal Share	State Share	Regional Share	Local Share	Lcl Contribution	Total Share		
Preliminary Engineering:	\$3,148,554	\$23,980,000								
Right Of Way:	\$0									
Construction:	\$17,293,294		Cat 7	STP	\$16,336,000	\$4,084,000	\$0	\$0	\$0	\$20,420,000
Construction Engineering:	\$3,128,709		Cat 11	District Discretionary	\$2,848,000	\$712,000	\$0	\$0	\$0	\$3,560,000
Contingencies:	\$130,969									
Indirects:	\$0									
Bond Financing:	\$0									
Potential Change Order:	\$3,427,028									
Total Project Cost:	\$27,128,554			Fund by Share	\$19,184,000	\$4,796,000	\$0	\$0	\$0	\$23,980,000

PROJECT AMENDMENT HISTORY

STIP Rev Date(s)	FY(s)	Note/Amend Date	Note/Amendment
07/2018	2022	05/2018	Program D2045 MTP, D19-22 TIP, 19-22 STIP, in FY 2022.
02/2019	2022	11/2018	Amend D2045 MTP, D19-22 TIP, 19-22 STIP to remove \$36,560,000 of CAT 2 funding from project.

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

**Destino 2045 MTP Project List
TX Highway and Roadway (FHWA and Local funds)**

CSJ	Project ID	Project Name	Project Description	From	To	Network	Current Const. Cost / 2019-2045 Cost	Est. Const. Cost	Est. PE Cost	Est. ROW Cost	Total Project Cost/YOE	Sponsor	YOE (FY)
2552-03-049	F056X-CAP	Loop 375 (Americas/Joe Battle) Widening	Widen from 4 To 6 lanes divided from Bob Hope to Zaragoza Rd.	Bob Hope Dr.	Zaragoza Rd.	2030	\$30,032,412	\$30,032,412	\$0	\$0	\$30,032,412	TXDOT	2020
2121-01-094	I405X-CAP	IH 10 WIDENING	WIDEN FROM 4 TO 6 LANES DIVIDED	FM 1905 (TX/NM STATELINE)	SH 20 (MESA ST)	2030	\$148,370,352	\$148,370,352	\$3,591,774	\$0	\$151,962,126	TXDOT	2021
2121-02-160	I406X-CAP	IH 10 WIDENING	WIDEN FROM 6 TO 8 LANES DIVIDED	SH 20 (MESA ST)	IH 10/US 85/SUNLAND PARK INTERCHANGE	2030	\$23,980,000	\$23,980,000	\$3,148,554	\$0	\$27,128,554	TXDOT	2022
2552-04-047	F061X-CAP	Loop 375 (Americas/Joe Battle) Widening	Widen from 4 to 6 lanes divided	Zaragoza Rd.	0.33 MI SW of Zaragoza Rd.	2030	\$4,467,589	\$4,467,589	\$0	\$0	\$4,467,589	TXDOT	2020
0924-06-563	A433-CAP-PE	Arterial 1 (1682 BLVD)	Build 4-lane divided	Future Border Highway East	IH-10	2020	\$0	\$0	\$4,832,941	\$0	\$4,832,941	Socorro	2019

EL PASO MPO - District 24
FY 2019 - 2022 Transportation Improvement Program

Thursday, January 17, 2019

Funding by Category

Category	Description	FY 2019		FY 2020		FY 2021		FY 2022		Total FY 2019 - 2022	
		Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized
1	Preventive Maintenance & Rehabilitation	\$20,540,000	\$20,540,000	\$21,270,000	\$21,270,000	\$22,000,000	\$22,000,000	\$22,780,000	\$22,780,000	\$86,590,000	\$86,590,000
2M or 2U	Urban Area (Non- TMA) Corridor Projects	\$43,110,000	\$73,024,632	\$34,872,665	\$35,100,000	\$124,931,432	\$124,931,432	\$0	\$36,560,000	\$202,914,097	\$269,616,064
3	Non-Traditionally Funded Transportation Project (Includes Prop 12v1, Prop 12v2, Prop 14, Lcl funds)	\$2,723,873	\$2,723,873	\$149,307	\$149,307	\$2,695,536	\$2,695,536	\$1,194,630	\$1,194,630	\$6,763,346	\$6,763,346
4	Statewide Connectivity Corridor Projects	\$126,116,604	\$126,120,000	\$12,274,620	\$12,274,620	\$0	\$0	\$0	\$0	\$138,391,224	\$138,394,620
5	CMAQ	\$10,072,819	\$12,625,630	\$10,666,933	\$10,920,000	\$10,250,030	\$11,350,000	\$11,446,537	\$11,500,000	\$42,436,319	\$46,395,630
5 Flex	Map21 Flex	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
6	Structures	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
7	Metro Mobility & Rehab	\$22,896,000	\$25,438,533	\$19,900,000	\$19,900,000	\$20,150,000	\$20,690,000	\$20,420,000	\$20,940,000	\$83,366,000	\$86,968,533
8	Safety	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
9	Transportation Enhancements	\$2,465,500	\$2,465,500	\$0	\$0	\$0	\$0	\$0	\$0	\$2,465,500	\$2,465,500
9 Flex	TAP	\$1,510,485	\$2,374,065	\$823,523	\$1,400,000	\$0	\$1,400,000	\$0	\$1,400,000	\$2,334,008	\$6,574,065
10	Supplemental Transportation Projects (Includes:Earmark, GR, CBI, KTXB)	\$17,655,874	\$19,865,243	\$0	\$0	\$0	\$0	\$0	\$0	\$17,655,874	\$19,865,243
11	District Discretionary	\$10,000,000	\$13,560,000	\$3,400,000	\$3,560,000	\$3,288,920	\$3,560,000	\$3,560,000	\$3,560,000	\$20,248,920	\$24,240,000
12	Strategic Priority	\$63,930,000	\$63,930,000	\$0	\$0	\$0	\$0	\$0	\$0	\$63,930,000	\$63,930,000
12C	Strategic Priority RECON (CMAQ)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
12S	Strategic Priority RECON (STP)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SBPE	Strategy Budget PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SB 102	Strategy 102 Budget	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total		\$321,021,155	\$362,667,476	\$103,357,048	\$104,573,927	\$183,315,918	\$186,626,968	\$59,401,167	\$97,934,630	\$667,095,288	\$751,803,001

Funding Participation Source

Source	FY 2019	FY 2020	FY 2021	FY 2022	Total
Federal	\$254,637,825	\$82,566,193	\$144,496,306	\$46,565,230	\$528,265,554
State	\$55,871,227	\$16,205,268	\$34,074,070	\$9,352,000	\$115,502,565
Local Match	\$7,788,230	\$4,436,280	\$2,050,006	\$2,289,307	\$16,563,823
CAT 3 - Local/State Contributions	\$2,723,873	\$149,307	\$2,695,536	\$1,194,630	\$6,763,346
Total	\$321,021,155	\$103,357,048	\$183,315,918	\$59,401,167	\$667,095,288





PERFORMANCE BASED PLANNING AND PROGRAMMING



APPENDIX D: PERFORMANCE BASED PLANNING AND PROGRAMMING

Measuring and tracking the performance of the region's transportation system is a fundamental component of the Metropolitan Transportation Plan (MTP) and the performance-based planning process. Federal legislation passed in 2012 introduced a new requirement to incorporate a performance-based approach into the transportation planning process. The legislation, the Moving Ahead for Progress in the 21st Century Act, known as MAP-21, requires state Departments of Transportation (DOT), Metropolitan Planning Organizations (MPO), and transit authorities to set coordinated targets, report on a required set of performance measures, and prioritize projects using a coordinated performance-based planning process. These performance requirements were continued and reinforced by the Fixing America's Surface Transportation (FAST) Act, which was signed into law in 2015. Four Transportation Performance Management final rules have been released by the Federal Highway Administration and the Federal Transit Administration, passed through standard rulemaking procedure, and are now effective. Each final rule lists required measures, data sources, and calculation procedures.

The final rules include:

- Highway Safety Improvement Program, known as PM1
- Assessing Pavement Condition for the National Highway Performance Program and Bridge Condition for the National Highway Performance Program, known as PM2
- Assessing Performance of the National Highway System, Freight Movement on the Interstate System, and Congestion Mitigation and Air Quality Improvement Program (CMAQ), known as PM3
- Transit Asset Management

Federal performance measure final rules establish deadlines for target setting and reporting for each of the required performance measures. For the measures identified in each final rule, MPOs are required to include adopted targets, baseline performance measures, and progress toward the targets in the Destino 2045 MTP adopted two years after the effective date of the final rule. The four performance measure final rules currently effective were established at different times, and therefore have different target-setting and implementation deadlines, as seen below:

Final Rule	Rule Effective Date	Target Setting Deadlines			Required to be Included in MTPs
		Provider	State DOT	MPO	
Safety (PM1)	4/14/2016	N/A	8/31/2017	2/16/2018	5/27/2018
Pavement and Bridge Condition (PM2)	5/20/2017	N/A	5/20/2018	11/16/2018	5/20/2019
System Performance/Freight/CMAQ (PM3)	5/20/2017	N/A	5/20/2018	11/16/2018	5/20/2019
Transit Asset Management	10/01/2016	1/01/2017	10/01/2017	9/21/2018	10/01/2018

*Safety (PM1) is updated yearly



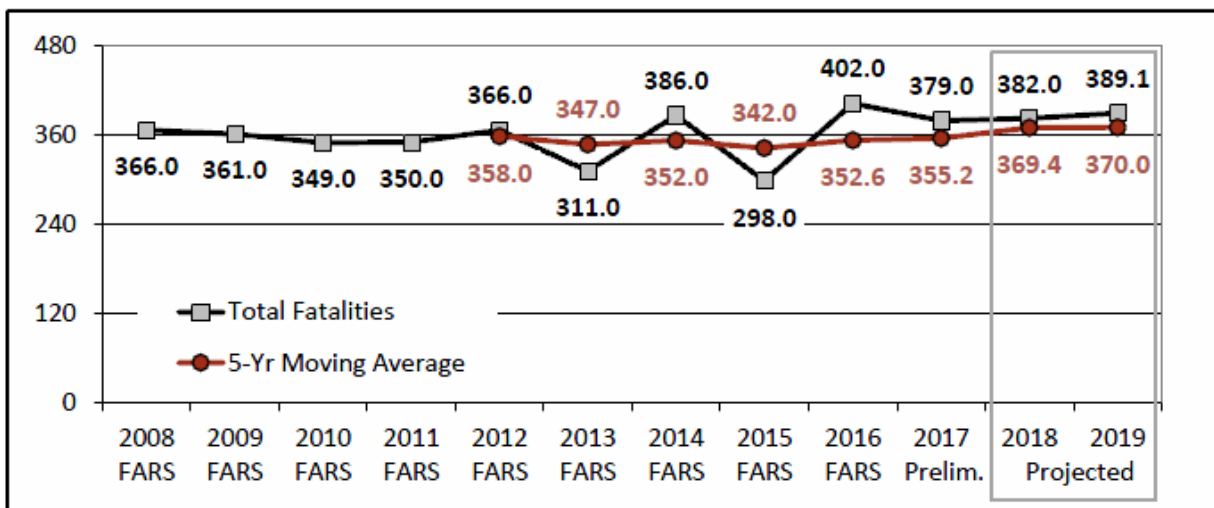
Safety (PM1):

On January 25, 2019 the El Paso MPO adopted the State of Texas Department of Transportation (TXDOT) and New Mexico Department of Transportation (NMDOT) targets for 5 Safety Performance measures based on five-year rolling averages for:

1. Number of Fatalities,
2. Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT),
3. Number of Serious Injuries,
4. Rate of Serious Injuries per 100 million VMT, and
5. Number of Non- Motorized Fatalities and Non-Motorized Serious Injuries

NMDOT PM 1 Targets

1) Number of Total Fatalities

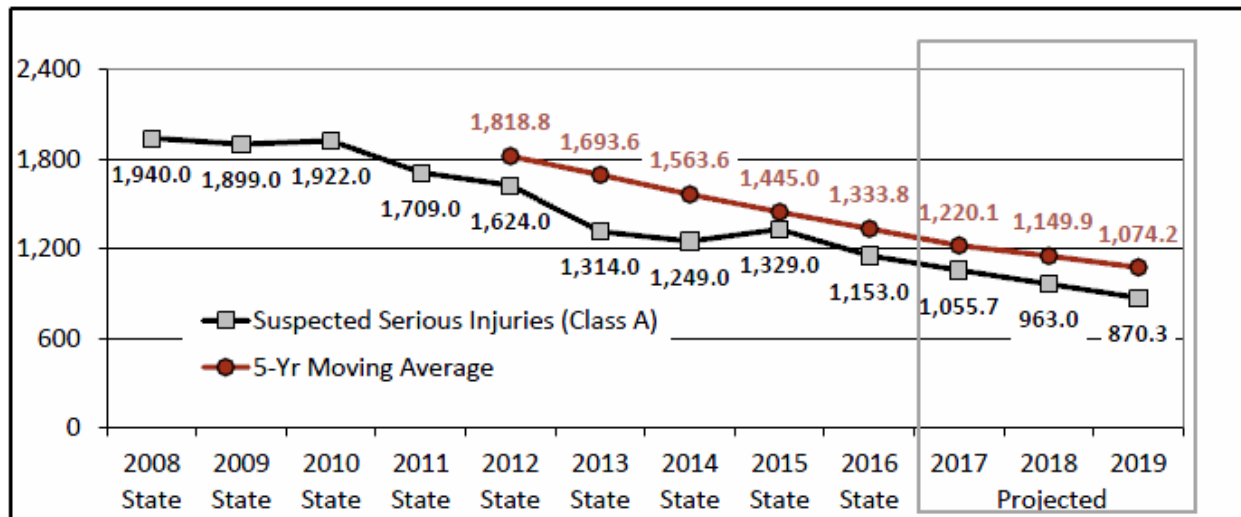


NMDOT Target Statement: Limit the increase in total fatalities to 6.4 percent from 352.6 in 2016 to 375 by December 31, 2019 (FARS; 5-year averages).

NMDOT Justification: Five-year average fatalities fell by 7 percent between 2011 and 2015, but then rose in 2016 to their highest level in ten years. 2017 preliminary data and 2018 and 2019 projected data indicate fatalities remaining high. Although the 5- year trend line indicates a 5 percent increase in overall fatalities from 2016 to 2019, given the projected increases in pedestrian, speeding and alcohol-impaired fatalities, the State has determined a 6.4 percent increase in overall fatalities to be an achievable target in 2019.



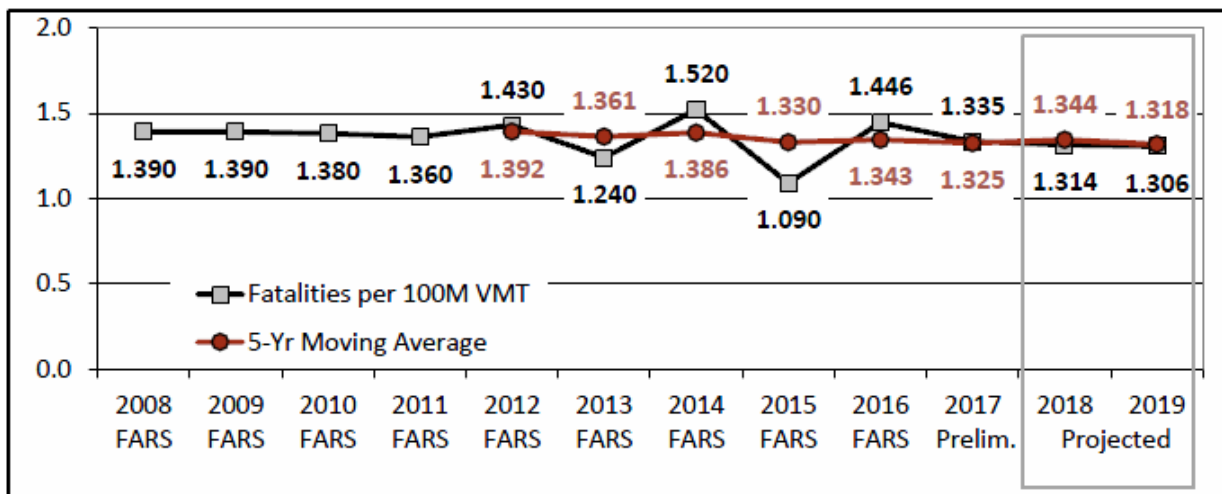
2) Number of Serious Injuries



NMDOT Target Statement: Decrease the number of serious injuries by 17.5 percent from 1,333.8 in 2016 to 1,100.0 by December 31, 2019.

NMDOT Justification: Five-year average serious injuries are projected to fall by 14.7 percent between 2016 and 2018, and the State anticipates a continued reduction in serious injuries in 2019. The State has determined a 17.5 percent reduction in these injuries from 2016 to 2019 is achievable.

3) Fatalities per 100M VMT

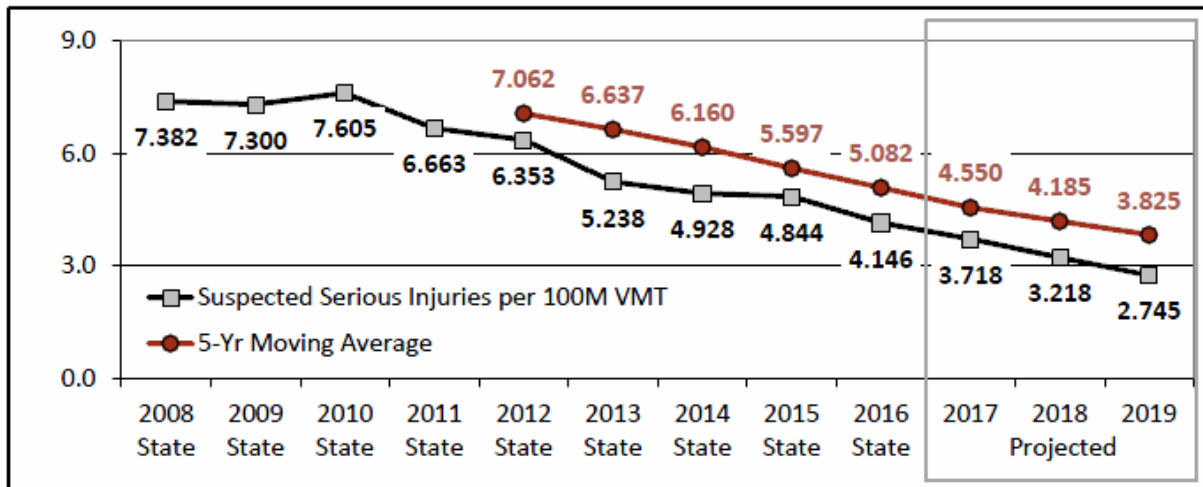


NMDOT Target Statement: Decrease the fatality rate from 1.343 in 2016 to 1.318 by December 31, 2019.

NMDOT Justification: Although five-year average fatalities are expected to increase in 2019 from 2016, with VMT expected to continue rising, the State determines that the projected 2019 five-year fatality rate is an achievable target.



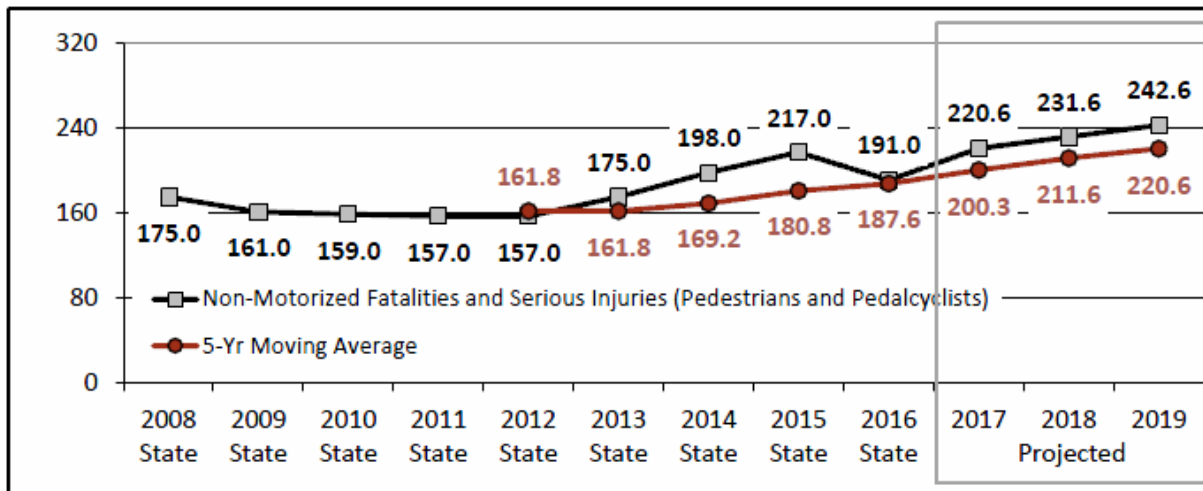
4) Serious Injuries per 100 VMT



NMDOT Target Statement: Decrease the rate of serious injuries from 5.082 in 2016 to 3.825 by December 31, 2019.

NMDOT Justification: Five-year average serious injury rates are projected to continue falling, and the State has determined the 2019 five-year average projection to be an achievable target.

5) Number of Non-motorized Fatalities and Serious Injuries



NMDOT Target Statement: Limit the increase in non-motorized fatalities and non-motorized serious injuries to 220.6 by December 31, 2019.

NMDOT Justification: Five-year average non-motorized fatalities and serious injuries are projected to rise over the next four years, and the State has determined the 2019 five-year average projection to be an achievable target.



TXDOT (PM1) TARGETS:

1. Total number of traffic fatalities:

Target: Total number of traffic fatalities (C-1)

2019 Target: To decrease the expected rise of fatalities to not more than a five-year average of 3,791.0 fatalities in 2019

The 2019 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data	Source
2015	3,582	FARS
2016	3,776	ARF
2017	3,726	CRIS
2018	3,891	Target
2019	3,980	Target
2019 Target expressed as 5-year average		3,791.0

As noted in the table above, the calendar year target for 2019 would be 3,980 fatalities.

2021 Target: To decrease the expected rise of fatalities from the projected 4,012 in 2019 to not more than 4,155 fatalities in 2021



2. Number of serious injuries:

Target: Total number of serious injuries (C-2)

2019 Target: To decrease the expected rise of serious injuries to not more than a five-year average of 17,751.0 serious injuries in 2019

The 2019 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data	Source
2015	17,110	CRIS
2016	17,602	CRIS
2017	17,546	CRIS
2018	18,130	Target
2019	18,367	Target
2019 Target expressed as 5-year average		17,751.0

As noted in the table above, the calendar year target for 2019 would be 18,367 serious injuries.

2021 Target: To decrease the expected rise of serious injuries from the projected 18,516 serious injuries in 2019 to not more than 18,835 serious injuries in 2021



3. Fatalities per 100 million vehicle miles traveled:

Target: Fatalities per 100 million vehicle miles traveled (C-3)

2019 Target: To decrease the expected rise of fatalities per 100 MVMT to not more than a five-year average of 1.414 fatalities per 100 MVMT in 2019

The 2019 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data	Source
2015	1.39	FARS
2016	1.39	ARF
2017	1.36	CRIS
2018	1.46	Target
2019	1.47	Target
2019 Target expressed as 5-year average		1.414

As noted in the table above, the calendar year target for 2019 would be 1.47 fatalities per 100 MVMT.

2021 Target: To decrease the expected rise of fatalities per 100 MVMT from the projected 1.48 fatalities per 100 MVMT in 2019 to not more than 1.49 fatalities per 100 MVMT in 2021



4. Serious Injuries per 100 million miles traveled:

Target: Serious Injuries per 100 million vehicle miles traveled

2019 Target: To decrease the serious injuries per 100 MVMT to not more than a five year average of 6.550 serious injuries per 100 MVMT in 2019

The 2019 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data	Source
2015	6.63	CRIS
2016	6.49	CRIS
2017	6.39	CRIS
2018	6.64	Target
2019	6.60	Target
2019 Target expressed as 5-year average		6.550

As noted in the table above, the calendar year target for 2019 would be 6.60 serious injuries per 100 MVMT.

2021 Target: To decrease the rate of serious injuries per 100 MVMT from 6.60 serious injuries per 100 MVMT in 2019 to 6.51 serious injuries per 100 MVMT in 2021



5. Total number of non-motorized fatalities and serious injuries:

Target: Total number of non-motorized fatalities and serious injuries

2019 Target: To decrease the expected rise of non-motorized fatalities and serious injuries to not more than a five year average of 2,237.6 non-motorized fatalities and serious injuries in 2019

The 2019 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data	Source
2015	2,036	FARS-CRIS
2016	2,301	ARF-CRIS
2017	2,148	CRIS
2018	2,309	Target
2019	2,394	Target
2019 Target expressed as 5-year average		2,237.6

As noted in the table above, the calendar year target for 2019 would be 2,394 non-motorized fatalities and serious injuries.

2021 Target: To decrease the expected rise of non-motorized fatalities and serious injuries from the projected 2,413 serious injuries in 2019 to not more than 2,560 non-motorized fatalities and serious injuries in 2021

Transit Asset Management (TAM):

On September 21, 2018 the Transportation Policy Board approved two new MPO Planning Memorandums of Understanding (MOU), one for Texas and one for New Mexico. The MOU's outline the roles and responsibilities of the states, the MPO, and the mass transit provider, Sun Metro, in carrying out the metropolitan transportation planning process and associated performance measures. Based on the federal performance measure final rule on Transit Asset Management (TAM) issued in July 2016, MPOs are required to coordinate with transit providers to set performance targets and integrate individual transit providers' performance targets and TAM plans into planning documents. El Paso MPO reached out to the transit providers in the region to include Sun Metro the mass transit provider for the region and requested targets. The El Paso MPO Transportation Project Advisory Committee (TPAC) reviewed Sun Metro targets, the state of Texas, and the state of New Mexico targets and recommended that the El Paso MPO Transportation Policy Board (TPB) adopt the state of Texas' targets, as the targets for the El Paso MPO. Sun Metro may have agency-level targets that differ from the El Paso MPO adopted targets. These agency-level targets may better meet their needs in planning for state of good repair for Sun Metro. EPMPO will continue to coordinate with Sun Metro to report, track, and adjust the targets over time to meet the El Paso MPO targets.



El Paso MPO TAM 4 year targets

Performance Measure	Baseline	2020 Target	2022 Target
Transit Asset Management			
% revenue vehicles at or exceeding useful life benchmark			<15%
% service vehicles (non-revenue) at or exceeding useful life benchmark			<15%
% facilities rated below 3 on condition scale (TERM)			<15%
% track segments with performance restrictions			N/A

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