



## El Paso Metropolitan Planning Organization

January 24, 2019

### Transportation Policy Board

#### **Javier Perea, Chair**

Mayor, City of Sunland Park, NM

#### **Vincent Perez, Vice-Chair**

Commissioner, El Paso County

#### **Antonio Araujo**

Mayor, City of San Elizario, TX

#### **Jay Banasiuk**

Director, Mass Transit

#### **Robert Bielek, P.E.**

District Engineer, TxDOT

#### **César Blanco**

Texas State Representative

#### **Joseph Cervantes**

New Mexico State Senator

#### **Trent Doolittle, P.E.**

District Engineer, NMDOT

#### **Mary E. Gonzalez**

Texas State Representative

#### **Tommy Gonzalez**

City Manager, City of El Paso

#### **Addam Hernandez**

Commission Member, Town of Chin

#### **Raymundo Lara**

New Mexico State Representative

#### **Manuel Leos**

Mayor, Village of Vinton

#### **Monica Lombraña**

Director of Aviation,  
El Paso International Airport

#### **Chuck McMahon**

Asst. County Manager of Operations,  
Doña Ana County

#### **Dee Margo**

Mayor, City of El Paso

#### **Ted Marquez**

Director of Department of Transportation,  
City of El Paso

#### **Walter Miller**

Alderman 1, Horizon City

#### **Joe Moody**

Texas State Representative

#### **Dr. Sam Morgan**

City of El Paso Representative

#### **Lina Ortega**

Texas State Representative

#### **Norma Palacios**

Public Works Assistant Director,

#### **Henry Rivera**

City of El Paso Representative

#### **José R. Rodríguez**

Texas State Senator

#### **Rene Rodriguez**

Representative at Large,  
City of Socorro

#### **Benjamin Romero**

Mayor Pro-Tem, Town of Anthony

#### **Ricardo Samaniego**

County Judge, El Paso County

#### **Peter Svarzbein**

City of El Paso Representative

#### **Diana Trujillo**

Mayor, City of Anthony, NM

Mr. Kelly Kirkland  
TxDOT- PTN Austin District  
125 E. 11th Street  
Austin, TX 78701-2483

RE: Amendments to the Destino 2045 MTP and Destino 2019-2022 Transportation Improvement Program (TIP) for inclusion in the February 2019 Statewide Transportation Improvement Program (STIP) Revisions.

Dear Mr. Kirkland:

Enclosed is a TIP page for inclusion into the 2019-2022 Statewide Transportation Improvement Program (STIP). The Transportation Policy Board (TPB) will approve the amendment to the Destino 2045 Metropolitan Transportation Plan (MTP), and the Destino 2019-2022 TIP at the January 25, 2019 meeting.

### Transit Projects:

- a. Program the Project Amistad FTA Section 5310 El Paso Urbanized Area Grant-Project (MPO ID#T011-17) Amistad dba Amistad – FY 2019, for the purchase of four (4) ADA compliant vehicles and operation funding using \$590,321 of FTA 5310 program funds and \$283,681 of local match;

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-El Paso  
Marty Boyd, TXDOT-El Paso  
Art Estrada, TXDOT-El Paso

Roger Williams,  
Interim Executive Director



## FY 2019 TRANSIT PROJECT DESCRIPTIONS

Thu Jan 17, 2019

## EL PASO MPO TRANSPORTATION IMPROVEMENT PROGRAM (TIP) 2019-2022

District: 1

YOE = Year of Expenditure

**General Project Information****Funding Information (YOE)**

Project Sponsor:	Project Amistad	Fed. Funding Category:	<b>Sec. 5310 - Seniors &amp; People w/Disabilities &gt;200K</b>		
MPO ID:	<b>T011-17</b>	Other FTA Section:			
Project Name:	FTA Section 5310 El Paso Urbanized Area Grant - Project Amistad dba Amistad	Federal (FTA) Funds:			\$531,171
Apportionment Year:	2018	State (TXDOT) Funds:			\$0
Project Phase:	1	Other Funds:			\$59,150
Brief Project Description:	Funding for the purchase of four ADA-compliant vehicles and operational funding for 5310 program	<b>Fiscal Year Cost:</b>			<b>\$590,321</b>
Sec5309 ID:		Construction:	\$590,321	PE: \$0	ROW: \$0
Amend Date:	02/2019	<b>Total Project Cost:</b>			<b>\$590,321</b>
Remarks/Amend Action:	Amend to program in to D2045 MTP, D 19-22 TIP, and 19-22 STIP	TDC Amount Requested:			\$59,150
		TDC Awarded Date & Amount:			\$0

**AMENDMENT HISTORY****History STIP Rev Date History FY History Date History Note/Amendment**

02/2019	2019	01/2019	Amend to program in to D2045 MTP, D 19-22 TIP, and 19-22 STIP
---------	------	---------	---

Destino 2045 MTP Project List  
TX Transit (FTA and Local funds)

CSJ	Project ID	Project Name	Project Description	From	To	Network	Current Const. Cost / 2017-2045 Cost	Est. Construction Cost / YOE Cost (Includes Inflation)	Est. PE Cost (Includes Inflation)	Est. ROW Cost (Includes Inflation)	Total Project Cost/YOE (Includes Inflation)	Sponsor	YOE (FY)
	T011-17	FTA Section 5310 El Paso Urbanized Area Grant - Project Amistad dba Amistad	Funding for the purchase of four ADA-compliant vehicles and operational funding for 5310 program	El Paso County	El Paso County	2020	\$590,321	\$590,321	\$0	\$0	\$590,321	Project Amistad	2019

**Transit Financial Summary**  
**El Paso MPO - TXDOT District 24**  
**FY 2019 - 2022 Transportation Improvement Program**

All Figures in Year of Expenditure (YOE) Dollars

Thursday, January 17, 2019

Transit Program		FY 2019			FY 2020			FY 2021		
		Federal	Match	Total	Federal	Match	Total	Federal	Match	Total
1	Sec. 5307 - Urbanized Formula >200K	\$13,501,850	\$3,375,463	\$16,877,313	\$13,475,267	\$3,368,818	\$16,844,085	\$13,610,012	\$3,402,502	\$17,012,514
2	Sec. 5307 - Urbanized Formula <200K	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
3	Sec. 5309 - Fixed Guideway Investment	\$1,440,000	\$360,000	\$1,800,000	\$0	\$0	\$0	\$0	\$0	\$0
4	Sec. 5337 - State of Good Repair	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5	Sec. 5339 - Bus & Bus Facilities >200K	\$1,729,811	\$432,452	\$2,162,263	\$3,397,093	\$849,273	\$4,246,366	\$2,429,287	\$607,322	\$3,036,609
6	Sec. 5310 - Seniors & People w/Disabilities >200K	\$1,239,555	\$59,150	\$1,298,705	\$650,000	\$0	\$650,000	\$650,000	\$0	\$650,000
7	Sec. 5316 - JARC >200K	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
8	Sec. 5317 - New Freedom >200K	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
9	Other FTA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10	Regionally Significant or Other (incl FHWA transfers)	\$2,400,000	\$600,000	\$3,000,000	\$3,440,000	\$860,000	\$4,300,000	\$3,647,548	\$4,585,466	\$8,233,014
<b>Total Funds</b>		<b>\$20,311,216</b>	<b>\$4,827,066</b>	<b>\$25,138,281</b>	<b>\$20,962,360</b>	<b>\$5,078,091</b>	<b>\$26,040,451</b>	<b>\$20,336,847</b>	<b>\$8,595,290</b>	<b>\$28,932,137</b>
Transportation Development Credits										
Requested				\$0			\$0			\$0
Awarded				\$0			\$0			\$0

All Figures in Year of Expenditure (YOE) Dollars

Transit Program		FY 2022			TOTAL		
		Federal	State/Other	Total	Federal	State/Other	Total
1	Sec. 5307 - Urbanized Formula >200K	\$13,586,607	\$3,396,652	\$16,983,259	\$54,173,736	\$13,543,435	\$67,717,171
2	Sec. 5307 - Urbanized Formula <200K	\$0	\$0	\$0	\$0	\$0	\$0
3	Sec. 5309 - Fixed Guideway Investment	\$0	\$0	\$0	\$1,440,000	\$360,000	\$1,800,000
4	Sec. 5337 - State of Good Repair	\$0	\$0	\$0	\$0	\$0	\$0
5	Sec. 5339 - Bus & Bus Facilities >200K	\$2,475,120	\$618,780	\$3,093,900	\$10,031,311	\$2,507,828	\$12,539,138
6	Sec. 5310 - Seniors & People w/Disabilities >200K	\$650,000	\$0	\$650,000	\$3,189,555	\$59,150	\$3,248,705
7	Sec. 5316 - JARC >200K	\$0	\$0	\$0	\$0	\$0	\$0
8	Sec. 5317 - New Freedom >200K	\$0	\$0	\$0	\$0	\$0	\$0
9	Other FTA	\$0	\$0	\$0	\$0	\$0	\$0
10	Regionally Significant or Other (incl FHWA transfers)	\$973,322	\$1,437,961	\$2,411,283	\$10,460,870	\$7,483,427	\$17,944,297
<b>Total Funds</b>		<b>\$17,685,049</b>	<b>\$5,453,393</b>	<b>\$23,138,442</b>	<b>\$79,295,471</b>	<b>\$23,953,840</b>	<b>\$103,249,311</b>
Transportation Development Credits							
Requested				\$0			\$0
Awarded				\$0			\$0





# 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

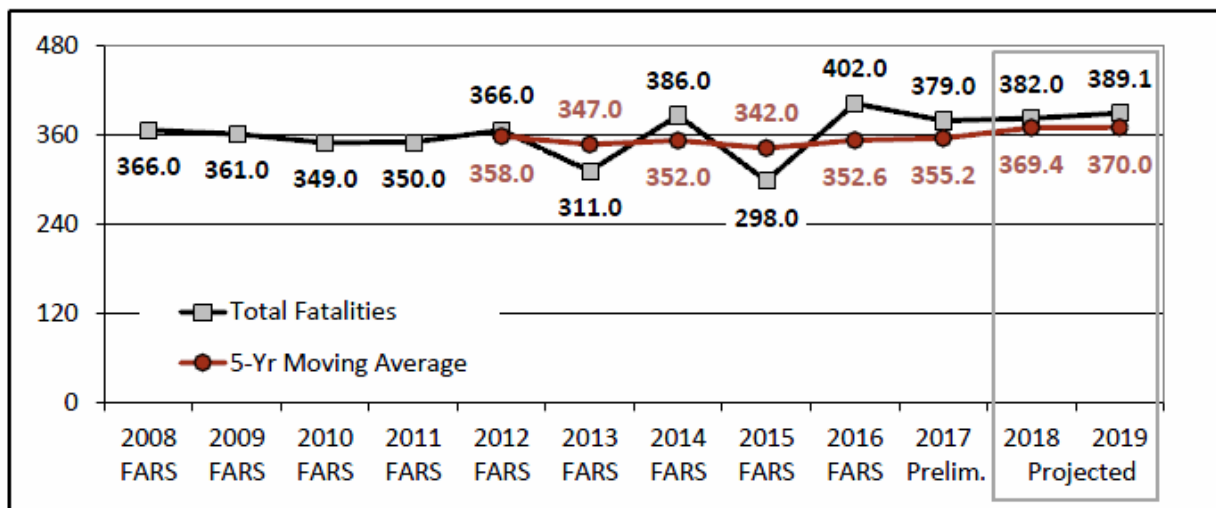
### Safety (PM1):

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

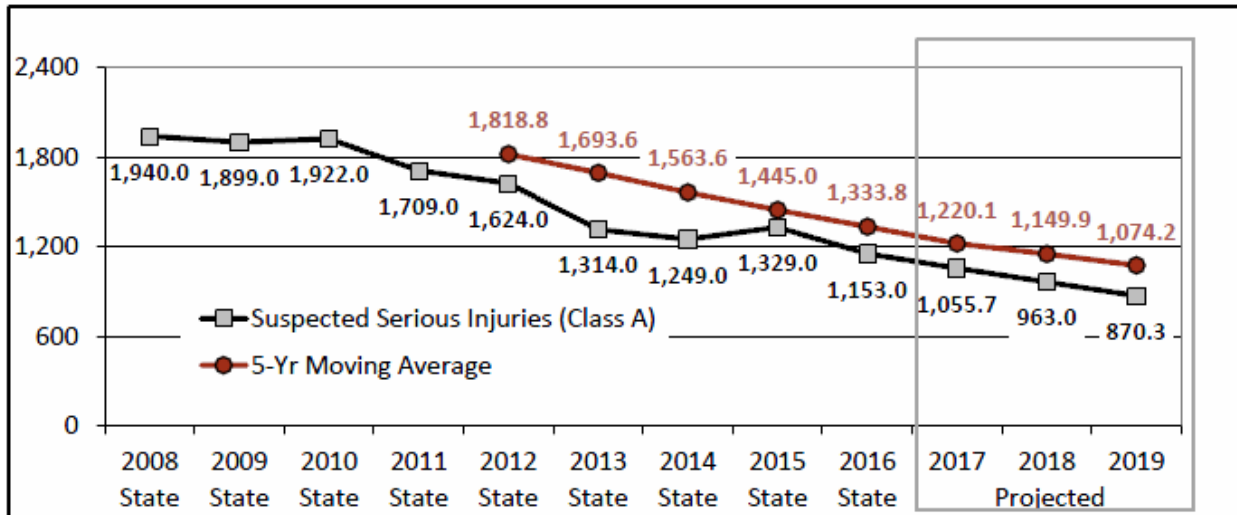
#### 1) Number of Total Fatalities



**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.

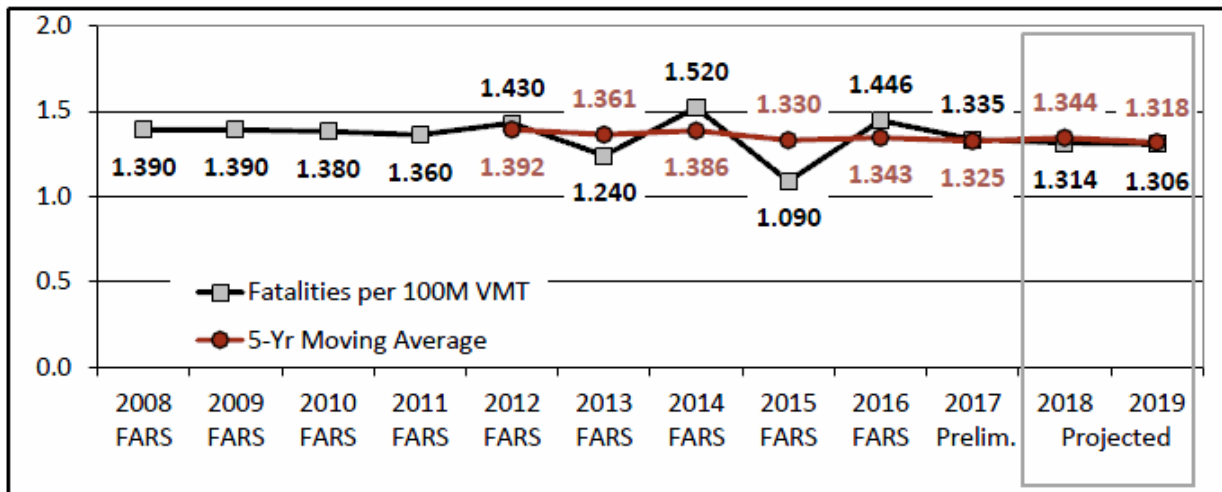
## 2) Number of Serious Injuries



**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

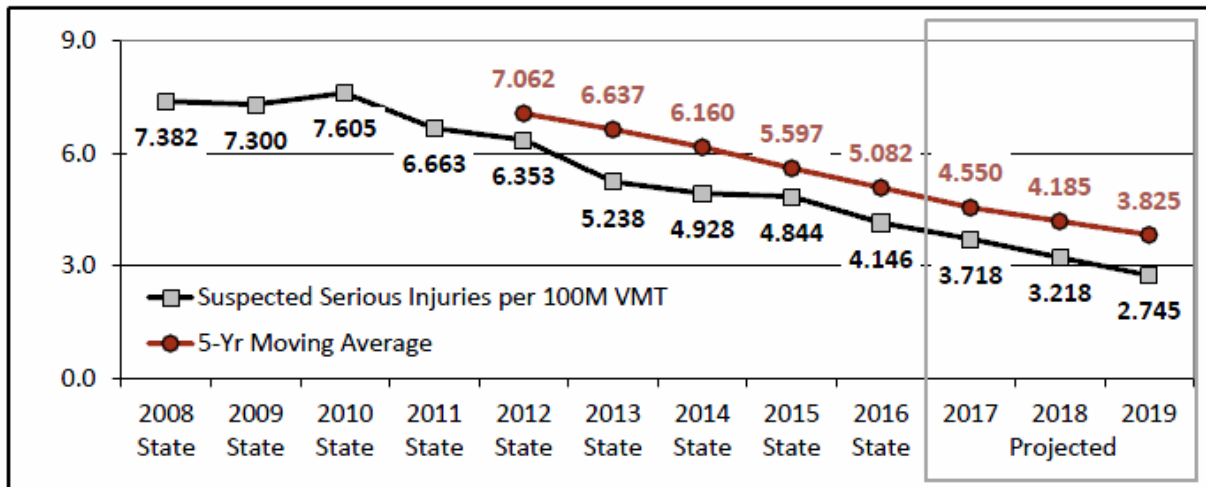


**NMDOT Target Statement:** Decrease the fatality rate from 1.343 in 2016 to 1.318 by December 31, 2019.

**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.



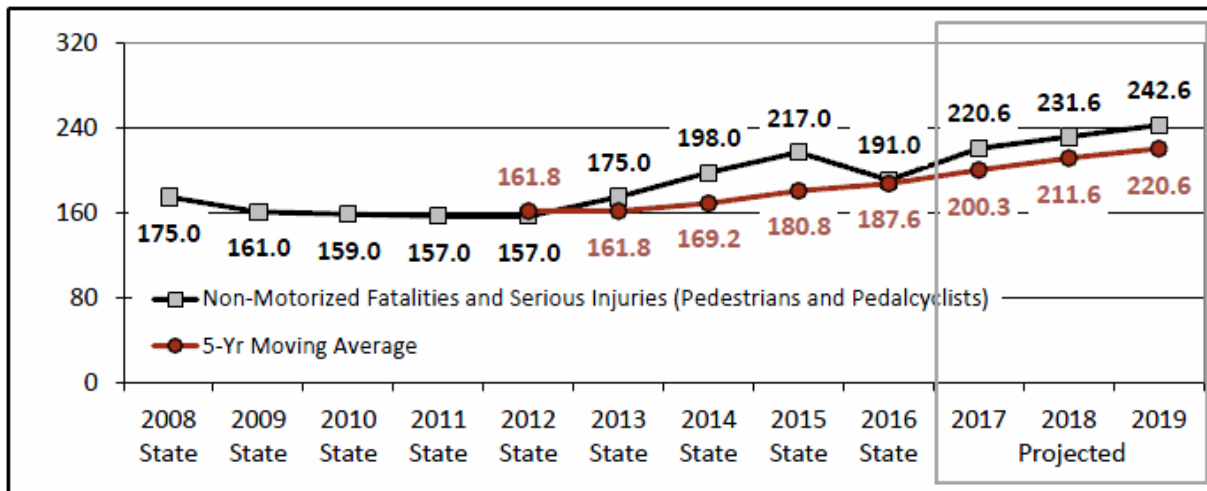
#### 4) Serious Injuries per 100 VMT



**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
<b>Transit Asset Management</b>			
% 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.