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Eduardo Calvo, AICP

*Executive Director*

1/25/2022

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

### **Amendment to the 2021-2024 Destino TIP for inclusion in the 2021-2024 STIP through the February Quarterly Revision**

Dear Mr. Sprick:

Enclosed is the TIP page for inclusion into the 2021-2024 STIP, Amended Destino 2045 MTP and the Destino 2021-2024 TIP. The Transportation Policy Board (TPB) approved the amendment to the Amended Destino 2045 MTP and Destino 2021-2024 TIP at their October 22, 2021 meeting.

Transit Projects:

1. Move the Montana RTS 3<sup>rd</sup> Year Operating Assistance (CSJ: 0924-06-541/MPO ID: T093X) project from FY 2024 to FY 2025 and deprogram from the Destino 2021-2024 TIP

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,

Eduardo Calvo, AICP  
Executive Director

Enclosures

cc: Raul Ortega, TxDOT-El Paso  
Marty Boyd, TxDOT-El Paso  
Art Estrada, TxDOT-El Paso  
Thelma Ramirez, TxDOT-El Paso



FY 2024 TRANSIT PROJECT DESCRIPTIONS  
EL PASO MPO TRANSPORTATION IMPROVEMENT PROGRAM (TIP) 2021-2024

Tue Jan 25, 2022

District: TX DIST. 24

YOE = Year of Expenditure

**General Project Information**

Project Sponsor: Sun Metro  
MPO ID: T093X  
Project Name: Montana RTS 3rd year service operating assistance  
Apportionment Year: 2024  
Project Phase: T  
Brief Project Description: Montana RTS 3rd year service operating assistance: 3rd year of Montana BRT-RTS operations.  
Sec5309 ID: 1539  
Amend Date: 02/2022  
Remarks/Amend Action: Amend to move to FY 2025 and deprogram from 21-24 TIP and STIP-Exempt

**Funding Information (YOE)**

Fed. Funding Category: Regionally Significant or Other (incl FHWA transfers)  
Other FTA Section: FHWA CAT 5 - CMAQ Transfer to FTA  
Federal (FTA) Funds: \$0  
State (TXDOT) Funds: \$0  
Other Funds: \$0  
Fiscal Year Cost: \$0  
Construction: \$0 PE: \$0 ROW: \$0  
Total Project Cost: \$0  
TDC Amount Requested: \$0  
TDC Awarded Date & Amount: \$0

**AMENDMENT HISTORY**

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

11/2016	2020	10/2016	Amend H2040 MTP, H17-20 TIP, 17-20 STIP to program in FY 2020 EXEMPT
07/2018	2020	05/2018	Program D2045 MTP, D19-22 TIP, 19-22 STIP, in FY 2020.
11/2019	2020	10/2019	Amend the D2045 MTP, D19-23 TIP, 19-22 STIP to deprogram in 2020, move in to FY 2029 and update project name and description to 3rd year.
07/2020	2024	05/2020	Program into amended D2045 MTP, D21-24 TIP and 21-24 STIP in FY 2024-Exempt
02/2022	2025	10/2021	Amend to move from FY 2024 to FY 2025 and deprogram from 21-24 TIP and STIP- Exempt

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)
	T011-14	FTA 5310 EPMPO Program Administration FFY 2018 Funds	FTA 5310 Enhanced Mobility for Seniors and Individuals with Disabilites Program for EPMPO Program Administration FFY 2018 Funds for use in FY 2019.	N/A		2020	\$65,591	\$65,591	\$0	\$0	\$65,591	EPMPO	2019
	T013B-2	Design & Construction for Juarez & El Paso International Pedestrian crossing.	Planning and PE specifications and construction of an International crossing service to provide most efficient and productive methodology to move pedestrians through downtown bridges and connect to transit service.	Stanton POE	Santa Fe POE	2030	\$104,159,043	\$142,548,843	\$6,984,893	\$9,978,419	\$159,512,155	SUN METRO-TRANSIT	2026
	T304	Design and Construction for Transit Center for Intercity and International Transit	Design and Construction for a site for all local private and public transit services.	Downtown Area	Downtown Area	2030	\$27,527,113	\$37,672,755	\$1,845,965	\$2,637,093	\$42,155,812	SUN METRO-TRANSIT	2026
	T305-CAP-2	Design and Construction for Streetcar Phase II - Service to MCA	Design & Construction planning, specifications & construction for extending streetcar route to MCA, Texas Tech, Foster School area.	Downtown Terminal - Santa Fe	Alameda at Colfax	2030	\$111,884,394	\$147,232,230	\$7,214,379	\$0	\$154,446,609	SUN METRO-TRANSIT	2025
	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
	T011-18	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	\$609,951	\$609,951	\$0	\$0	\$609,951	Project Amistad	2020
	T011-19	FTA 5310 EPMPO Program Administration FFY 2019 Funds	FTA 5310 Enhanced Mobility for Seniors and Individuals with Disabilites Program for EPMPO Program Administration FFY 2019 Funds for use in FY 2020.	N/A		2020	\$67,772	\$67,772	\$0	\$0	\$67,772	EPMPO	2020
	T011-20	FTA Section 5310 El Paso Urbanized Area Grant 2020 - Project Amistad dba Amistad	Funding for the purchase of four ADA-compliant vehicles and operational funding for 5310 program	El Paso MPO Region	El Paso MPO Region	2030	\$616,019	\$616,019	\$0	\$0	\$616,019	Project Amistad	2022
	T011-22	FTA 5310 EPMPO Program Administration FFY 2020 Funds	FTA 5310 Enhanced Mobility for Seniors and Individuals with Disabilites Program for EPMPO Program Administration FFY 2020 Funds for use in FY 2021.	N/A		2030	\$68,449	\$71,187	\$0	\$0	\$71,187	EPMPO	2022
	T011-21	FTA Section 5310 El Paso Urbanized Area Grant 2021 - Project Amistad dba Amistad	Funding for the purchase of four ADA-compliant vehicles and operational funding for 5310 program	El Paso MPO Region	El Paso MPO Region	2030	\$616,019	\$616,019	\$0	\$0	\$616,019	Project Amistad	2023
	T011-23	FTA 5310 EPMPO Program Administration FFY 2021 Funds	FTA 5310 Enhanced Mobility for Seniors and Individuals with Disabilites Program for EPMPO Program Administration FFY 2021 Funds for use in FY 2022.	N/A		2030	\$69,282	\$69,282	\$0	\$0	\$69,282	EPMPO	2023
0374-02-089	T017D	Montana Corridor Rapid Transit System (RTS)	14 60' Articulated buses and construction; i.e. shelters, communication systems, guideway elements and sitework for BRT/RTS Montana corridor transit system connecting Far East El Paso to Downtown via the Cielo Vista and Five Points terminals. The Montana Avenue Corridor is a mix of residential, institutional, commercial, and light industrial areas. The project corridor includes three major segments: Downtown El Paso via Montana Avenue to the Five Points Transfer Center; Five Points Transfer Center to the El Paso International Airport, including the Eastside (Cielo Vista) terminal and finally the new Far East Transfer Center.	Five Points Terminal - Montana Street	Proposed Far East Terminal - R.C. Poe and Edgemere	2020	\$44,791,000	\$44,791,000	\$3,880,000	\$530,000	\$49,201,000	Sun Metro	2020

Plan-Wide Projects Or "All" Years Project:

	T3H (FORMER T021X)	ADA Paratransit Service (5307)	Provide ADA Para Transit Service	N/A		ALL	\$51,409,537	\$1,836,055	\$0	\$0	\$1,836,055	SUN METRO-TRANSIT	ALL-5307
	T2A	JARC (5307)	Job Access Reverse Commute			ALL	\$2,800,000	\$200,000	\$0	\$0	\$200,000	SUN METRO-TRANSIT	Odd yrs.-5307
	T3C	Capital Maintenance (5307)	Capital Maintenance			ALL	\$416,708,832	\$14,882,458	\$0	\$0	\$14,882,458	SUN METRO-TRANSIT	ALL-5307
	T3F	Support Vehicles/Bus Rehab (5339)	Support Vehicles/Bus Rehab			ALL	\$16,629,624	\$593,915	\$0	\$0	\$593,915	SUN METRO-TRANSIT	ALL-5339
	T3D	Curb Cuts / Ada Improvements (5339)	Curb Cuts / Ada Improvements			ALL	\$13,250,000	\$946,429	\$0	\$0	\$946,429	SUN METRO-TRANSIT	Even Yrs.-5339
	T011	Seniors and People with Disabilities (5310)	Transportation for the elderly and disabled provided by a local nonprofit organization	County Of El Paso		ALL	\$17,550,000	\$4,387,500	\$0	\$0	\$4,387,500	TXDOT-TRANSIT	ALL-5310
	T3I	FTA 5339 Formula Funding for Buses and Bus Facilities	For the purchase of buses and facility enhancements including equipment such as ADP hardware/software and security related needs. Also, ticket vending machines and sales related software. Capitalized maintenance incl. rebuilds and bus shelters and amenities.	Citywide		ALL	\$50,759,249	\$1,812,830	\$0	\$0	\$1,812,830	SUN METRO-TRANSIT	ALL-5339
	T3B	Other Capital Program Items (5339)	Computers Hardware & Software			ALL	\$5,271,134	\$188,255	\$0	\$0	\$188,255	SUN METRO-TRANSIT	ALL-5339
	T3A	Planning (5307)	Short Range Planning			ALL	\$31,633,537	\$1,129,769	\$0	\$0	\$1,129,769	SUN METRO-TRANSIT	ALL-5307
	T3E	Security Equipment (5307)	Security Equipment			ALL	\$6,311,615	\$225,415	\$0	\$0	\$225,415	SUN METRO-TRANSIT	ALL-5307
	T3G (FORMER T007)	Transit Enhancements (5339)	Enhancements For Buses/ Transit Facilities	El Paso (Sun Metro)		ALL	\$14,000,000	\$1,000,000	\$0	\$0	\$1,000,000	SUN METRO-TRANSIT	Odd Yrs.-5339

FHWA Funding Transfers To FTA 5307 Funding (Projects Listed Below Are Informational Only, Funding Allocations Are Accounted In Fhwa Highway And Roadway Project List And Financials)

0924-06-550	T064X	Alameda RTS Operating Assistance YR1 - 2019	1st Year of Alameda BRT-RTS operations.	Downtown Terminal - Santa Fe and Fourth	Mission Valley Terminal - Alameda and Zaragoza	2020	\$1,000,000	\$1,000,000	\$0	\$0	\$1,000,000	Sun Metro-Transit	2019
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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)
0924-06-537	T065X	Dyer RTS Operating Assistance YR1 - 2019	1st Year of Dyer BRT-RTS operations.	Downtown Terminal - Santa Fe and Fourth	Northgate Terminal - Dyer at Wren	2020	\$1,000,000	\$1,000,000	\$0	\$0	\$1,000,000	Sun Metro-Transit	2019
0924-06-588	T065X-A	Dyer RTS Operating Assistance YR1 - 2019 YE Balance Funding	1st Year of Dyer BRT-RTS operations.	Downtown Terminal - Santa Fe and Fourth	Northgate Terminal - Dyer at Wren	2020	\$1,928,352	\$1,928,352	\$0	\$0	\$1,928,352	Sun Metro-Transit	2019
0924-06-552	T108X-2	El Paso Streetcar System 2nd Year Operating Assistance	Operating Assistance for second year of new transit service intended to reduce congestion and CO emissions.	Father Rahm	Glory Road	2020	\$1,000,000	\$1,000,000	\$0	\$0	\$1,000,000	Sun Metro-Transit	2019
0924-06-538	BP006	Procurement of 3 Buses	Sun Metro seeks to procure three buses in anticipation of increased frequency and ridership demand for services around the Montecillo Development and the MCA-TTU-UMC areas.	Santa Fe Downtown terminal (2 buses) MCA-TTU-UMC areas (1 bus)	Sunland Par-Shadow Mountain (2 buses) Flower Streets (1 bus)	2020	\$1,800,000	\$1,800,000	\$0	\$0	\$1,800,000	Sun Metro-Transit	2019
0924-06-553	T108X-3	El Paso Streetcar System 3rd Year Operating Assistance	Operating Assistance for 3rd year of new transit service intended to reduce congestion and CO emissions.	Father Rahm	Glory Road	2020	\$1,000,000	\$1,000,000	\$0	\$0	\$1,000,000	Sun Metro-Transit	2020
0924-06-541	T093X	Montana RTS 3rd year service operating assistance	3rd year of Montana BRT-RTS operations.	Five Points Terminal - 2830 Montana	Far East Terminal - R.C. Poe - Edgemere	2030	\$4,423,490	\$4,423,490	\$0	\$0	\$4,423,490	Sun Metro-Transit	2025
0924-06-551	T091X-2	Alameda RTS Operating Assistance YR 2 - 2020	2nd Year of Alameda BRT-RTS operations.	Downtown Terminal - Santa Fe and 4th	Mission Valley Terminal - Alameda and Zaragoza	2020	\$1,000,000	\$1,000,000	\$0	\$0	\$1,000,000	Sun Metro-Transit	2020
0924-06-540	T065X-2	Dyer RTS Operating Assistance Year 2 - 2020	2nd Year of Dyer BRT-RTS operations.	Downtown Terminal - Santa Fe and 4th	Northgate Terminal - Dyer at Wren	2020	\$1,000,000	\$1,000,000	\$0	\$0	\$1,000,000	Sun Metro-Transit	2020
0924-06-574	T092X	Montana RTS 1st year Operating Assistance	1st year of Montana RTS operations	Downtown terminal - Santa Fe	Far East Terminal - RC Poe & Edgemere	2030	\$1,917,592	\$1,917,592	\$0	\$0	\$1,917,592	Sun Metro-Transit	2023
0924-06-573	T095X	Dyer RTS 3rd year Operating Assistance	3rd year of Dyer RTS operations	Downtown terminal - Santa Fe	Northeast Terminal - Dyer @ Diana	2030	\$1,314,714	\$1,538,029	\$0	\$0	\$1,538,029	Sun Metro-Transit	2021
0924-06-572	T096X	Alameda RTS 3rd year Operating Assistance	3rd year of Alameda RTS operations	Downtown terminal - Santa Fe	Mission Valley Terminal - Alameda @ Zaragoza	2030	\$1,956,255	\$2,288,542	\$0	\$0	\$2,288,542	Sun Metro-Transit	2021
0	T081X-1	Far East Connector (Phase I)	Zaragoza, Alameda, Montana Connection (Bus and Roadway Improvements); build park and ride lot @ Zaragoza @ Pellicano or Vista Del Sol for connectivity to R.C. Poe terminal and Loop 375 plus provide express service to terminals and Zaragoza POE.	Montana	Zaragoza POE	2030	\$4,184,601	\$5,091,207	\$0	\$356,384	\$5,447,591	Sun Metro-Transit	2025
0	T081X-2	Far East Connector (Phase II)	Zaragoza, Alameda, Montana Connection (Bus and Roadway Improvements); build park and ride lot @ Zaragoza @ Pellicano or Vista Del Sol for connectivity to R.C. Poe terminal and Loop 375 plus provide express service to terminals and Zaragoza POE.	Montana	Zaragoza POE	2030	\$1,944,174	\$2,460,000	\$0	\$0	\$2,460,000	Sun Metro-Transit	2026
0924-06-610	T106	Park and Ride Far West	Create a Park and Ride site in Far West El Paso in the area of I-10 and Transmountain	Loop 375 Westside	Desert Boulevard	2030	\$3,011,562	\$3,011,562	\$0	\$268,614	\$3,280,176	Sun Metro-Transit	2024
0924-06-575	T097X	Montana RTS 2nd year Operating Assistance	2nd year of Montana RTS operations	Downtown terminal - Santa Fe	Far East Terminal - RC Poe & Edgemere	2030	\$1,300,000	\$1,300,000	\$0	\$0	\$1,300,000	Sun Metro-Transit	2024

**Transit Financial Summary**  
**El Paso MPO - TXDOT District 24**  
**FY 2021 - 2024 Transportation Improvement Program**

All Figures in Year of Expenditure (YOE) Dollars

Tuesday, January 25, 2022

Transit Program		FY 2021			FY 2022			FY 2023		
		Federal	Match	Total	Federal	Match	Total	Federal	Match	Total
1	Sec. 5307 - Urbanized Formula >200K	\$13,610,012	\$3,402,502	\$17,012,514	\$13,586,607	\$3,396,652	\$16,983,259	\$14,524,622	\$3,631,155	\$18,155,777
2	Sec. 5307 - Urbanized Formula <200K	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
3	Sec. 5309 - Fixed Guideway Investment	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
4	Sec. 5337 - State of Good Repair	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5	Sec. 5339 - Bus & Bus Facilities >200K	\$2,429,287	\$607,322	\$3,036,609	\$2,475,120	\$618,780	\$3,093,900	\$1,712,451	\$428,113	\$2,140,564
6	Sec. 5310 - Seniors & People w/Disabilities >200K	\$0	\$0	\$0	\$684,468	\$0	\$684,468	\$685,301	\$0	\$685,301
7	Sec. 5316 - JARC >200K	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
8	Sec. 5317 - New Freedom >200K	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
9	Other FTA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10	Regionally Significant or Other (incl FHWA transfers)	\$1,823,774	\$2,002,797	\$3,826,571	\$0	\$0	\$0	\$1,534,074	\$383,518	\$1,917,592
<b>Total Funds</b>		<b>\$17,863,073</b>	<b>\$6,012,621</b>	<b>\$23,875,694</b>	<b>\$16,746,195</b>	<b>\$4,015,432</b>	<b>\$20,761,627</b>	<b>\$18,456,448</b>	<b>\$4,442,786</b>	<b>\$22,899,234</b>
Transportation Development Credits										
Requested				\$0			\$56,470			\$56,470
Awarded				\$0			\$0			\$0

All Figures in Year of Expenditure (YOE) Dollars

Transit Program		FY 2024			TOTAL		
		Federal	State/Other	Total	Federal	State/Other	Total
1	Sec. 5307 - Urbanized Formula >200K	\$13,862,947	\$3,465,737	\$17,328,684	\$55,584,188	\$13,896,045	\$69,480,233
2	Sec. 5307 - Urbanized Formula <200K	\$0	\$0	\$0	\$0	\$0	\$0
3	Sec. 5309 - Fixed Guideway Investment	\$0	\$0	\$0	\$0	\$0	\$0
4	Sec. 5337 - State of Good Repair	\$0	\$0	\$0	\$0	\$0	\$0
5	Sec. 5339 - Bus & Bus Facilities >200K	\$2,550,754	\$637,689	\$3,188,443	\$9,167,612	\$2,291,904	\$11,459,516
6	Sec. 5310 - Seniors & People w/Disabilities >200K	\$0	\$0	\$0	\$1,369,769	\$0	\$1,369,769
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)	\$3,664,141	\$916,035	\$4,580,176	\$7,021,989	\$3,302,350	\$10,324,339
<b>Total Funds</b>		<b>\$20,077,842</b>	<b>\$5,019,461</b>	<b>\$25,097,303</b>	<b>\$73,143,558</b>	<b>\$19,490,299</b>	<b>\$92,633,857</b>
Transportation Development Credits							
Requested				\$0			\$112,940
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

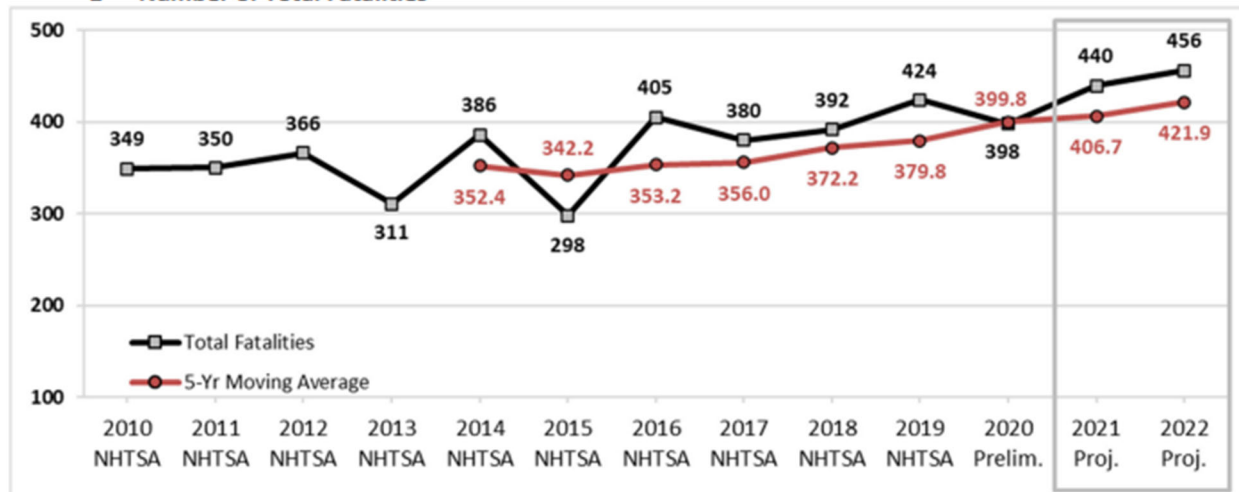
### Safety (PM1):

On January 21, 2022 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 (Safety) 2022 Targets

#### 1 Number of Total Fatalities

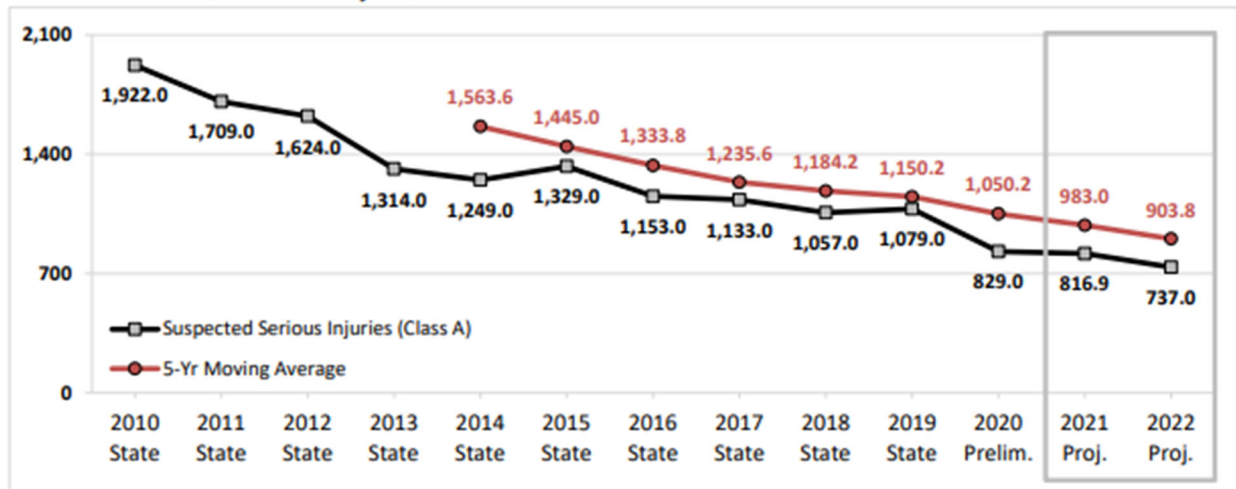


#### NMDOT 2022 Target for Number of Total Fatalities: 421.9

**NMDOT Justification:** Although the preliminary reported number of fatalities declined 6.1 percent in 2020 from 2019. The five-year average fatalities are projected to rise 5.6 percent by 2022 compared to the preliminary reported 2020 number. Despite preliminary VMT dropping by 14.7 percent between 2019 and 2020, due to COVID-19 public health travel restrictions, fatalities only declined 6.1 percent. With fatalities projected to keep rising the five-year average projection of 421.9 is determined to be the 2022 target.



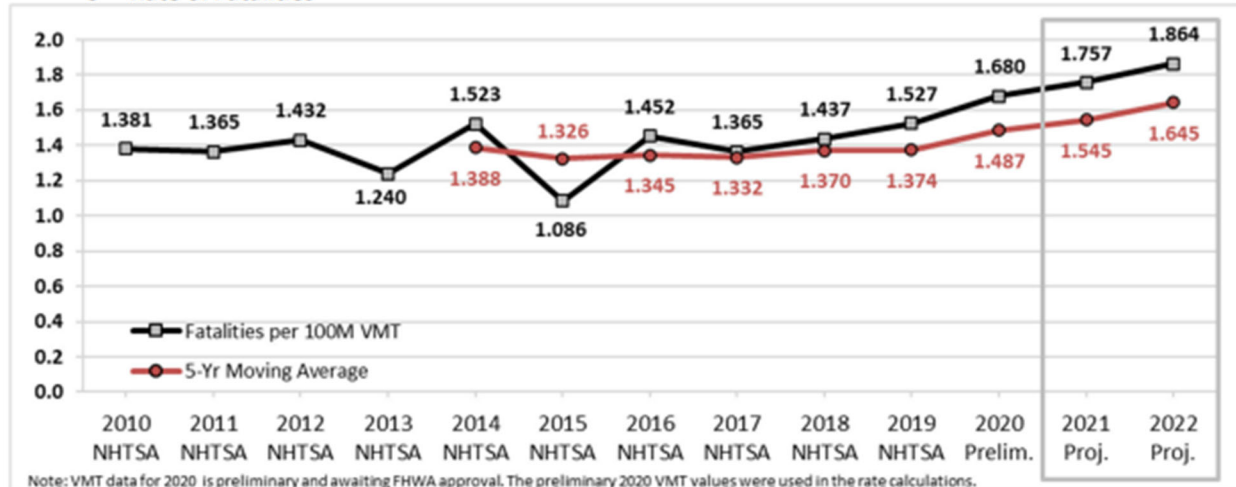
## 2 Number of Serious Injuries



**NMDOT 2022 Target for Number of Serious Injuries: 1,030.5**

**NMDOT Justification:** Preliminary suspected serious injury numbers show a decrease of roughly 23% from 2019 to 2020. This can partially be attributed to lower VMT in 2020, due to the COVID-19 pandemic. In order to adjust to these fluctuations, we will use the targets that were set in the summer of 2020, prior to any COVID-19 considerations and impacts.

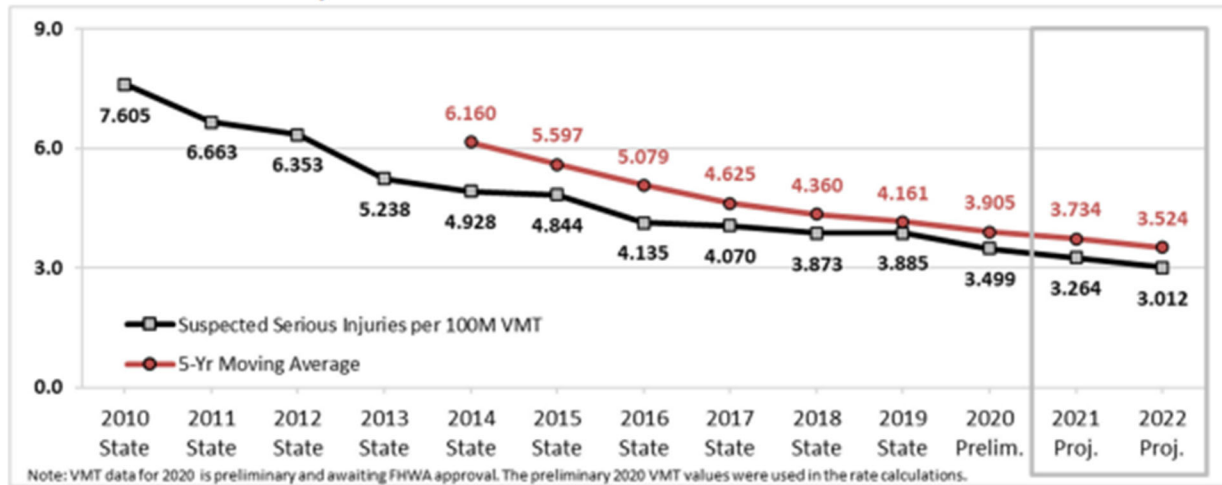
## 3 Rate of Fatalities



**NMDOT 2022 Target for Rate of Fatalities: 1.645**

**NMDOT Justification:** The projected rate of fatalities for 2022 increased due to the decline in 2020 VMT and the fact the preliminary total fatalities did not show much decline. This keeps the five year moving average on a consistent trend. In fact, much as we see nationally, the five year average rate of fatalities are projected to rise in 2022, thus the projected five year moving average of 1.645 is the target.

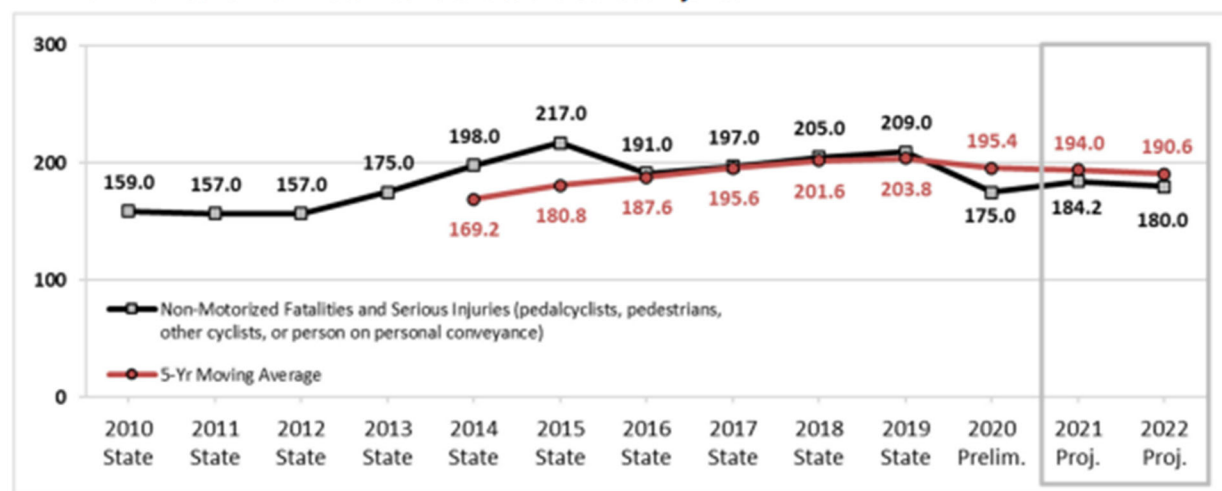
#### 4 Rate of Serious Injuries



#### NMDOT 2022 Target for Rate of Serious Injuries: 3.842

**NMDOT Justification:** Preliminary VMT numbers show a decrease of roughly 15% from 2019 to 2020. This can partially be attributed to the COVID-19 pandemic. In order to adjust to these fluctuations, we will use the 2021 target set in the summer of 2020, prior to any COVID-19 considerations and impacts.

#### 5 Number of Non-motorized Fatalities and Serious Injuries



#### NMDOT 2022 Target for Number of Non-motorized Fatalities and Serious Injuries: 190.6

**NMDOT Justification:** Five-year average non-motorized fatalities and serious injuries was pulled down by the 2020 reduction in the number of non-motorized fatalities and serious injuries. With the easing of public health restrictions related to Covid-19 the number the number of non-motorized fatalities and serious injuries is projected to rise. The five-year average projection of 190.6 is the 2022 target.

TXDOT (PM1) TARGETS:**Performance Targets:****Target: Total number of traffic fatalities**

2022 Target: To decrease the expected rise of fatalities to not more than a five-year average of 3,563 fatalities in 2022. The 2022 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data	Source
2018	3,648	FARS
2019	3,615	ARF
2020	3,896	CRIS
2021	3,384	Target
2022	3,272	Target
2022 Target expressed as 5-year average		3,563

As noted in the table above, the calendar year target for 2022 would be 3,272 fatalities.

**Target: Total number of serious injuries**

2022 Target: To decrease the expected rise of serious injuries to not more than a five-year average of 16,677 serious injuries in 2022. The 2022 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data	Source
2018	14,975	CRIS
2019	15,855	CRIS
2020	14,656	CRIS
2021	18,835	Target
2022	19,065	Target
2022 Target expressed as 5-year average		16,677

As noted in the table above, the calendar year target for 2022 would be 19,065 serious injuries.

**Target: Fatalities per 100 million vehicle miles traveled**

2022 Target: To decrease the expected rise of fatalities per 100 MVMT to not more than a five-year average of 1.27 fatalities per 100 MVMT in 2022. The 2022 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data	Source
2018	1.29	FARS
2019	1.25	ARF
2020	1.33	CRIS
2021	1.24	Target
2022	1.23	Target
2022 Target expressed as 5-year average		1.27

As noted in the table above, the calendar year target for 2022 would be 1.23 fatalities per 100 MVMT.

**Target: Serious Injuries per 100 million vehicle miles traveled**

2022 Target: To decrease the serious injuries per 100 MVMT to not more than a five-year average of 5.76 serious injuries per 100 MVMT in 2022. The 2022 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data	Source
2018	5.31	CRIS
2019	5.50	CRIS
2020	5.00	CRIS
2021	6.51	Target
2022	6.47	Target
2022 Target expressed as 5-year average		5.76

As noted in the table above, the calendar year target for 2022 would be 6.47 serious injuries per 100 MVMT.



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

**2022 Target:** To decrease the expected rise of non-motorized fatalities and serious injuries to not more than a five year average of 2,367 non-motorized fatalities and serious injuries in 2022. The 2022 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data	Source
2018	2,104	FARS-CRIS
2019	2,291	ARF-CRIS
2020	2,238	CRIS
2021	2,560	Target
2022	2,642	Target
2022 Target expressed as 5-year average		2,367

As noted in the table above, the calendar year target for 2022 would be 2,642 non-motorized fatalities and serious injuries.

#### Pavement and Bridge (PM2):

On November 16, 2018 the El Paso MPO adopted the NMDOT targets and on March 26, 2021 the El Paso MPO adopted the revised TXDOT PM 2 Targets for six Pavement and Bridge Performance measures,

1. Percentage of Interstate pavements in Good condition,
2. Percentage of Interstate pavements in Poor condition,
3. Percentage of non-Interstate NHS pavements in Good condition,
4. Percentage of non-Interstate NHS pavements in Poor condition,
5. Percentage of NHS by deck area classified as in Good condition, and
6. Percentage of NHS by deck area classified as in Poor condition

NMDOT PM2:

Performance Measure	4 Year (2021)
Percentage of bridges on the NHS in Good condition	30.0%
Percentage of bridges on the NHS in Poor condition	2.5%
Percentage of Interstate pavements on the NHS in Good condition	59.1%
Percentage of Interstate pavements on the NHS in Poor condition	5.0%
Percentage of Non-Interstate pavements on the NHS in Good condition	34.2%
Percentage of Non-Interstate pavements on the NHS in Poor condition	12.0%

TXDOT PM2:

Performance Measures	Baseline	2-Year Condition / Performance	2-Year Target	4-Year Target	4-Year Adjustment
% of Pavements of the Interstate System in Good Condition		66.6%		66.4%	65.5%
% of Pavements of the Interstate System in Poor Condition		0.1%		0.3%	0.2%
% of Pavements of the Non-Interstate NHS in Good Condition	54.5%	55.2%	52.0%	52.3%	54.1%
% of Pavements of the Non-Interstate NHS in Poor Condition	14.0%	13.5%	14.3%	14.3%	14.2%

Performance Measures	Baseline	2-Year Condition / Performance	2-Year Target	4-Year Target	4-Year Adjustment
% of NHS Bridges Classified as in Good Condition	50.7%	50.7%	50.6%	50.4%	
% of NHS Bridges Classified as in Poor Condition	0.9%	1.3%	0.8%	0.8%	1.5%

Freight and Air Quality (PM3):

1. National Highway System Travel Time Reliability Measures:
  - a. Interstate Reliability
  - b. Non-Interstate Reliability,
2. Freight Reliability Measure:
  - a. Truck Travel Time Reliability, and
3. Congestion Mitigation and Air Quality (CMAQ):
  - a. Total Emission Reduction Measure

Performance Measure	2021 Target
<b>NHS Travel Time Reliability</b>	
IH Level of Travel Time Reliability	95.1%
Non-IH Level of Travel Time Reliability	90.4%
Performance Measure	2021 Target
<b>Truck Travel Time Reliability</b>	1.15
Performance Measure	2021 Target
<b>Total Emission Reduction</b>	
New Mexico PM 10	1.79 kg/day

Time Travel Reliability Performance Measures	Baseline	2-Year Condition / Performance	2-Year Target	4-Year Target	4-Year Adjustment
Percent of the Person-Miles Traveled on the Interstate That Are Reliable	79.5%	81.2%	61.2%	56.6%	70.0%
Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable		83.0%		55.0%	70.0%

Freight Reliability Performance Measures	Baseline	2-Year Condition / Performance	2-Year Target	4-Year Target	4-Year Adjustment
Truck Travel Time Reliability (TTTR) Index	1.40	1.44	1.70	1.79	1.76

### 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.

#### **Public Transportation Agency Safety Plan (PTASP):**

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

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

Performance Measures – Fix Route Per every 100,000 miles		Fiscal Year			
		2019	2020	2021	2022
FATALITIES		0	0	0	0
INJURIES		50	45	40	35
SAFETY EVENTS	Accidents	178	50	45	45
	Incidents		78	70	65
	Occurrences		50	45	45
SYSTEM RELIABILITY (Mean Distance Between Failures)		82864 Miles	90,000 Miles	95000 Miles	100,000 Miles

Performance Measures – Streetcar Per every 100,000 miles		Fiscal Year			
		2019	2020	2021	2022
INJURIES		9	7	6	5
SAFETY EVENTS	Accidents	2	1	1	0
	Incidents	9	7	6	5
	Occurrences	9	7	6	5
SYSTEM RELIABILITY (Mean Distance Between Failures)		2879 hrs.	2900 hrs.	2950 hrs.	3000 hrs.

Performance Measures – Paratransit Per every 100,000 miles		Fiscal Year			
		2019	2020	2021	2022
INJURIES		8	8	6	5
SAFETY EVENTS	Accidents	20	17	15	12
	Incidents	25	22	19	15
	Occurrences	32	25	23	20
SYSTEM RELIABILITY (Mean Distance Between Failures)		87019 miles	88000 miles	90,000 miles	91,000 miles

The Moving Ahead for Progress (MAP-21) federal transportation bill instituted performance measurement to provide greater accountability and transparency to achieve the most efficient and effective investment of transportation resources. Performance measurement requirements were refined in the Fixing America's Surface Transportation (FAST) Act. State DOTs and Metropolitan Planning Organizations (MPOs) are required to move towards a performance-based planning process with an emphasis on project selection based on specific planning factors.

Under Map-21, States are required to set annual safety performance targets. The annual measures States set targets for include:

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

The New Mexico Department of Transportation (NMDOT) established their statewide targets. Once the state set their safety targets, MPOs were required to either adopt the state's targets or set their own that would help achieve the statewide target. The El Paso MPO chose to adopt the state's targets. These statewide targets are:

NMDOT (FY 2021 Targets):

- Total Traffic Fatalities Per Calendar Year: 411.6
- Rate of Traffic Fatalities Per 100M VMT: 1.486
- Number of Serious Injuries: 1,030.5
- Rate of Serious Injuries Per 100M VMT: 3.722
- Number of Non-Motorized Fatalities and Serious Injuries: 200.0

Here is a list of projects to assist in achieving the PM1 Target for New Mexico:

- E100221-4<sup>th</sup> Street Roadway Improvements: This project addresses the pedestrian/bicycling serious injury and fatality performance target by providing multimodal accommodations that currently do not exist.
- E100360-Rio Grande Trail: The Rio Grande Trail will provide non-motorized modes of travel connectivity for biking and walking. Non-motorized sidewalk and trail connectivity elements are designed in accordance to Report No. FHWA-SA-12-026 and AASHTO Green Book, alleviating safety concerns when utilizing the same roadway as motorized travelers.
- E100200-NM 404 Phase C/D and Phase II FY 2019 Funding: This is the PE phase of the NM 404 corridor; this phase doesn't directly address the performance targets but the construction phases will.
- E100203 NM 404 Widening: This project will reduce head on crashes caused by unsafe passing movements currently experienced on the corridor. In addition, a substantial amount of freight is projected to use this corridor after the completion on the NE Parkway in TX as a bypass to I-10
- E100202-NM 404/I-10 Bridge Replacement: This project will help to reduce rear end crashes on I-10 by reconfiguring the interchange to prevent or reduce backup onto the Interstate travel lanes. Additionally, the bridge will be widened to allow for multimodal accommodations that

currently do not exist and create a gap in the system from the City of Anthony to the Dona Ana Community College branch.

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.



The Moving Ahead for Progress (MAP-21) federal transportation bill instituted performance measurement to provide greater accountability and transparency to achieve the most efficient and effective investment of transportation resources. Performance measurement requirements were refined in the Fixing America's Surface Transportation (FAST) Act. State DOTs and Metropolitan Planning Organizations (MPOs) are required to move towards a performance-based planning process with an emphasis on project selection based on specific planning factors.

Under Map-21, States are required to set four-year Pavement and Bridge (PM2) and Freight and Air Quality (PM3) performance targets.

The four-year measures for PM2 include:

1. Percentage of Interstate pavements in Good condition,
2. Percentage of Interstate pavements in Poor condition,
3. Percentage of non-Interstate NHS pavements in Good condition,
4. Percentage of non-Interstate NHS pavements in Poor condition,
5. Percentage of NHS by deck area classified as in Good condition, and
6. Percentage of NHS by deck area classified as in Poor condition

The four-year measures for PM3 include:

1. National Highway System Travel Time Reliability Measures:
  - a. Interstate Reliability
  - b. Non-Interstate Reliability,
2. Freight Reliability Measure:
  - a. Truck Travel Time Reliability, and
3. Congestion Mitigation and Air Quality (CMAQ):
  - a. Total Emission Reduction Measure

The New Mexico Department of Transportation (NMDOT) established their statewide targets. Once the state set their PM2 and PM3 targets, MPOs were required to either adopt the state's targets or set their own that would help achieve the statewide target. The El Paso MPO chose to adopt the state's targets. These statewide targets are:

NMDOT PM2:

Performance Measure	4 Year (2021)
Percentage of bridges on the NHS in Good condition	30.0%
Percentage of bridges on the NHS in Poor condition	2.5%
Percentage of Interstate pavements on the NHS in Good condition	59.1%
Percentage of Interstate pavements on the NHS in Poor condition	5.0%
Percentage of Non-Interstate pavements on the NHS in Good condition	34.2%
Percentage of Non-Interstate pavements on the NHS in Poor condition	12.0%

Here are how the projects will assist in achieving the PM2 Target for New Mexico:

- The NM 404 and NM 213 corridors assist in meeting the targets for percent non-interstate NHS pavement and bridge conditions by reconstructing existing pavement and reconstructing a geometrically deficient bridge at I-10. All pavements and the bridge on these corridors will be “good” after the projects and will directly impact the percent non-interstate NHS pavements & bridges in good and poor conditions. The good condition pavement percentage will increase slightly and the poor condition pavement percentage will decrease by the same amount. The NM 404 bridge over I-10 is currently not in the poor category but the reconstruction will move it to the “good” condition category and assist with increasing the target for percent of bridges on the NHS in good condition

NMDOT PM3:

Performance Measure	2021 Target
<b>NHS Travel Time Reliability</b>	
IH Level of Travel Time Reliability	95.1%
Non-IH Level of Travel Time Reliability	90.4%
Performance Measure	2021 Target
<b>Truck Travel Time Reliability</b>	1.15
Performance Measure	2021 Target
<b>Total Emission Reduction</b>	
New Mexico	PM 10 1.79 kg/day

Here are how the projects will assist in achieving the PM3 Target for New Mexico:

- All NM 213 and NM 404 projects will add capacity at full build out with the intention of acting as a potential truck bypass for I-10 through Downtown El Paso. The I-10/ NM 404 bridge reconstruction will be adding capacity and reducing idling vehicles which currently queue due to ineffective traffic signal timing and geometric deficiencies which hinder effective and efficient freight movement. Reducing idling of vehicles and providing added capacity, allowing for more consistent movement, even with lane closures, will ultimately reduce emissions for the region and improve freight movement.