



## El Paso Metropolitan Planning Organization

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**Eduardo Calvo, AICP**  
*Executive Director*

October 22, 2019

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

RE: Revisions to the Destino 2045 MTP and 2019-2023 Destino Transportation Improvement Program (TIP) for inclusion in the 2019-2022 Statewide Transportation Improvement Program (STIP).

Dear Mr. Sprick:

Enclosed are TIP pages for inclusion into the 2019-2022 Statewide Transportation Improvement Program (STIP), Destino 2045 Metropolitan Transportation Plan (MTP), and the Destino 2019-2023 TIP. The Transportation Policy Board (TPB) approved the amendments at the October 18, 2019 meeting.

#### Transit Projects:

1. Amend the Montana RTS 1st year service operating assistance project (MPO ID T093X/CSJ 0924-06-541) to reprogram from FY 2020 to FY 2029 update project name to Montana RTS 3rd year service operating assistance and description to 3rd year of Montana BRT-RTS operations.
2. Amend the Montana RTS 2nd year service operating assistance project (MPO ID T092X/CSJ 0924-06-574) to update project name to Montana RTS 1st year Operating Assistance and description to 1st year of Montana RTS operations in FY 2021.
3. Amend the Montana RTS 3rd year service operating assistance project (MPO ID T097X/CSJ 0924-06-575) to update project name to Montana RTS 2nd year Operating Assistance and description to 2nd year of Montana RTS operations in FY 2022.
4. Reprogram the Montana Corridor Rapid Transit System (RTS) project (MPO ID T017D/CSJ 0374-02-089) with limits from Five Points Terminal-Montana Street to the proposed Fr East Terminal-R. C. Poe and Edgemere using \$28,222,000 of FTA Small Starts funds from apportionment year 2016 and \$12,779,000 of Certificates of Obligation for a total funding of \$41,001,000, in FY 2020. Project will be programmed in the 2019-2023 TIP for the purpose of FTA grant approval, allocated funds will not be reflected in the TIP financials due to FY 2016 funding apportionment.

If you have any questions or concerns, please feel free to contact Roger Williams at 915-212-7101.

Sincerely,

Eduardo Calvo, AICP  
Executive Director

Enclosures

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

FY 2020 TRANSIT PROJECT DESCRIPTIONS

Wed Oct 09, 2019

EL PASO MPO TRANSPORTATION IMPROVEMENT PROGRAM (TIP) 2019-2023

District: TX DIST. 24

YOE = Year of Expenditure

**General Project Information**

**Funding Information (YOE)**

|                            |   |                            |            |
|----------------------------|---|----------------------------|------------|
| Project Sponsor:           | Sun Metro   | Fed. Funding Category:     |            |
| MPO ID:                    | <b>T093X</b>  | Other FTA Section:         |            |
| Project Name:              | Montana RTS 3rd year service operating assistance   | Federal (FTA) Funds:       | \$0        |
| Apportionment Year:        | 2020  | State (TXDOT) Funds:       | \$0        |
| Project Phase:             | T   | Other Funds:               | \$0        |
| Brief Project Description: | Montana RTS 3rd year service operating assistance: 3rd year of Montana BRT-RTS operations.  | Fiscal Year Cost:          | <b>\$0</b> |
| Sec5309 ID:                | 1539  | Construction:              | \$0        |
| Amend Date:                | 11/2019   | PE:                        | \$0        |
| Remarks/Amend Action:      | 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. | ROW:                       | \$0        |
|                            |   | <b>Total Project Cost:</b> | <b>\$0</b> |
|                            |   | TDC Amount Requested:      | \$0        |
|                            |   | TDC Awarded Date & Amount: | \$0        |

|         |      |         |   |
|---------|------|---------|---|
| 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. |

EL PASO MPO TRANSPORTATION IMPROVEMENT PROGRAM (TIP) 2019-2023

District: TX DIST. 24

YOE = Year of Expenditure

**General Project Information**

**Funding Information (YOE)**

Project Sponsor: Sun Metro  
 MPO ID: **T092X**  
 Project Name: Montana RTS 1st year Operating Assistance  
 Apportionment Year: 2021  
 Project Phase: T  
 Brief Project Description: Montana RTS 1st year Operating Assistance: 1st year of Montana RTS operations.  
 Sec5309 ID:  
 Amend Date: 11/2019  
 Remarks/Amend Action: Amend the D2045 MTP, D19-23 TIP, 19-22 STIP to update project name and description to 1st year.

Fed. Funding Category: **Regionally Significant or Other (incl FHWA transfers)**  
 Other FTA Section: **FHWA CAT 5 - CMAQ Transfer to FTA**  
 Federal (FTA) Funds: \$911,887  
 State (TXDOT) Funds: \$0  
 Other Funds: \$1,376,655  
**Fiscal Year Cost: \$2,288,542**  
 Construction: \$2,288,542 PE: \$0 ROW: \$0  
**Total Project Cost: \$2,288,542**  
 TDC Amount Requested: \$0  
 TDC Awarded Date & Amount: \$0

**AMENDMENT HISTORY**

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

| History STIP Rev Date | History FY | History Date | History Note/Amendment  |
|-----------------------|------------|--------------|---|
| 07/2018               | 2021       | 05/2018      | Program D2045 MTP, D19-22 TIP, 19-22 STIP, in FY 2021.  |
| 11/2019               | 2021       | 10/2019      | Amend the D2045 MTP, D19-23 TIP, 19-22 STIP to update project name and description to 1st year. |

EL PASO MPO TRANSPORTATION IMPROVEMENT PROGRAM (TIP) 2019-2023

District: TX DIST. 24

YOE = Year of Expenditure

**General Project Information**

**Funding Information (YOE)**

Project Sponsor: Sun Metro  
 MPO ID: **T097X**  
 Project Name: Montana RTS 2nd year Operating Assistance  
 Apportionment Year: 2022  
 Project Phase: T  
 Brief Project Description: Montana RTS 2nd year Operating Assistance: 2nd year of Montana RTS operations.  
 Sec5309 ID:  
 Amend Date: 11/2019  
 Remarks/Amend Action: Amend the D2045 MTP, D19-23 TIP, 19-22 STIP to update project name and description to 2nd year.

Fed. Funding Category: **Regionally Significant or Other (incl FHWA transfers)**  
 Other FTA Section: **FHWA CAT 5 - CMAQ Transfer to FTA**  
 Federal (FTA) Funds: \$973,322  
 State (TXDOT) Funds: \$0  
 Other Funds: \$1,437,961  
**Fiscal Year Cost: \$2,411,283**  
 Construction: \$2,411,283 PE: \$0 ROW: \$0  
**Total Project Cost: \$2,411,283**  
 TDC Amount Requested: \$0  
 TDC Awarded Date & Amount: \$0

**AMENDMENT HISTORY**

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

| History STIP Rev Date | History FY | History Date | History Note/Amendment  |
|-----------------------|------------|--------------|---|
| 07/2018               | 2022       | 05/2018      | Program D2045 MTP, D19-22 TIP, 19-22 STIP, in FY 2022.  |
| 11/2019               | 2022       | 10/2019      | Amend the D2045 MTP, D19-23 TIP, 19-22 STIP to update project name and description to 2nd year. |

EL PASO MPO TRANSPORTATION IMPROVEMENT PROGRAM (TIP) 2019-2023

District: TX DIST. 24

YOE = Year of Expenditure

**General Project Information**

**Funding Information (YOE)**

Project Sponsor: Sun Metro-Transit  
 MPO ID: T017D  
 Project Name: Montana Corridor Rapid Transit System (RTS)  
 Apportionment Year: 2016  
 Project Phase: C,E,R  
 Brief Project Description: 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.  
 Sec5309 ID:  
 Amend Date: 11/2019  
 Remarks/Amend Action: Original funding was in FY 16 & 18. FY18 has been obligated with CAT2 FHWA Funds. This project is to secure FTA funding, please see history notes.

Fed. Funding Category: **Sec. 5309 - Fixed Guideway Investment**  
 Other FTA Section:  
 Federal (FTA) Funds: \$28,222,000  
 State (TXDOT) Funds: \$0  
 Other Funds: \$12,779,000  
**Fiscal Year Cost: \$41,001,000**  
 Construction: \$28,748,000 PE: \$3,880,000 ROW: \$530,000

**Total Project Cost: \$49,201,000**

TDC Amount Requested: \$0  
 TDC Awarded Date & Amount: \$0

**AMENDMENT HISTORY**

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

| History STIP Rev Date | History FY | History Date | History Note/Amendment  |
|-----------------------|------------|--------------|---|
| 11/2019               | 2020       | 08/2019      | FY 2016 Apportionment; Funding will be as follows: \$28.222M from FTA Small Starts; \$12.779M from City of EP Certificates of Obligation and \$8.2M of CAT 2 funding through the 2008 CMP. The latter for work on state system and whose corresponding LPAFA was executed in July 2018. |

**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 EPMPPO Program Administration FFY 2018 Funds                              | FTA 5310 Enhanced Mobility for Seniors and Individuals with Disabilities Program for EPMPPO Program Administration FFY 2018 Funds for use in FY 2019.  | N/A                                   |  | 2020    | \$65,591                             | \$65,591   | \$0                               | \$0                                | \$65,591                                    | EPMPPO            | 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                        | \$131,794,418  | \$6,457,926                       | \$9,225,609                        | \$147,477,954                               | SUN METRO-TRANSIT | 2024     |
|             | 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                        | \$136,124,473  | \$6,670,099                       | \$0                                | \$142,794,572                               | SUN METRO-TRANSIT | 2023     |
|             | 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 EPMPPO Program Administration FFY 2019 Funds                              | FTA 5310 Enhanced Mobility for Seniors and Individuals with Disabilities Program for EPMPPO Program Administration FFY 2019 Funds for use in FY 2020.  | N/A                                   |  | 2020    | \$67,772                             | \$67,772   | \$0                               | \$0                                | \$67,772                                    | EPMPPO            | 2020     |
| 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 |
| 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 |

**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) |
|-------------|------------|--|--|---|---|---------|--------------------------------------|--|-----------------------------------|------------------------------------|---|-------------------|----------|
| 0924-06-552 | 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)<br>MCA-TTU-UMC areas (1 bus) | Sunland Par-Shadow Mountain (2 buses)<br>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    | \$1,300,000                          | \$1,850,305  | \$0                               | \$0                                | \$1,850,305                                 | Sun Metro-Transit | 2029     |
| 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    | \$1,956,255                          | \$2,288,542  | \$0                               | \$0                                | \$2,288,542                                 | Sun Metro         | 2021     |
| 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         | 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         | 2021     |
| 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    | \$1,981,899                          | \$2,411,283  | \$0                               | \$0                                | \$2,411,283                                 | Sun Metro         | 2022     |

**\$430,270,653**

**Transit Financial Summary**  
**El Paso MPO - TXDOT District 24**  
**FY 2019 - 2023 Transportation Improvement Program**

All Figures in Year of Expenditure (YOE) Dollars

Tuesday, October 8, 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     | \$1,246,762         | \$59,150           | \$1,305,912         | \$1,267,370         | \$60,353           | \$1,327,723         | \$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         | \$2,400,000         | \$600,000          | \$3,000,000         | \$2,735,661         | \$3,379,452        | \$6,115,113         |
| <b>Total Funds</b>                           |   | <b>\$20,318,423</b> | <b>\$4,827,066</b> | <b>\$25,145,488</b> | <b>\$20,539,730</b> | <b>\$4,878,445</b> | <b>\$25,418,174</b> | <b>\$19,424,960</b> | <b>\$7,389,276</b> | <b>\$26,814,236</b> |
| Transportation Development Credits Requested |   |                     |                    | \$0                 |                     |                    | \$0                 |                     |                    | \$0                 |
| Transportation Development Credits 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           | \$3,814,132         | \$119,504           | \$3,933,635          |
| 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         | \$8,508,983         | \$6,017,413         | \$14,526,396         |
| <b>Total Funds</b>                           |   | <b>\$17,685,049</b> | <b>\$5,453,393</b> | <b>\$23,138,442</b> | <b>\$77,968,161</b> | <b>\$22,548,179</b> | <b>\$100,516,341</b> |
| Transportation Development Credits Requested |   |                     |                    | \$0                 |                     |                     | \$0                  |
| Transportation Development Credits Awarded   |   |                     |                    | \$0                 |                     |                     | \$0                  |





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 (PM1). 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 Texas Department of Transportation (TXDOT) 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:

TXDOT:

- Total Traffic Fatalities Per Calendar Year: 3,703.8
- Rate of Traffic Fatalities Per 100M VMT: 1.432
- Number of Serious Injuries: 17,565.4
- Rate of Serious Injuries Per 100M VMT: 6.740
- Number of Non-Motorized Fatalities and Serious Injuries: 2,150.6

Here are how the projects will assist in achieving the PM1 Target for Texas:

- Projects expected to achieve reduction in traffic fatalities and serious injuries for all modes of transportation;
- Projects expected to reduce severe traffic crashes;
- Projects are addressing the pedestrian/bicycle serious injury and fatality performance target by providing multimodal accommodations that currently do not exist;

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 Texas Department of Transportation (TXDOT) 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:

TXDOT PM2:

| Performance Measure              | 2022 Target |
|----------------------------------|-------------|
| <b>Pavement on IH</b>            |             |
| % in "good" condition            | 66.4%       |
| % in "poor" condition            | 0.3%        |
| <b>Pavement on non-IH NHS</b>    |             |
| % in "good" condition            | 52.3%       |
| % in "poor" condition            | 14.3%       |
| <b>NHS Bridge Deck Condition</b> |             |
| % in "poor" condition            | 0.80%       |
| % in "good" condition            | 50.42%      |

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

- CoEP is reconstructing and rehabilitating the pavement on 6 downtown streets through our CBD IV project.
- County of El Paso is providing new pavement (concrete), base and sub-base. The current roadway condition of the non-interstate on the NHS is poor for its Pellicano Widening project; and
- John Hayes Design Phase will be (for the future construction phase) providing new pavement (concrete/HMAC), base and sub-base. No pavement exists, this will be a new roadway. There is no current roadway condition of the non-interstate on the NHS.
- TxDOT El Paso District’s projects help by widening of main lanes at I-10, Loop 375, US 62/180 (Montana Ave.), and construction of frontage roads on LP 375 and US 62/180 (Montana Ave.); and additional bridge structure ramps at I-10 Connect and at Spur 601/Loop 375 Interchange. Improving pavement and bridge conditions.

TXDOT PM3:

| Performance Measure                     | 2022 Target |
|---|-------------|
| <b>NHS Travel Time Reliability</b>      |             |
| IH Level of Travel Time Reliability     | 56.6%       |
| Non-IH Level of Travel Time Reliability | 55.4%       |
| <b>Performance Measure</b>              |             |
| <b>Truck Travel Time Reliability</b>    |             |
|   | 1.79        |
| <b>Performance Measure</b>              |             |
| <b>Total Emission Reduction</b>         |             |
| El Paso                                 | CO          |
|   | 891.11      |
|   | PM 10       |
|   | 13.71       |

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

- Sun Metro’s operating assistance projects are assisting the PM3 Target “Total Emission Reduction” by bus procurements and engine rebuilds and providing reliable transit service that reduces congestion and enhances air quality through the use of an alternative fuel-CNG.
- CoEP is improving bicycle facilities citywide through four bicycle connectivity and infrastructure projects and improving transit facilities with the Montana RTS project. These projects will address CMAQ Total Emission Reduction by providing a viable alternative to automobile travel;
- Improving pedestrian facilities through our Montana RTS Pedestrian Enhancement project and Chamizal Pedestrian Enhancement Phase I and Phase II projects. Providing accessible and well-connected pedestrian routes allows people to walk instead of drive and thus reduces emissions; and
- Reducing emissions through the installation of a roundabout at the Paso del Norte Port of Entry.
- County of El Paso is providing additional lanes to reduce traffic congestion, reduce emissions by providing multi-modal options and reduce truck travel time by providing additional lanes and protected lanes/deceleration lanes; and
- John Hayes Design Phase will be (for the future construction phase) providing a new roadway connection to Pellicano as an alternative roadway to Loop 375 and Zaragoza by the addition of 6 new lanes to reduce traffic congestion, reduce emissions by providing multi-modal options and reduce truck travel time by providing additional lanes and protected lanes/ deceleration lanes.
- TxDOT El Paso District’s projects help achieve the PM3 targets by improving safety, mobility, connectivity, reliability, and reducing emissions at our main corridors of I-10, Loop 375, US 62/180, and US 54 (I-10 Connect), specifically on freight routes connecting to the Ports of Entry and along I-10 and Loop 375. Air quality will also be addressed with operational improvement projects along US 62/180.

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.



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



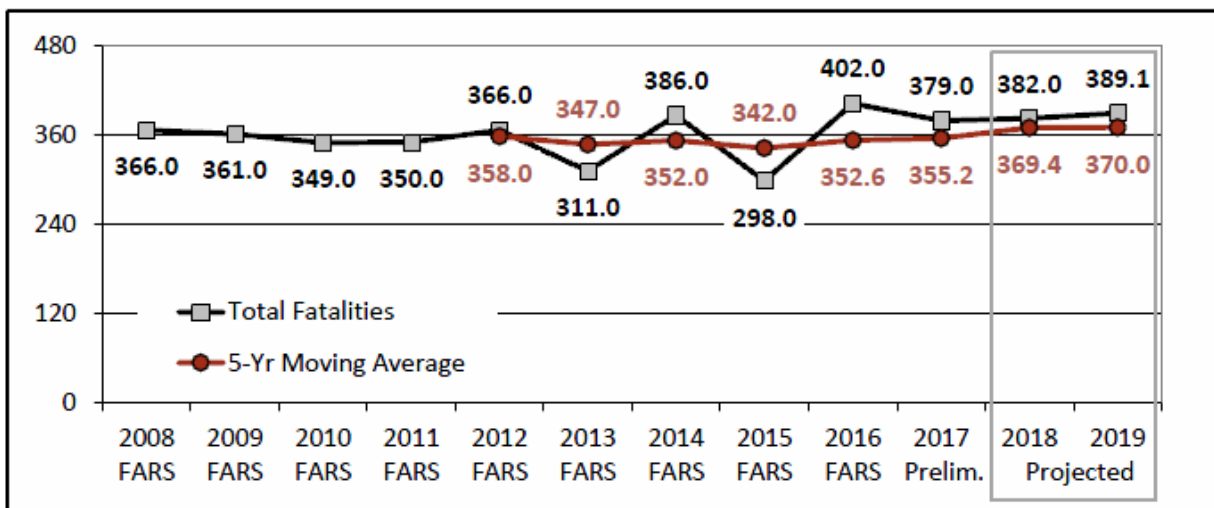
**Safety (PM1):**

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**

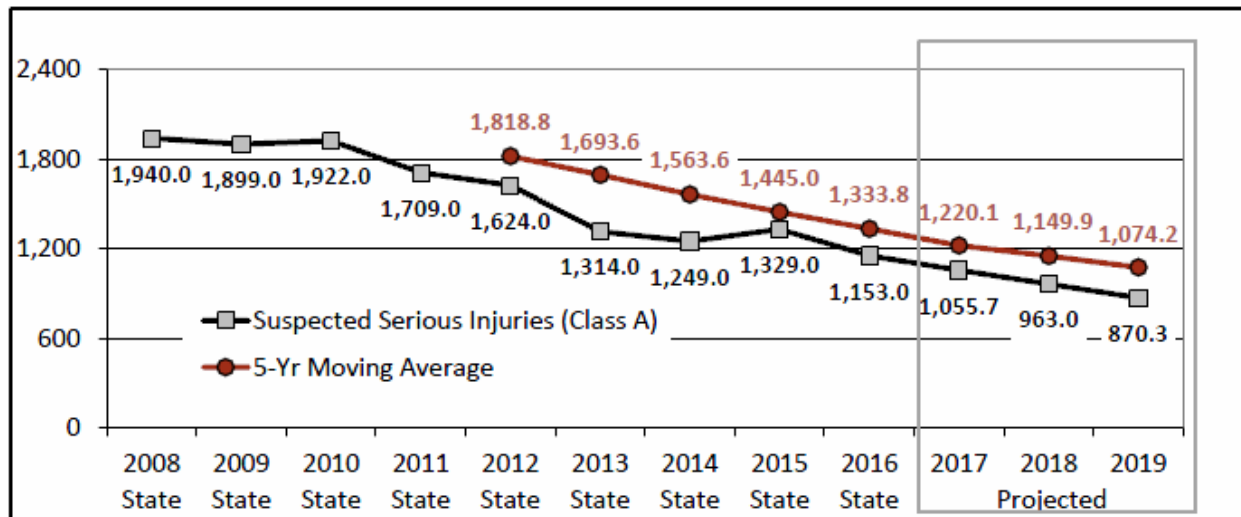


**NMDOT Target Statement:** Limit the increase in total fatalities to 6.4 percent from 352.6 in 2016 to 375 by December 31, 2019 (FARS; 5-year averages).

**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.



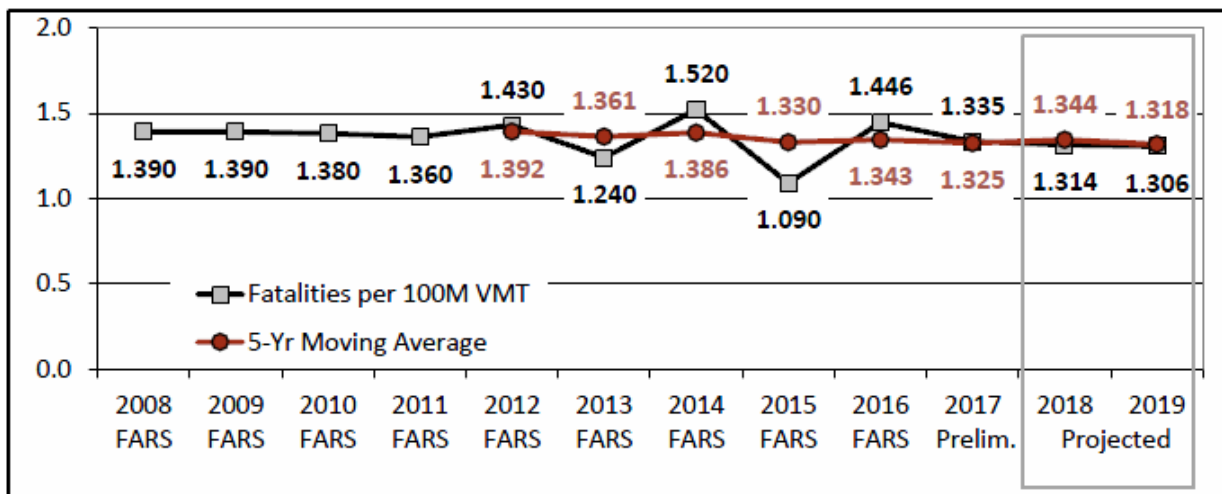
2) Number of Serious Injuries



**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



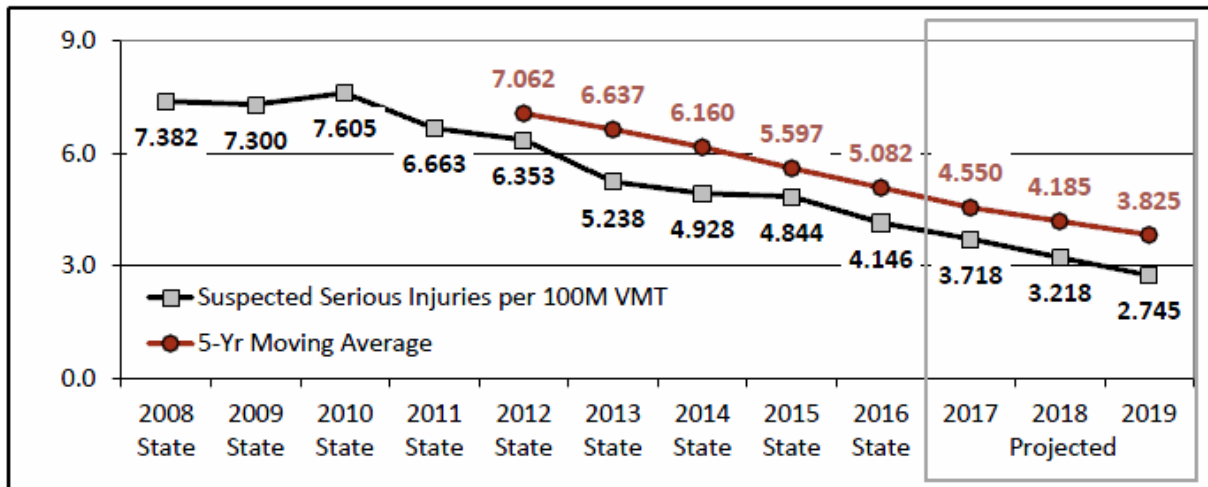
**NMDOT Target Statement:** Decrease the fatality rate from 1.343 in 2016 to 1.318 by December 31, 2019.

**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.





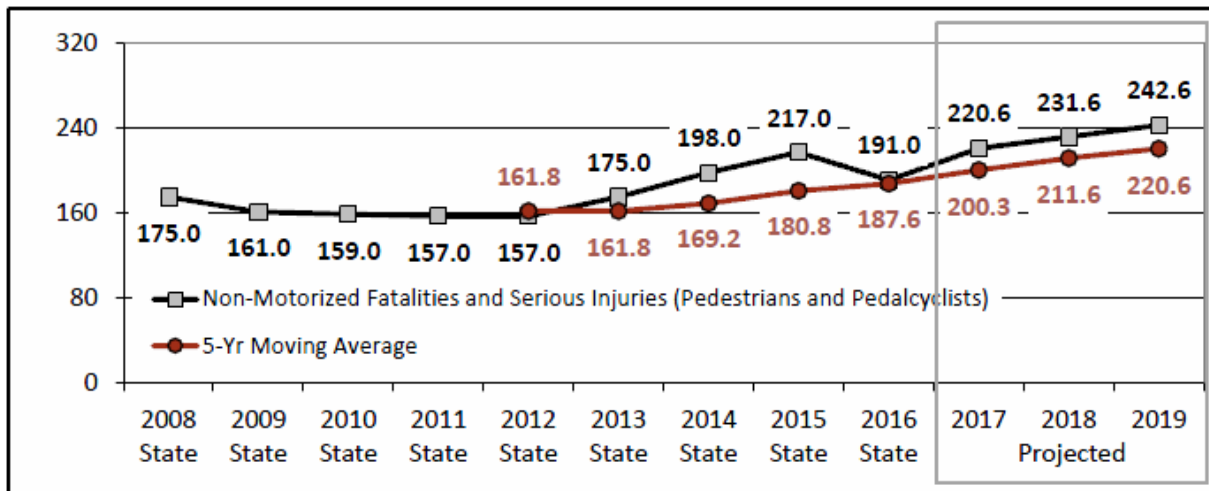
4) Serious Injuries per 100 VMT



**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



Pavement and Bridge (PM2):

On November 16, 2018 the El Paso MPO adopted the State of Texas Department of Transportation (TXDOT) and New Mexico Department of Transportation (NMDOT) 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 Measure              | 2022 Target |
|----------------------------------|-------------|
| <b>Pavement on IH</b>            |             |
| % in "good" condition            | 66.4%       |
| % in "poor" condition            | 0.3%        |
| <b>Pavement on non-IH NHS</b>    |             |
| % in "good" condition            | 52.3%       |
| % in "poor" condition            | 14.3%       |
| <b>NHS Bridge Deck Condition</b> |             |
| % in "poor" condition            | 0.80%       |
| % in "good" condition            | 50.42%      |



Freight and Air Quality (PM3):

On November 16, 2018 the El Paso MPO adopted the State of Texas Department of Transportation (TXDOT) and New Mexico Department of Transportation (NMDOT) targets for the following Freight and Air Quality measures:

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

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%             |
| <b>Performance Measure</b>              |                   |
| <b>2021 Target</b>                      |                   |
| <b>Truck Travel Time Reliability</b>    | <b>1.15</b>       |
| <b>Performance Measure</b>              |                   |
| <b>2021 Target</b>                      |                   |
| <b>Total Emission Reduction</b>         |                   |
| New Mexico                              | PM 10 1.79 kg/day |





TXDOT PM3:

| Performance Measure                     | 2022 Target |        |
|---|-------------|--------|
| <b>NHS Travel Time Reliability</b>      |             |        |
| IH Level of Travel Time Reliability     | 56.6%       |        |
| Non-IH Level of Travel Time Reliability | 55.4%       |        |
| <b>Performance Measure</b>              |             |        |
| <b>2022 Target</b>                      |             |        |
| <b>Truck Travel Time Reliability</b>    | <b>1.79</b> |        |
| <b>Performance Measure</b>              |             |        |
| <b>2022 Target</b>                      |             |        |
| <b>Total Emission Reduction</b>         |             |        |
| El Paso                                 | CO          | 891.11 |
|   | PM 10       | 13.71  |



**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. EPMPPO 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**

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

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.