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District Engineer, TxDOT

March 9, 2023

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

**Amendment to the RMS 2050 MTP and RMS 2023-2026 TIP for inclusion in the 2023-2026 STIP through the February Quarterly Revision**

Dear Mr. Sprick:

Enclosed are the TIP pages for inclusion into the 2023-2026 STIP, RMS 2050 MTP and the RMS 2023-2026 TIP. The Transportation Policy Board (TPB) approved the amendments to the 2023-2026 STIP, RMS 2050 MTP, and the RMS 2023-2026 TIP at their December 16, 2022 meeting.

1. Program the *Sun Metro Paratransit Fleet Replacement: Zero-Emissions Vehicles* (MPO ID: T003X) project using \$11,095,890 FTA 5339(c) Fiscal Year (FY) 2022 Low or No Emissions Vehicle Program grant funds in FY 2023 for the purchase of zero emissions paratransit vehicles, charging stations, and training for personnel.
2. Program Project Amistad *FTA Section 5310 El Paso Urbanized Area Grant Phase 1* (MPO ID: T010-22PA) project using \$302,208 of FTA 5310 FFY 2022 program funds in FY 2023 for the purchase of ADA compliant vehicles, software, and mobility management.
3. Program SCRTD's *5310 Urbanized Area Grant* (MPO ID: T010-22SCRTD) project using \$189,125 of FTA 5310 FFY 2022 program funds in FY 2023 for the purchase of ADA compliant vehicles.
4. Program City of Socorro's *Rio Vista 5310 Transportation Program Phase 1* (MPO ID: T010-22S) project using \$143,425 of FTA 5310 FFY 2022 program funds in FY 2023 for the purchase of an ADA compliant vehicle and mobility management.
5. Program Sun Metro's *Paratransit Service Technology Upgrade Phase 1* (MPO ID: T010-22SM) project using \$250,000 of FTA 5310 FFY 2022 program funds in FY 2023 for the purchase of software.
6. Program Project Amistad's *FTA Section 5310 El Paso Urbanized Area Grant Phase 2* (MPO ID: T010-23PA) project using \$500,996 of FTA 5310 FFY 2023 funds in FY 2024 for the purchase of ADA compliant vehicles, software, and mobility management and operations.

Eduardo Calvo, AICP  
Executive Director

7. Program City of Socorro's *Rio Vista 5310 Transportation Program Phase 2* (MPO ID: T010-23S) project using \$143,425 of FTA 5310 FFY 2023 program funds in FY 2024 for the purchase of an ADA compliant vehicle and mobility management.
8. Program Sun Metro's *Paratransit Service Technology Upgrade Phase 1* (MPO ID: T010-23SM) project using \$250,000 of FTA 5310 FFY 2023 program funds in FY 2024 for the purchase of software.

The Transportation Project Advisory Committee (TPAC) and TPB meetings were used as open forums for the MPO public involvement process.

If you have any questions or concerns, please feel free to contact me at 915-212-0258.

Sincerely,



Eduardo Calvo, AICP  
Executive Director

Enclosures



FY 2023 TRANSIT PROJECT DESCRIPTIONS

Thu Feb 02, 2023

EL PASO MPO TRANSPORTATION IMPROVEMENT PROGRAM (TIP) 2023-2026

District: TX DIST. 24

YOE = Year of Expenditure

General Project Information

Funding Information (YOE)

Project Sponsor: Sun Metro  
 MPO ID: T003X  
 Project Name: Sun Metro Paratransit Fleet Replacement: Zero-Emission Vehicles  
 Apportionment Year: 2022  
 Project Phase: T  
 Brief Project Description: Sun Metro Paratransit Fleet Replacement: Zero-Emission Vehicles: Acquire (50) zero emission paratransit vehicles, (25) level 2 electric charging stations, and training for current and newly hired personnel.  
 Sec5309 ID:  
 Amend Date: 02/2023  
 Remarks/Amend Action: Amend RMS 2050 MTP, RMS 23-26 TIP, 23-26 STIP to program in FY 2023 - EXEMPT

Fed. Funding Category: **Sec. 5339 - Bus & Bus Facilities >200K**  
 Other FTA Section:  
 Federal (FTA) Funds: \$8,876,712  
 State (TXDOT) Funds: \$0  
 Other Funds: \$2,219,178  
**Fiscal Year Cost: \$11,095,890**  
 Construction: \$0      PE: \$0      ROW: \$0  
**Total Project Cost: \$11,095,890**  
 TDC Amount Requested: \$0  
 TDC Awarded Date & Amount: \$0

AMENDMENT HISTORY

History STIP Rev Date	History FY	History Date	History Note/Amendment
02/2023	2023	12/2022	Amend RMS 2050 MTP, RMS 23-26 TIP, 23-26 STIP to program in FY 2023 - EXEMPT



EL PASO MPO TRANSPORTATION IMPROVEMENT PROGRAM (TIP) 2023-2026

District: TX DIST. 24

YOE = Year of Expenditure

**General Project Information**

**Funding Information (YOE)**

Project Sponsor: Project Amistad  
MPO ID: T010-22PA  
Project Name: FTA Section 5310 El Paso Urbanized Area Grant Phase 1  
Apportionment Year: 2022  
Project Phase: T  
Brief Project Description: FTA Section 5310 El Paso Urbanized Area Grant Phase 1: Funding for the purchase of ADA compliant vehicles, utilization of the dispatching software and mobility management.  
Sec5309 ID:  
Amend Date: 02/2023  
Remarks/Amend Action: Amend RMS 2050 MTP, 23-26 TIP, 23-26 STIP to program in FY 2023 - EXEMPT

Fed. Funding Category: **Sec. 5310 - Seniors & People w/Disabilities >200K**  
Other FTA Section:  
Federal (FTA) Funds: \$302,208  
State (TXDOT) Funds: \$0  
Other Funds: \$0  
**Fiscal Year Cost: \$302,208**  
Construction: \$0      PE: \$0      ROW: \$0  
**Total Project Cost: \$302,208**  
TDC Amount Requested: \$47,792  
TDC Awarded Date & Amount: \$0

**AMENDMENT HISTORY**

History STIP Rev Date	History FY	History Date	History Note/Amendment
02/2023	2023	12/2022	Amend RMS 2050 MTP, 23-26 TIP, 23-26 STIP to program in FY 2023



EL PASO MPO TRANSPORTATION IMPROVEMENT PROGRAM (TIP) 2023-2026

District: TX DIST. 24

YOE = Year of Expenditure

**General Project Information**

**Funding Information (YOE)**

Project Sponsor: SCRTD  
MPO ID: **T010-22SCRTD**  
Project Name: SCRTD 5310 Urbanized Area Grant Application  
Apportionment Year: 2022  
Project Phase: T  
Brief Project Description: SCRTD 5310 Urbanized Area Grant: Project is for the purchase of ADA compliant vehicles that will provide paratransit service to residents living within the Sunland Park area.  
Sec5309 ID:  
Amend Date: 02/2023  
Remarks/Amend Action: Amend RMS 2050 MTP, 23-26 TIP, 23-26 STIP in FY 2023 - EXEMPT

Fed. Funding Category: **Sec. 5310 - Seniors & People w/Disabilities >200K**  
Other FTA Section:  
Federal (FTA) Funds: \$189,125  
State (TXDOT) Funds: \$0  
Other Funds: \$0  
**Fiscal Year Cost:** **\$189,125**  
Construction: \$0      PE: \$0      ROW: \$0  
**Total Project Cost:** **\$189,125**  
TDC Amount Requested: \$28,369  
TDC Awarded Date & Amount: \$0

**AMENDMENT HISTORY**

History STIP Rev Date	History FY	History Date	History Note/Amendment
02/2023	2023	12/2022	Amend RMS 2050 MTP, 23-26 TIP, 23-26 STIP in FY 2023 - EXEMPT



FY 2023 TRANSIT PROJECT DESCRIPTIONS

Thu Feb 02, 2023

EL PASO MPO TRANSPORTATION IMPROVEMENT PROGRAM (TIP) 2023-2026

District: TX DIST. 24

YOE = Year of Expenditure

**General Project Information**

**Funding Information (YOE)**

Project Sponsor: Socorro  
MPO ID: **T010-22S**  
Project Name: Rio Vista 5310 Transportation Program Phase 1  
Apportionment Year: 2022  
Project Phase: T  
Brief Project Description: Rio Vista 5310 Transportation Program Phase 1: Acquisition of one (1) ADA Type 3 vehicle and for the hiring of one (1) Transit Coordinator to engage in mobility management activities in Socorro, Texas  
Sec5309 ID:  
Amend Date: 02/2023  
Remarks/Amend Action: Amend RMS 2050 MTP, RMS 23-26 TIP, 23-26 STIP to program in FY 2023 - EXEMPT

Fed. Funding Category: **Sec. 5310 - Seniors & People w/Disabilities >200K**  
Other FTA Section:  
Federal (FTA) Funds: \$143,425  
State (TXDOT) Funds: \$0  
Other Funds: \$0  
**Fiscal Year Cost: \$143,425**  
Construction: \$0      PE: \$0      ROW: \$0  
**Total Project Cost: \$143,425**  
TDC Amount Requested: \$24,590  
TDC Awarded Date & Amount: \$0

**AMENDMENT HISTORY**

History STIP Rev Date	History FY	History Date	History Note/Amendment
02/2023	2023	12/2022	Amend RMS 2050 MTP, RMS 23-26 TIP, 23-26 STIP to program in FY 2023 - EXEMPT



EL PASO MPO TRANSPORTATION IMPROVEMENT PROGRAM (TIP) 2023-2026

District: TX DIST. 24

YOE = Year of Expenditure

**General Project Information**

**Funding Information (YOE)**

Project Sponsor: Sun Metro  
MPO ID: **T010-22SM**  
Project Name: Paratransit Service Technology Upgrade Phase 1  
Apportionment Year: 2022  
Project Phase: T  
Brief Project Description: Paratransit Service Technology Upgrade Phase 1: Project will be for Sun Metro to seek a cloud-based software integrated system to manage efficient customer service, appointments and routing for LIFT ridership.  
Sec5309 ID:  
Amend Date: 02/2023  
Remarks/Amend Action: Amend RMS 2050 MTP, 23-26 TIP, 23-26 STIP to program in FY 2023 - EXEMPT

Fed. Funding Category: **Sec. 5310 - Seniors & People w/Disabilities >200K**  
Other FTA Section:  
Federal (FTA) Funds: \$250,000  
State (TXDOT) Funds: \$0  
Other Funds: \$0  
**Fiscal Year Cost: \$250,000**  
Construction: \$0      PE: \$0      ROW: \$0  
**Total Project Cost: \$250,000**  
TDC Amount Requested: \$50,000  
TDC Awarded Date & Amount: \$0

**AMENDMENT HISTORY**

History STIP Rev Date	History FY	History Date	History Note/Amendment
02/2023	2023	12/2022	Amend RMS 2050 MTP, 23-26 TIP, 23-26 STIP to program in FY 2023 - EXEMPT



**FY 2024 TRANSIT PROJECT DESCRIPTIONS**  
**EL PASO MPO TRANSPORTATION IMPROVEMENT PROGRAM (TIP) 2023-2026**

Fri Feb 03, 2023

District: TX DIST. 24

YOE = Year of Expenditure

**General Project Information**

**Funding Information (YOE)**

Project Sponsor: Project Amistad  
MPO ID: **T010-23PA**  
Project Name: FTA Section 5310 El Paso Urbanized Area Grant Phase 2  
Apportionment Year: 2023  
Project Phase: T  
Brief Project Description: FTA Section 5310 El Paso Urbanized Area Grant Phase 2: Funding for the purchase of ADA compliant vehicles, utilization of the dispatching software and mobility management, and for operations.  
Sec5309 ID:  
Amend Date: 02/2023  
Remarks/Amend Action: Amend RMS 2050 MTP, 23-26 TIP, 23-26 STIP to program in FY 2024 - EXEMPT

Fed. Funding Category: **Sec. 5310 - Seniors & People w/Disabilities >200K**  
Other FTA Section:  
Federal (FTA) Funds: \$500,996  
State (TXDOT) Funds: \$0  
Other Funds: \$278,747  
**Fiscal Year Cost: \$779,743**  
Construction: \$0      PE: \$0      ROW: \$0  
**Total Project Cost: \$779,743**  
TDC Amount Requested: \$35,798  
TDC Awarded Date & Amount: \$0

**AMENDMENT HISTORY**

History STIP Rev Date	History FY	History Date	History Note/Amendment
02/2023	2024	12/2022	Amend RMS 2050 MTP, 23-26 TIP, 23-26 STIP to program in FY 2024 - EXEMPT





EL PASO MPO TRANSPORTATION IMPROVEMENT PROGRAM (TIP) 2023-2026

District: TX DIST. 24

YOE = Year of Expenditure

**General Project Information**

**Funding Information (YOE)**

Project Sponsor: Socorro  
MPO ID: **T010-23S**  
Project Name: Rio Vista 5310 Transportation Program Phase 2  
Apportionment Year: 2024  
Project Phase: T  
Brief Project Description: Rio Vista 5310 Transportation Program Phase 2: Acquisition of one (1) ADA Type 3 vehicle and for the hiring of one (1) Transit Coordinator to engage in mobility management activities in Socorro, Texas  
Sec5309 ID:  
Amend Date: 02/2023  
Remarks/Amend Action: Amend RMS 2050 MTP, RMS 23-26 TIP, 23-26 STIP to program in FY 2024 - EXEMPT

Fed. Funding Category: **Sec. 5310 - Seniors & People w/Disabilities >200K**  
Other FTA Section:  
Federal (FTA) Funds: \$143,425  
State (TXDOT) Funds: \$0  
Other Funds: \$0  
**Fiscal Year Cost: \$143,425**  
Construction: \$0      PE: \$0      ROW: \$0  
**Total Project Cost: \$143,425**  
TDC Amount Requested: \$24,590  
TDC Awarded Date & Amount: \$0

**AMENDMENT HISTORY**

History STIP Rev Date	History FY	History Date	History Note/Amendment
02/2023	2024	12/2022	Amend RMS 2050 MTP, RMS 23-26 TIP, 23-26 STIP to program in FY 2024 - EXEMPT



EL PASO MPO TRANSPORTATION IMPROVEMENT PROGRAM (TIP) 2023-2026

District: TX DIST. 24

YOE = Year of Expenditure

**General Project Information**

**Funding Information (YOE)**

Project Sponsor: Sun Metro  
MPO ID: **T010-23SM**  
Project Name: Paratransit Service Technology Upgrade Phase 2  
Apportionment Year: 2023  
Project Phase: T  
Brief Project Description: Paratransit Service Technology Upgrade Phase 2: Project will be for Sun Metro to seek a cloud-based software integrated system to manage efficient customer service, appointments and routing for LIFT ridership.  
Sec5309 ID:  
Amend Date: 02/2023  
Remarks/Amend Action: Amend RMS 2050 MTP, 23-26 TIP, 23-26 STIP to program in FY 2024 - EXEMPT

Fed. Funding Category: **Sec. 5310 - Seniors & People w/Disabilities >200K**  
Other FTA Section:  
Federal (FTA) Funds: \$250,000  
State (TXDOT) Funds: \$0  
Other Funds: \$0  
**Fiscal Year Cost: \$250,000**  
Construction: \$0      PE: \$0      ROW: \$0  
**Total Project Cost: \$250,000**  
TDC Amount Requested: \$50,000  
TDC Awarded Date & Amount: \$0

**AMENDMENT HISTORY**

History STIP Rev Date	History FY	History Date	History Note/Amendment
02/2023	2024	12/2022	Amend RMS 2050 MTP, 23-26 TIP, 23-26 STIP to program in FY 2024 - EXEMPT

**RMS 2050 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)
	T011-20	FTA Section 5310 El Paso Urbanized Area Grant 2020 - Project Amistad dba Amistad	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	2032	\$616,037	\$616,037	\$0	\$0	\$616,037	Project Amistad	2022
	T011-22	FTA 5310 EPMPPO Program Administration FFY 2020 Funds	FTA 5310 Enhanced Mobility for Seniors and Individuals with Disabilities Program for EPMPPO Program Administration FFY 2020 Funds for use in FY 2022.	N/A		2032	\$68,449	\$68,449	\$0	\$0	\$68,449	EPMPPO	2022
	T011-21	FTA Section 5310 El Paso Urbanized Area Grant 2021 - Project Amistad dba Amistad	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	2032	\$623,535	\$623,535	\$0	\$0	\$623,535	Project Amistad	2023
	T011-23	FTA 5310 EPMPPO Program Administration FFY 2021 Funds	FTA 5310 Enhanced Mobility for Seniors and Individuals with Disabilities Program for EPMPPO Program Administration FFY 2021 Funds for use in FY 2023.	N/A		2032	\$69,282	\$69,282	\$0	\$0	\$69,282	EPMPPO	2023
	T002X	Feasibility Study and Alternatives Analysis for Regional Fare Structure and Payment System	The regional fare system will include a fare policy and set of fare payment technologies that apply to regional travel in the El Paso Region.	Within City of El Paso limits	Within City of El Paso limits	2032	\$194,700	\$194,700	\$0	\$0	\$194,700	SUN METRO-TRANSIT	2023
	T003X	Sun Metro Paratransit Fleet Replacement: Zero-Emission Vehicles	Acquire (50) zero emission paratransit vehicles, (25) level 2 electric charging stations, and training for current and newly hired personnel.	Within City of El Paso limits	Within City of El Paso limits	2032	\$11,095,890	\$11,095,890	\$0	\$0	\$11,095,890	SUN METRO-TRANSIT	2023
	T011-22MPO	FTA 5310 EPMPPO Program Administration FFY 2022 Funds	FTA 5310 Enhanced Mobility for Seniors and Individuals with Disabilities Program for EPMPPO Program Administration FFY 2022 Funds for use in FY 2023	N/A		2032	\$98,306	\$98,306	\$0	\$0	\$98,306	EPMPPO	2023
	T010-22PA	FTA Section 5310 El Paso Urbanized Area Grant Phase 1	Funding for the purchase of ADA compliant vehicles, utilization of the dispatching software and mobility management.	El Paso MPO Region	El Paso MPO Region	2032	\$302,208	\$302,208	\$0	\$0	\$302,208	Project Amistad	2023
	T010-22SM	Paratransit Service Technology Upgrade Phase 1	Project will be for Sun Metro to seek a cloud-based software integrated system to manage efficient customer service, appointments and routing for LIFT ridership.	Within City of El Paso limits	Within City of El Paso limits	2032	\$250,000	\$250,000	\$0	\$0	\$250,000	SUN METRO-TRANSIT	2023
	T010-22S	SCRTD 5310 Urbanized Area Grant	Project is for the purchase of ADA compliant vehicles that will provide paratransit service to residents living within the Sunland Park area.	Sunland Park jurisdiction boundaries	Westside Transit Center, Remcon Road.	2022	\$189,125	\$189,125	\$0	\$0	\$189,125	SCRTD	2023
	T010-22S	Rio Vista 5310 Transportation Program Phase 1	Acquisition of one (1) ADA Type 3 vehicle and for the hiring of one (1) Transit Coordinator to engage in mobility management activities in Socorro, Texas	City of Socorro	El Paso County	2032	\$143,425	\$143,425	\$0	\$0	\$143,425	Socorro	2023
	T011-23MPO	FTA 5310 EPMPPO Program Administration FFY 2023 Funds	FTA 5310 Enhanced Mobility for Seniors and Individuals with Disabilities Program for EPMPPO Program Administration FFY 2023 Funds for use in FY 2024	N/A		2032	\$99,380	\$99,380	\$0	\$0	\$99,380	EPMPPO	2024
	T010-23PA	FTA Section 5310 El Paso Urbanized Area Grant Phase 2	Funding for the purchase of ADA compliant vehicles, utilization of the dispatching software and mobility management, and for operations.	El Paso MPO Region	El Paso MPO Region	2032	\$779,743	\$779,743	\$0	\$0	\$779,743	Project Amistad	2024
	T010-23SM	Paratransit Service Technology Upgrade Phase 2	Project will be for Sun Metro to seek a cloud-based software integrated system to manage efficient customer service, appointments and routing for LIFT ridership	Within City of El Paso limits	Within City of El Paso limits	2030	\$250,000	\$250,000	\$0	\$0	\$250,000	SUN METRO-TRANSIT	2024
	T010-23S	Rio Vista 5310 Transportation Program Phase 2	Acquisition of one (1) ADA Type 3 vehicle and for the hiring of one (1) Transit Coordinator to engage in mobility management activities in Socorro, Texas	City of Socorro	El Paso County	2032	\$143,425	\$143,425	\$0	\$0	\$143,425	Socorro	2024
	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	2050	\$136,124,473	\$286,793,734	\$14,052,893	\$0	\$300,846,627	SUN METRO-TRANSIT	2041
<b>Plan-Wide Projects Or "All" Years Projects (Yoe Equals The Approximate Cost Per Year Of Each Project)</b>													
	T3H (FORMER T021X)	ADA Paratransit Service (5307)	Provide ADA Para Transit Service	N/A		ALL	\$57,129,616	\$1,969,987	\$0	\$0	\$1,969,987	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	\$467,023,841	\$16,104,270	\$0	\$0	\$16,104,270	SUN METRO-TRANSIT	ALL-5307
	T3F	Support Vehicles/Bus Rehab (5339)	Support Vehicles/Bus Rehab			ALL	\$18,528,170	\$638,902	\$0	\$0	\$638,902	SUN METRO-TRANSIT	ALL-5339
	T3D	Curb Cuts / Ada Improvements (5339)	Curb Cuts / Ada Improvements			ALL	\$15,000,000	\$1,000,000	\$0	\$0	\$1,000,000	SUN METRO-TRANSIT	Even Yrs.-5339
	T011	Seniors and People with Disabilities (5310)	FTA Section 5310 El Paso Urbanized Area Grant: Transportation for the elderly and disabled provided by a local nonprofit organization	El Paso MPO Region		ALL	\$16,104,421	\$555,325	\$0	\$0	\$555,325	EPMPPO	ALL-5310
	T011	Seniors and People with Disabilities (5310) - Admin	FTA 5310 Enhanced Mobility for Seniors and Individuals with Disabilities Program for EPMPPO Program Administration			ALL	\$1,789,380	\$894,690	\$0	\$0	\$894,690	EPMPPO	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	\$60,063,784	\$2,071,165	\$0	\$0	\$2,071,165	SUN METRO-TRANSIT	ALL-5339
	T3B	Other Capital Program Items (5339)	Computers Hardware & Software			ALL	\$6,543,885	\$225,651	\$0	\$0	\$225,651	SUN METRO-TRANSIT	ALL-5339
	T3A	Planning (5307)	Short Range Planning			ALL	\$35,153,247	\$1,212,181	\$0	\$0	\$1,212,181	SUN METRO-TRANSIT	ALL-5307
	T3E	Security Equipment (5307)	Security Equipment			ALL	\$7,495,123	\$258,453	\$0	\$0	\$258,453	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
<b>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)</b>													
0924-06-574	T092X	Montana RTS 1st year Operating Assistance	1st year of Montana RTS operations	Five Points Terminal - 2830 Montana	Far East Terminal - RC Poe & Edgemere	2032	\$1,917,592	\$1,917,592	\$0	\$0	\$1,917,592	Sun Metro-Transit	2023
0924-06-575	T097X	Montana RTS 2nd year Operating Assistance	2nd year of Montana RTS operations	Five Points Terminal - 2830 Montana	Far East Terminal - RC Poe & Edgemere	2032	\$1,300,000	\$1,300,000	\$0	\$0	\$1,300,000	Sun Metro-Transit	2024
0924-06-541	T093X	Montana RTS 3rd year Operating assistance	3rd year of Montana BRT-RTS operations.	Five Points Terminal - 2830 Montana	Far East Terminal - R.C. Poe - Edgemere	2032	\$2,000,000	\$2,000,000	\$0	\$0	\$2,000,000	Sun Metro-Transit	2025

**Transit Financial Summary**  
**El Paso MPO - TXDOT District 24**  
**FY 2023 - 2026 Transportation Improvement Program**

All Figures in Year of Expenditure (YOE) Dollars

Thursday, February 2, 2023

Transit Program		FY 2023			FY 2024			FY 2025		
		Federal	Match	Total	Federal	Match	Total	Federal	Match	Total
1	Sec. 5307 - Urbanized Formula >200K	\$13,724,623	\$3,431,155	\$17,155,778	\$13,864,070	\$3,466,018	\$17,330,088	\$14,004,970	\$3,501,242	\$17,506,212
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	\$11,389,163	\$2,847,291	\$14,236,454	\$2,550,754	\$637,689	\$3,188,443	\$2,590,058	\$647,515	\$3,237,573
6	Sec. 5310 - Seniors & People w/Disabilities >200K	\$1,675,881	\$235,591	\$1,911,472	\$993,801	\$278,747	\$1,272,548	\$0	\$0	\$0
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	\$175,200	\$19,500	\$194,700	\$0	\$0	\$0	\$0	\$0	\$0
10	Regionally Significant or Other (incl FHWA transfers)	\$1,534,074	\$383,518	\$1,917,592	\$1,040,000	\$260,000	\$1,300,000	\$1,600,000	\$2,823,490	\$4,423,490
<b>Total Funds</b>		<b>\$28,498,941</b>	<b>\$6,917,055</b>	<b>\$35,415,996</b>	<b>\$18,448,625</b>	<b>\$4,642,454</b>	<b>\$23,091,079</b>	<b>\$18,195,028</b>	<b>\$6,972,247</b>	<b>\$25,167,275</b>
Transportation Development Credits Requested				\$212,378			\$110,388			\$0
Awarded				\$0			\$0			\$0

All Figures in Year of Expenditure (YOE) Dollars

Transit Program		FY 2026			TOTAL		
		Federal	Match	Total	Federal	State/Other	Total
1	Sec. 5307 - Urbanized Formula >200K	\$14,147,333	\$3,536,833	\$17,684,166	\$55,740,996	\$13,935,248	\$69,676,244
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	\$2,630,392	\$657,598	\$3,287,990	\$19,160,367	\$4,790,093	\$23,950,460
6	Sec. 5310 - Seniors & People w/Disabilities >200K	\$0	\$0	\$0	\$2,669,682	\$514,338	\$3,184,020
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	\$175,200	\$19,500	\$194,700
10	Regionally Significant or Other (incl FHWA transfers)	\$0	\$0	\$0	\$4,174,074	\$3,467,008	\$7,641,082
<b>Total Funds</b>		<b>\$16,777,725</b>	<b>\$4,194,431</b>	<b>\$20,972,156</b>	<b>\$81,820,321</b>	<b>\$22,726,186</b>	<b>\$104,646,506</b>
Transportation Development Credits Requested				\$0			\$322,766
Awarded				\$0			\$0





**El Paso Metropolitan Planning Organization**  
**PUBLIC INVOLVEMENT FOR PROJECTS INCLUDED IN THE FEBRUARY 2023 STIP REVISION**  
**FOR INCLUSION IN THE 2023-2026 STIP**

The amendments submitted for the February STIP Revision include the following projects.

- **Highway Projects:**
  - George Perry Extension Ph 1
  - Horizon TOD Design Phase
  - Regional Transit Start-up Assistance FY 2023
  - International Border Crossings System-wide Improvements Analysis
  - Transportation Needs Assessment for the City of San Elizario
  - Arterial 1 (1682 Blvd) (PE – Final Design)
  - ELP Safety Service Patrol-HERO FY2023
  - Nuevo Hueco Tanks Extension (FM 76 to SH20) – Construction
  - ELP Safety Service Patrol-HERO FY2024
  - Dilley Road and Delake Street Construction
  - Railroad Dr. Widening and Reconstruction
- **Transit Projects:**
  - Sun Metro Paratransit Fleet Replacement: Zero-Emission Vehicles
  - El Paso MPO 5310 Apportionment projects:
    - FTA Section 5310 El Paso Urbanized Area Grant Phase 1
    - Paratransit Service Technology Upgrade Phase 1
    - SCRTD 5310 Urbanized Area Grant
    - Rio Vista 5310 Transportation Program Phase 1
    - FTA Section 5310 El Paso Urbanized Area Grant Phase 2
    - Paratransit Service Technology Upgrade Phase 2
    - Rio Vista 5310 Transportation Program Phase 2

These projects were included in the 7-Day public comment period completed for the December 2022 and January 2023 TPB meeting. The 7-day public comment periods were posted to the EPMPO website as a banner alert and news post on the main page. The alert and news post provided the announcements below. These announcements include information of the amendment to the MPO's documents, the backup documentation provided at the Transportation Project Advisory Committee meeting.

No comments were received for any of the projects during the 7-day comment period.

**EPMPO WEBSITE ANNOUNCEMENTS**

7 Day Public Comment for December 16, 2022, TPB meeting website announcement

[https://www.elpasompo.org/media/NewsPublicInvolvement/7%20Day%20PI%20for%20TPB/2022/7%20day%20public%20comment%20period%20for%20December%202022%20TPB%20\(12-16-22\).pdf](https://www.elpasompo.org/media/NewsPublicInvolvement/7%20Day%20PI%20for%20TPB/2022/7%20day%20public%20comment%20period%20for%20December%202022%20TPB%20(12-16-22).pdf)

7 Day Public Comment for January 20, 2023, TPB meeting website announcement

[https://www.elpasompo.org/media/NewsPublicInvolvement/7%20Day%20PI%20for%20TPB/2023/7%20day%20public%20comment%20period%20for%20January%202023%20TPB%20\(01-20-23\).pdf](https://www.elpasompo.org/media/NewsPublicInvolvement/7%20Day%20PI%20for%20TPB/2023/7%20day%20public%20comment%20period%20for%20January%202023%20TPB%20(01-20-23).pdf)

**SOCIAL MEDIA OUTREACH**

For greater outreach to the public the seven-day comment periods are also posted in the MPO's Facebook and Twitter pages.



**El Paso Metropolitan Planning Organization**

 **El Paso MPO** @elpmpo · Dec 2

Public comments for amendments to the El Paso MPO's documents are being accepted. The MPO's Transportation Policy Board (TPB) may consider these projects for approval at their December 16, 2022 meeting. (1/2)

**7 DAY PUBLIC COMMENT**

Public comments for amendments to the El Paso MPO's documents are being accepted. The MPO's Transportation Policy Board (TPB) may consider these projects for approval at their meeting on December 16, 2022.

Please submit any comments prior to Thursday December 15, 2022 at 5:00 PM or Sign up for our Open Comment Period no later than 8:30a.m. on the day of the meeting by emailing [menriquez@elpasompo.org](mailto:menriquez@elpasompo.org) or by calling (915) 212-0258. Members of the public may also submit their public comment electronically to [menriquez@elpasompo.org](mailto:menriquez@elpasompo.org) and the comment will be read during the open comment period or before the appropriate agenda item, as requested in the email. Emails must be received no later than 8:30a.m. on the day of the meeting.

For more information visit our website: [www.elpasompo.org](http://www.elpasompo.org)



1            

 **El Paso MPO** @elpmpo

Please send comments to Marisol Enriquez at [menriquez@elpasompo.org](mailto:menriquez@elpasompo.org). More information can be found at: [elpasompo.org/media/NewsPubl...](http://elpasompo.org/media/NewsPubl...)

(2/2)

4:46 PM · Dec 2, 2022

 **El Paso MPO**  
December 2 at 4:47 PM · 🌐

Public comments for amendments to the El Paso MPO's documents are being accepted. The MPO's Transportation Policy Board (TPB) may consider these projects for approval at their December 16, 2022 meeting. Please send comments to Marisol Enriquez at [menriquez@elpasompo.org](mailto:menriquez@elpasompo.org).

More info is available here:  
<https://www.elpasompo.org/.../7%20day%20public%20comment...>

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For more information visit our website: [www.elpasompo.org](http://www.elpasompo.org)



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**Conformity**



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**RMS 2020**





Links

# El Paso Area Transportation Statistics

## DEMOGRAPHICS

**882,680**

**Total Population**

(2018 ACS 5-Yr Estimates)

**87.9%**

**Total Minority**

(2018 ACS 5-Yr Estimates)

**82.7%**

**Hispanic/Latino Residents**

(2018 ACS 5-Yr Estimates)

**22.13%**

**Low Income Population**

(Individuals whose income is below the poverty percent. 2018 ACS 5-Yr Estimates)



**32.17%**

**Limited English Proficiency Population**

(Population that speak English less than "Very Well". 2018 ACS 5-Yr Estimates)



**405**

**Number of Fatalities**

(0.37% from total number of fatalities during 2013-2017)

**1,796**

**Number of Serious Injuries**

(1.66% from total number of serious injuries during 2013-2017)



**MAINTENANCE & OPERATIONS**

**Bridges in Good Condition**

**36.99%**

**Texas Portion**

(Bridges condition data as of 2018)

**1.27%**

**New Mexico Portion**

(Bridges condition data as of 2018)

**Pavement in Poor Condition**

**21.65%**

**Texas Portion**  
(2017 ACS 5-Yr Estimates)

**8.96%**

**New Mexico portion**  
(2017 ACS 5-Yr Estimates)

 **SYSTEM PERFORMANCE**

**1.13**

**Avg. Travel Time Index**  
(2018 Analysis Period)

**1.16**

**Avg. Truck Travel Time Index**  
(2018 Analysis Period)

**19.73%**

**Percent Non-Single Occupant Vehicle Travel (commute trips)**  
(2016 ACS 5-Yr Estimates)

**0.20%**

**Commute by Biking**  
(2016 ACS 5-Yr Estimates)

2.02%

### Commute by Walking

(2016 ACS 5-Yr Estimates)

1.41%

### Commute by Transit

(2016 ACS 5-Yr Estimates)

## News

[more news](#)

### Public Comment for TPB December 2022

Public comments for amendments to the El Paso MPO's documents are being accepted. The MPO's Transportation Policy Board (TPB) may consider these projects for approval at their December 16, 2022 meeting. Please send comments to Marisol Enriquez at [men...](#)

## Meetings

[all meetings](#)

DEC  
16  
FRI

### TPB Meeting

9:30 AM

Live Video

JAN  
11

### TPAC Meetings

1:30 PM

WED

JAN  
13  
FRI

**EC Meeting**

9:00 AM

JAN  
20  
FRI

**TPB Meeting**

9:30 AM

Live Video

## Contact Us

El Paso Metropolitan Planning Organization  
211 N Florence, Suite 202  
El Paso, TX 79901  
Phone: (915) 212-0258



Site By EvoGov



## **APPENDIX B: PERFORMANCE BASED PLANNING AND PROGRAMMING**

## PERFORMANCE MEASURES

Measuring and tracking the performance of the region's transportation system is a fundamental component of the RMS 2050 MTP and the performance-based planning process. Performance measurement allows planners to assess the current state of the system to develop recommendations for improvements, evaluate the effectiveness of recently implemented improvements, and forecast the effectiveness of planned improvements.

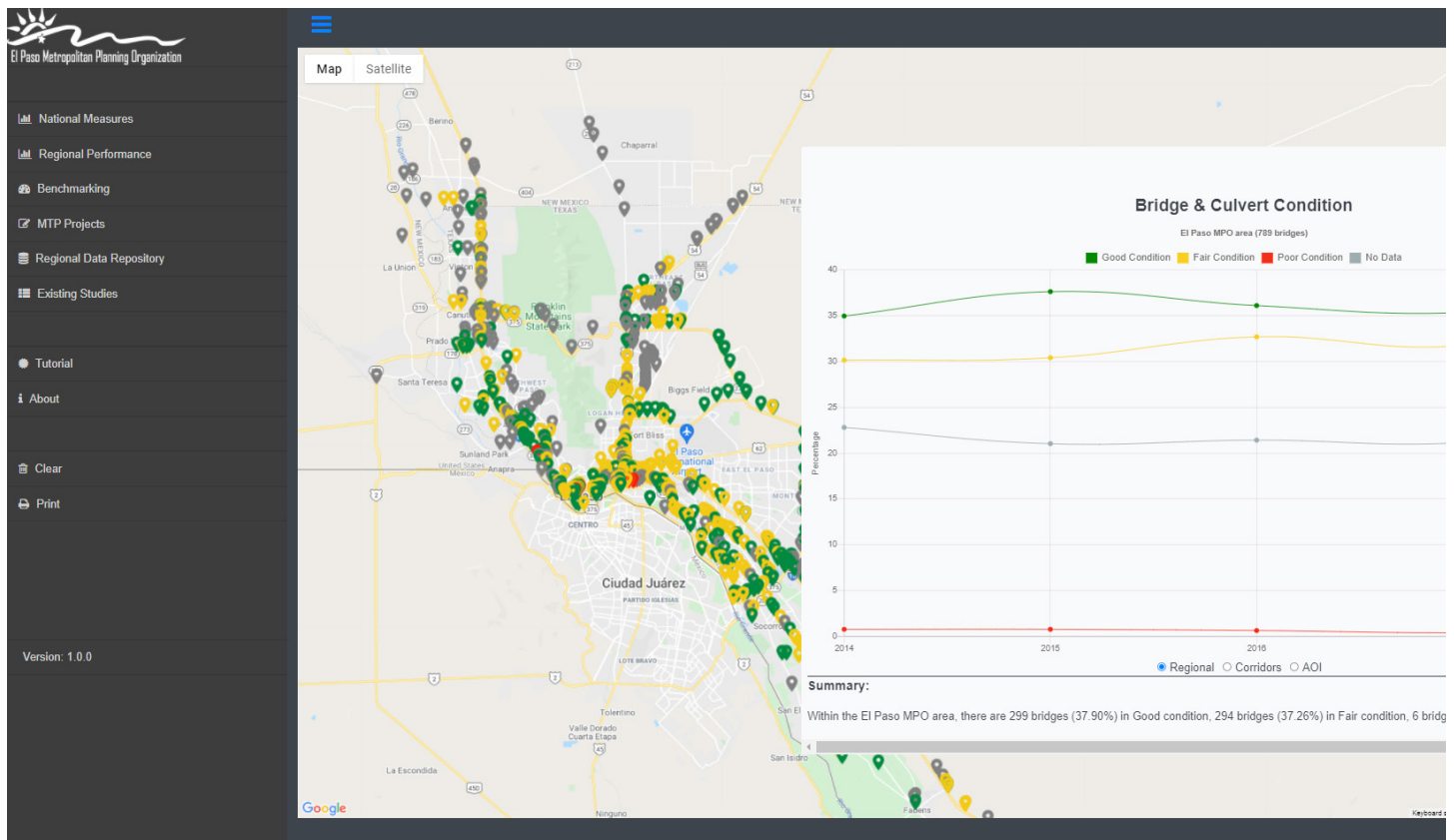
The EPMPO-monitors two kinds of performance as part of its performance-based planning efforts: Observed Performance and Forecasted or Modeled Performance.

Observed Performance: Performance is measured based on information from various sources

(national, state, local) and reported via a web-based application tool developed for geospatial visualization of performance of the transportation network. This webtool can be found at <https://www.elpasompo.org/Links> through the "EPMPO Performance Measures Tool" link.

The objectives of the Web Tool are:

- To track transportation performance over time
- To support identification of gaps in infrastructure across transportation modes
- To provide performance-based information for planning and programming decisions and
- To be a resource for local planning partners and general public.



The Multimodal Web Tool shows performance of transportation networks in the El Paso region captured by multimodal performance measures that were identified from Destino 2045 Metropolitan Transportation Plan (2018), Congestion Management Process (2013), and FHWA National Performance Measures (2017), and based on available local, state, and national data.

Forecasted or Modeled Performance: Using EPMPPO’s TDM, planners can forecast the performance of the region’s transportation system, considering both planned system improvements and forecasted demographics. Performance-based planning using these measures was initiated with the development of the previous MTP (Destino 2045 MTP), and additional measures have been incorporated as part of the development of the RMS 2050 TDM and the reporting output summary has been improved.

## NATIONAL PERFORMANCE REQUIREMENTS

Federal legislation passed in 2012 introduced a new requirement to incorporate a performance-based approach into the transportation planning process. The federal transportation bill *Moving Ahead for Progress in 21<sup>st</sup> Century Act* (MAP-21) required state Departments of Transportation, MPOs, 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 bolstered by the *Fixing America’s Surface Transportation* (FAST) Act, which was signed into law in 2015.

The federal performance measures fall into three main categories—safety, maintenance, and performance. Safety measures track highway and transit deaths and injuries and

include transit incidents like fires or crashes. Maintenance measures look at the age of transit fleets and the condition of roads and bridges. System performance measures look at highway congestion and reliability, freight movement, and environmental sustainability, including air quality.

**TABLE 2-2: FEDERAL PERFORMANCE MEASURE CATEGORIES**

<b>Safety</b>	Highway Safety
	Transit Safety (Public Transportation Agency Safety Plan)
<b>Maintenance</b>	Highway Pavement and Bridge Conditions
	Transit Asset Management (TAM)
<b>System Performance</b>	National Highway System (NHS) Congestion
	Freight
	Congestion Management and Air Quality (CMAQ) Program

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 adopt targets and baseline performance measures, and to report progress toward achieving the targets in Regional Performance adopted two years after the effective date of the final rule. The five performance measures’ final rules currently effective were established at different times, and therefore have different target-setting and implementation deadlines, as seen in **Table 2-3** below.



**TABLE 2-3: SUMMARY OF IMPLEMENTATION TIMELINES**

FINAL RULE	FINAL RULE EFFECTIVE DATE	TARGET SETTING DEADLINE			REQUIRED TO BE INCLUDED IN MTP BY	REPORTING PERIOD	REPORTING SCHEDULE
		STATE DOT	TRANSIT PROVIDER	MPO			
<i>PM1: Safety</i>	4/14/2016	8/31/2017	-	2/16/2018	5/27/2018	Annually	Annually
<i>PM2: Infrastructure</i>	5/20/2017	5/20/2018	-	11/16/2018	5/20/2019	2- and 4-year performance periods	Biannually (2018,2020, 2022,etc.)
<i>PM3: System Performance</i>							
<b>Transit Asset Management (TAM)</b>	10/1/2016	10/1/2017	-	12/27/2017	10/1/2018	Complete updated TAM Plan by Oct 2022	
<b>Public Transportation Agency Safety Plan (PTASP)</b>	7/19/2018	-	7/20/2020 (extended to 12/31/2020)	1/20/2021	7/20/2021	Updated and certified by transit agency annually.	

At the adoption date of RMS 2050 MTP, all five performance measure rules are effective, and the adoption of official targets is required and must be reported.

## REQUIRED PERFORMANCE MEASURES AND TARGETS

A summary of the required National Performance Measures aligned with the seven National Goals

is presented below in **Table 2-4**. The EPMPPO has adopted targets set by the states (TxDOT and NMDOT) for all National Performance Measures. This section summarizes the adopted targets for each of the measures and provides an analysis to determine if the targets were met or not. Certain performance measures may be updated on an annual basis. See Appendix D for updated information.

**TABLE 2-4: NATIONAL GOALS AND METRICS**

NATIONAL GOAL	NATIONAL PERFORMANCE MEASURE(S)	
Safety	- Fatalities (# and rate)	
	- Serious Injuries (# and rate)	
	- Number of non-motorized fatalities and serious injuries	
Infrastructure Condition	- % of Interstate pavements in Good & Poor Condition	<i>National Highway System =NHS</i>
	- % of non-Interstate NHS pavements in Good & Poor condition	
	- % of HNS bridges classified as in Good & Poor condition	
Congestion Reduction	- Annual hours of PHED per capita	<i>Peak Hour Excessive Delay =PHED</i>
	- % Non-SOV Travel	
System Reliability	- % of PMT on the Interstate that are reliable	<i>Passenger Miles Traveled=PMT</i>
	- % of PMT on non- Interstate that are reliable	
Freight Movement & Economic Vitality	- TTTR Index on the Interstate System	<i>Truck Travel Time Reliability Index =TTTRI</i>
Environmental Sustainability	- % Change in CO2 Emissions on NHS Compared to Calendar year 2017	
Reduced project delivery delays	- No national measures in current legislation	

*SAFETY (PM1)*

State Targets adopted by the EPMPPO Transportation Policy Board for previous fiscal years and for the most recent year up to the date of completion of RMS 2050 MTP are presented in the tables below for Texas and New Mexico respectively (**Table 2-5** and **Table 2-6**).

**TABLE 2-5: SAFETY - TEXAS STATE TARGETS BY CALENDAR YEAR**

PM1: SAFETY	2019	2020	2021	2022	2023
Number of fatalities	3,791	3,840	3,687	3,563	3,682
Rate of fatalities	1.414	1.406	1.33	1.27	1.38
Number of serious injuries	17,751	17,394	17,151	16,677	17,062
Rate of serious injuries	6.55	6.286	6.06	5.76	6.39
Number of non-motorized fatalities and serious injuries	2,237.6	2,285	2,346.4	2,367	2,357

**TABLE 2-6: SAFETY - NEW MEXICO STATE TARGETS BY CALENDAR YEAR**

PM1: SAFETY	2019	2020	2021	2022	2023
Number of fatalities	375	401.9	411.6	421.9	446.6
Rate of fatalities	1.318	1.429	1.486	1.645	1.695
Number of serious injuries	1,100	1,074.2	1,030.5	1,030.5	995.4
Rate of serious injuries	3.825	3.82	3.722	3.842	3.801
Number of non-motorized fatalities and serious injuries	220.6	204	200	190.6	199.4

Although the EPMPPO has adopted the state’s safety targets, eventually regional targets based on data specific to the EPMPPO area will be developed. For this purpose, the EPMPPO has initiated an analysis in cooperation with UTEP to calculate regional targets and performance, based on adopted targets following TxDOT and NMDOT methodology. The analysis presented below is based on available data for El Paso County and portions of Doña Ana County within the study area. The analysis aims to determine whether targets were met for the EPMPPO study area and to provide information for the development of the regional targets.

Given that year 2020 was an unusual year due to the impact of the COVID-19 pandemic on traffic volumes and congestion, crash data for year 2019 is being reported for RMS 2050 MTP. According to the 2019 performance in El Paso County, only

two out of five performance targets were either met or were better than baseline as presented in **Table 2-7** for El Paso County and five out of the five performance targets were met for Doña Ana and Otero Counties as shown in **Table 2-8**.

The Final Rule allows states that do not meet a target to be considered as having made significant progress toward meeting the target if the outcome for that performance measure is better than the state’s performance for the year prior to the year in which the target was established (i.e., baseline safety performance). A state DOT is determined to have met, or made significant progress toward meeting, its targets when at least four of the five required performance targets are either met or the safety outcome for the performance measure has improved.

**TABLE 2-7: EL PASO COUNTY, PM1: SAFETY CALENDAR YEAR 2019**

PM1: SAFETY	BASELINE PERFORMANCE 2013-2017	2019 ACTUAL PERFORMANCE	5-YEAR ROLLING AVERAGE 2015-2019	2019 TARGET	TARGET STATUS	BETTER THAN BASELINE	MET OR MADE SIGNIFICANT PROGRESS
Number of Fatalities	67	80	75	70	NOT MET	NO	NO
Fatality Rate	1.299	1.388	1.383	1.283	NOT MET	NO	
Number of Serious Injuries	282.6	262	288.8	362.5	MET ✓	N/A*	
Serious Injury Rate	5.47	4.545	5.359	6.64	MET ✓	N/A*	
Number of Non-motorized Fatalities and Serious Injuries	58.6	74	63.8	62.5	NOT MET	NO	

\* N/A indicates that better than baseline analysis not applicable since the target was met

According to the 2019 performance in Doña Ana and Otero County, all five out of five performance targets were met.

**TABLE 2-8: DOÑA ANA AND OTERO COUNTY, PM1: SAFETY CALENDAR YEAR 2019**

PM1: SAFETY	BASELINE PERFORMANCE 2012-2016	2019 ACTUAL PERFORMANCE	5-YEAR ROLLING AVERAGE 2015-2019	2019 TARGET	TARGET STATUS	BETTER THAN BASELINE	MET OR MADE SIGNIFICANT PROGRESS
Number of Fatalities	5.6	7	5.2	6	MET ✓	N/A*	YES ✓
Fatality Rate	2.778	2.991	2.364	2.722	MET ✓	N/A*	
Number of Serious Injuries	19.2	6	12.2	15.8	MET ✓	N/A*	
Serious Injury Rate	9.592	2.6	5.59	7.194	MET ✓	N/A*	
Number of Non-motorized Fatalities and Serious Injuries	1.6	0	0.8	1.9	MET ✓	N/A*	

\* N/A indicates that better than baseline analysis not applicable since the target was met

**INFRASTRUCTURE CONDITION (PM2)**

Texas state targets for Infrastructure Condition adopted by the EPMPPO Transportation Policy Board are presented in the **Table 2-9**. 2-year and 4-year targets for FY 2022 were adopted on November 16, 2018 and 4-year targets were revised on March 26, 2021.

**TABLE 2-9: INFRASTRUCTURE CONDITION - TEXAS STATE TARGETS**

PM2: INFRASTRUCTURE CONDITION  <i>ADOPTED BY TPB ON:</i>	BASELINE	2-YEAR CONDITION/ PERFORMANCE	2-YEAR TARGET	2022 TARGET	
				4-YR	4-YR ADJUSTED
				11/16/2018	3/26/2021
Percentage of <u>pavements</u> on the Interstate System in GOOD condition	-	66.60%	-	66.40%	65.50%
Percentage of <u>pavements</u> on the Interstate System in POOR condition	-	0.10%	-	0.30%	0.20%
Percentage of <u>pavements</u> on the non-Interstate NHS in GOOD condition	54.50%	55.20%	52%	52.30%	54.10%
Percentage of <u>pavements</u> on the non-Interstate NHS in POOR condition	14.00%	13.50%	14.30%	14.30%	14.20%
Percent of NHS <u>bridges</u> classified as in GOOD condition	50.70%	50.70%	50.60%	50.40%	-
Percent of NHS <u>bridges</u> classified as in POOR condition	0.90%	1.30%	0.80%	0.80%	1.50%

The New Mexico state 4-year targets for FY 2021 were adopted by the Transportation Policy Board on November 16, 2018 (**Table 2-10**).

**TABLE 2-10: INFRASTRUCTURE CONDITION - NEW MEXICO STATE TARGETS**

PM2: INFRASTRUCTURE CONDITION  <i>ADOPTED BY TPB ON NOV, 16 2018</i>	4 YEAR (2021)
Percentage of <u>pavements</u> on the Interstate System in GOOD condition	59.10%
Percentage of <u>pavements</u> on the Interstate System in POOR condition	5.00%
Percentage of <u>pavements</u> on the non-Interstate NHS in GOOD condition	34.20%
Percentage of <u>pavements</u> on the non-Interstate NHS in POOR condition	12.00%
Percent of NHS <u>bridges</u> classified as in GOOD condition	30.00%
Percent of NHS <u>bridges</u> classified as in POOR condition	2.50%

Similarly, the EPMPPO has developed an analysis based on available regional data to determine whether the infrastructure condition targets were met for the EPMPPO study area. This analysis will be used in the development of future targets specific to the region.

The latest Highway Performance Monitoring System (HPMS) pavement condition data available at the time of development of RMS 2050 MTP was for year 2018 in El Paso, Doña Ana, and Otero

Counties. The latest National Bridge Investment Analysis System (NBIAS) bridge condition data was available for year 2019 in El Paso, Doña Ana, and Otero Counties.

Since Texas targets adopted by the state were only for years 2020 and 2022, the 2018 pavement data and 2019 bridge data are compared against these targets for El Paso County. As presented below in **Table 2-11**, only two of the six performance measures for El Paso County met the target.



**TABLE 2-11: EL PASO COUNTY, PM2: INFRASTRUCTURE CONDITION**

PM2: INFRASTRUCTURE CONDITION	TX	TX		EL PASO COUNTY ACTUAL PERFORMANCE
	BASELINE	ADOPTED TARGETS		
	2018	2020	2022	2018 HPMS, 2019 NBIAS
Percentage of <u>pavements</u> on the Interstate System in <b>GOOD</b> condition	-	-	66.40%	47.71%
Percentage of <u>pavements</u> on the Interstate System in <b>POOR</b> condition	-	-	0.30%	4.75%
Percentage of <u>pavements</u> on the non-Interstate NHS in <b>GOOD</b> condition	54.40%	52.00%	52.30%	29.28%
Percentage of <u>pavements</u> on the non-Interstate NHS in <b>POOR</b> condition	13.80%	14.30%	14.30%	25.55%
Percent of NHS <u>bridges</u> classified as in <b>GOOD</b> condition	50.63%	50.58%	50.42%	54.37% ✓
Percent of NHS <u>bridges</u> classified as in <b>POOR</b> condition	0.88%	0.80%	0.80%	0.00% ✓

✓ indicates target was met

Since NM targets adopted by the state were only for years 2019 and 2021, the 2018 pavement data and 2019 bridges data are compared against these targets for Doña Ana and Otero Counties. **Table 2-12** below demonstrates that all of the measures for Doña Ana and Otero Counties were met.

**TABLE 2-12: DOÑA ANA AND OTERO COUNTY, PM2: INFRASTRUCTURE CONDITION**

PM2: INFRASTRUCTURE CONDITION	NM ADOPTED TARGETS		ACTUAL PERFORMANCE
	2019	2021	2018 HPMS
Percentage of <u>pavements</u> on the Interstate System in <b>GOOD</b> condition	57.30%	59.10%	100% ✓
Percentage of <u>pavements</u> on the Interstate System in <b>POOR</b> condition	4.50%	5%	0.00% ✓
Percentage of <u>pavements</u> on the non-Interstate NHS in <b>GOOD</b> condition	35.60%	34.2%	72.16% ✓
Percentage of <u>pavements</u> on the non-Interstate NHS in <b>POOR</b> condition	9%	12%	7.58% ✓
Percent of NHS <u>bridges</u> classified as in <b>GOOD</b> condition	36%	30%	39.85% ✓
Percent of NHS <u>bridges</u> classified as in <b>POOR</b> condition	3.30%	2.50%	0.00% ✓

✓ indicates target was met

*SYSTEM PERFORMANCE, FREIGHT, AND CMAQ (PM3)*

Texas state targets for System Performance adopted by the EPMPPO Transportation Policy Board are presented in **Table 2-13**. 2-year and 4-year targets for FY 2022 were adopted on November 16, 2018 and 4-year targets were revised on March 26, 2021.

**TABLE 2-13: SYSTEM PERFORMANCE - TEXAS STATE TARGETS**

PM3: SYSTEM PERFORMANCE  <i>ADOPTED BY TPB ON:</i>	BASELINE	2-YEAR CONDITION / PERFORMANCE	2-YEAR TARGET	2022 TARGET	
				4-YR	4-YR ADJUSTED
				<i>11/16/2018</i>	<i>3/26/2021</i>
Percent of the Person-Miles Traveled on the Interstate That Are Reliable	79.50%	81.20%	61.20%	56.60%	70%
Percent of the Person-Miles Traveled on Non-Interstate That Are Reliable	-	83%	-	55.0%	70%
Truck Travel Time Reliability (TTTR) Index	1.40	1.44	1.7	1.79	1.78

The New Mexico state 4-year targets for FY 2021 were adopted by the Transportation Policy Board on November 16, 2018 (**Table 2-14**).

**TABLE 2-14: SYSTEM PERFORMANCE - NEW MEXICO STATE TARGETS**

PM3: SYSTEM PERFORMANCE  <i>ADOPTED BY TPB ON:</i>	4 YEAR (2021)  <i>NOV 16, 2018</i>
Percent of the Person-Miles Traveled on the Interstate that are Reliable	95.10%
Percent of the Person-Miles Traveled on Non-Interstate that are Reliable	90.40%
Truck Travel Time Reliability (TTTR) Index	1.15



Observing the current performance of the roadway system is an important component of assessing the system's needs and planning for its future. For the regional analysis and to determine if the system performance targets were met or not for the EPMPO study area, UTEP has done a comparison of the adopted targets to actual performance based on available data.

These measures are primarily calculated using the National Performance Management Research

Dataset (NPMRDS). The latest NPMRDS travel time reliability data was available for years 2017, 2018 and 2019 in El Paso County, Doña Ana and Otero Counties.

Since Texas targets were adopted only for years 2020 and 2022, the 2017/2018/2019 travel time reliability is compared against these targets for El Paso County.

**TABLE 2-15: EL PASO COUNTY, PM3: SYSTEM PERFORMANCE**

PM3: SYSTEM PERFORMANCE	TX BASELINE	TX ADOPTED TARGETS		ACTUAL PERFORMANCE		
		2020	2022	2017	2018	2019
Percent of the Person-Miles Traveled on the Interstate That Are Reliable	79.60%	61.20%	56.60%	88.4% ✓	88.3% ✓	91.20% ✓
Percent of the Person-Miles Traveled on Non-Interstate That Are Reliable	-	-	55.40%	79.2% ✓	76.7% ✓	83.1% ✓
Truck Travel Time Reliability (TTTR) Index	1.5	1.7	1.79	1.54 ✓	1.49 ✓	1.47 ✓

✓ indicates target was met

Since New Mexico targets were adopted only for years 2019 and 2021, the 2017/2018/2019 travel time reliability is compared against these targets for roadway links that belong to the El Paso MPO area in Doña Ana and Otero Counties.

**TABLE 2-16: DOÑA ANA AND OTERO COUNTY, PM3: SYSTEM PERFORMANCE**

PM3: SYSTEM PERFORMANCE	NM BASELINE	NM ADOPTED TARGETS		ACTUAL PERFORMANCE		
		2019	2021	2017	2018	2019
Percent of the Person-Miles Traveled on the Interstate that are Reliable	97.00%	96.10%	95.10%	100% ✓	100% ✓	100% ✓
Percent of the Person-Miles Traveled on Non-Interstate that are Reliable	90.50%	90.40%	90.40%	100% ✓	100% ✓	80.70%
Truck Travel Time Reliability (TTTR) Index	1.13	1.14	1.15	1.13 ✓	1.14 ✓	1.17

✓ indicates target was met

## *CMAQ/AIR QUALITY*

Nonattainment MPOs are required to establish targets and report progress for the performance measures related to the Congestion Mitigation and Air Quality (CMAQ) program as established in 23 CFR Part 490 (§ 490.707 and § 490.807) for on-road mobile source emissions. As of the effective date for pollutant target setting, the EPMPO was the only Carbon Monoxide (CO) and Particulate matter-10 (PM-10) nonattainment area in Texas and the only PM-10 nonattainment area in New Mexico.

Methodologies and Emission Targets for these measures have been mutually agreed upon by EPMPO, TxDOT-Transportation Planning and Programming Division and NMDOT-Planning Division. The effectiveness of the Congestion Mitigation and Air Quality Improvement Program is gauged by the following measures:

- Annual Hours of Peak Hour Excessive Delay Per Capita
- Percent of Non-SOV travel
- Total Emissions Reduction: Particulate Matter less than or equal to 10 microns (PM-10)
- Total Emissions Reduction: Carbon Monoxide (CO)

Note that EPMPO is not required to set targets for the annual Hours of Peak Hour Excessive Delay Per Capita and the Percent of Non-SOV travel until the Second Performance Period in 2022-2025.

Mid-point-4-year target and methodology has been updated (23 CFR Part 490 Subparts A, E, F, G & H) due to more reliable data available in 2018 and 2019 for CO and PM-10. The established baseline for the updated 4-year targets, which relies on historical data from 2014-2017, will remain the same. After the first two years (2018-2019) of the first performance period were available, EPMPO

updated the 4-year targets and recommended these targets to TxDOT to use for the state's on road mobile source emissions for CO and PM-10.

The Midpoint Performance Period On-road Mobile Source Emissions targets were presented to the Transportation Policy Board for approval in September 2020. The updated 4-year targets and the original 2-year and 4-year targets for Texas are presented in **Table 2-17**.



**TABLE 2-17: PM3: CMAQ - TEXAS STATE TARGETS**

TEXAS	BASELINE (KG/DAY)	ORIGINAL 2-YEAR TARGETS (KG/DAY)	MID-POINT CONDITION REPORT 2-YEAR TARGETS (KG/DAY)	ORIGINAL 4-YEAR TARGETS (KG/DAY)	UPDATED MIDPOINT 4-YEAR TARGETS (KG/DAY)
Total Emissions Reduction: PM-10	0.97	4.73	11.37	13.71	21.96
Total Emissions Reduction: CO	580.24	434.93	490.75	891.11	841.62

The EPMPO worked with NMDOT to develop on-road mobile source emission targets for PM-10. A cost benefit analysis methodology was used in 2018 to develop the original 2-year and 4-year emission targets for the first performance period. The same methodology was used for the update to the 4-year emissions target at the midpoint reporting period.

The established baseline was developed with the original targets that were set in 2018 and will remain the same until the development of targets

for the next performance period. Because EPMPO updated the midpoint 4-year on-road mobile source emission target for PM-10 in Texas (based on actual, rather than projected, 2018-2019 data), and because the New Mexico methodology is tied to the Texas methodology by way of the cost benefit analysis, the New Mexico 4-year on road mobile source emission target for PM-10 has also been updated. The updated 4-year target and the original 2-year and 4-year targets for New Mexico are presented in **Table 2-18**.

**TABLE 2-18: PM3: CMAQ - NEW MEXICO STATE TARGETS**

NEW MEXICO	BASELINE (KG/DAY)	ORIGINAL 2-YEAR TARGET (KG/DAY)	MID-POINT CONDITION REPORT 2-YEAR TARGET (KG/DAY)	ORIGINAL 4-YEAR TARGET (KG/DAY)	UPDATED MIDPOINT 4-YEAR TARGET (KG/DAY)
Total Emissions Reduction: PM-10	0.17	0.65	1.14	1.79	3.48

It should be noted that the EPMPO is currently working with NMDOT to develop a new target methodology based on available data and independent from Texas methodology. This will allow a better representation of New Mexico’s project goals in terms of the CMAQ portion of Air Quality Benefits.

**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 MOUs 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, as well as targets for Texas and New Mexico and recommended that the El Paso MPO Transportation Policy Board (TPB) adopt the state of Texas' 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.

**TABLE 2-19: EL PASO TRANSIT ASSET MANAGEMENT 4 YEAR TARGETS**

TRANSIT ASSET MANAGEMENT	2023 TARGET
% 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	>95%

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 State of Good Repair 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



**TABLE 2-20: PERFORMANCE MEASURES ADOPTED IN THE PTASP**

PERFORMANCE MEASURES-FIXED 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)		82,864 miles	90,000 miles	95,000 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)		2,879 hrs.	2,900 hrs.	2,950 hrs.	3,000 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)		87,019 miles	88,000 miles	90,000 miles	91,000 miles

## ADDRESSING PERFORMANCE IN RMS 2050

RMS 2050 MTP includes performance measures beyond those that are required by the final rules. These supplemental performance measures are quantifiable indicators of whether the policies and proposed program of projects in the RMS 2050 MTP help the region achieve the desired outcomes articulated in the adopted goals and objectives. This approach provides decision makers with the ability to objectively set policies and prioritize projects based on a project's anticipated outcomes and whether those outcomes truly address the region's transportation challenges by achieving the local, state and national goals and objectives.

The use of an outcome-based process using objective measures in the planning process also allows the MPO to track transportation system performance as the RMS 2050 MTP is implemented by tracking project performance after projects are constructed. This tracking of project performance will help the MPO determine whether the project's actual, real-world performance matches the results expected during the planning process.

This approach also allows the EPMPPO to meet its federal mandate for a process of continuous improvement of both the transportation system and the planning process itself.

The planning-level performance measures recommended for RMS 2050 MTP (**Table 2-21**) combine performance measures developed in collaboration with local stakeholders based on the adopted goals and objectives with performance measures required by the USDOT through federal regulations. In general, these performance measures fall into two broad categories. The first category includes those measures (such as mobility and accessibility) that can be modeled (using the MPO travel demand model of the regional transportation system) and quantified at the project level to evaluate the specific performance outcomes of individual projects or packages of projects. The second category includes measures (such as environmental sustainability) whose outcomes are more appropriately measured at the regional transportation system level (and which cannot be discretely modeled by the El Paso travel demand model).



**TABLE 2-21: GOALS AND METRICS**

<b>GOALS</b>	<b>PLAN PERFORMANCE MEASURES</b>	<b>NATIONAL PERFORMANCE MEASURES</b>
<b>Safety</b>	- Number of projects that include safety enhancements located near crash hotspots	- Crashes per 100 Million Vehicle Mile Traveled
		- Total crashes resulting in fatality or incapacitating injury
		- Total crashes involving cyclists and pedestrians
<b>Maintenance &amp; Operations</b>	- Number of projects that repair or replace deficient bridges or pavements	- Number of deficient bridges
		- Lane miles of deficient pavement
<b>Mobility</b>	- Travel Time Index (Actual Travel Time Divided by Non-Congested Travel Time)	- Percent Miles Traveled on Network that are reliable
	- Annual hours of delay (millions)	- Peak Hours Excessive Delay Per Capita
	- Commute times from Environmental Justice zones (min)	- Truck Travel Time Reliability Index (TTTRI)
<b>Accessibility &amp; Travel Choice</b>	- Percent of jobs, key destinations, and population within ½ mile of high-quality, rapid transit	- Percent non-SOV (single occupancy vehicle) trips
	- Average trip costs	
<b>Sustainability</b>	- Total Vehicle Miles Traveled (VMT)	- Estimated Max Daily CO Emissions (Tons/Day)
	- VMT per capita (regional)	- Estimated Max Daily PM10 Emissions (Tons/Day)
<b>Economic Vitality</b>	- Annual hours of delay along major freight corridors	-
	- Average wait times by mode at POEs	-
	- Number of projects that improve operations or multimodal access at current or future POEs	-
<b>Quality of Life</b>	- The indicator for this goal is a summary of performance on each goal for each alternative relative to the other alternatives	-
<b>Implementation</b>	- Number of projects ready for implementation based on the Project Readiness Report	-



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