



Transportation Policy Board

Oscar Leeser, Chair

Mayor, City of El Paso

César Blanco Vice-Chair

Texas State Senator

Chris Canales

City of El Paso Representative

Ramon Cano

Mayor, Town of Clint

Miguel Chacon

Mayor, City of San Elizario, TX

Joseph Cervantes

New Mexico State Senator

Rudy Cruz Jr.

City of Socorro Representative

Chavarria, Aaron, P.E.

District Engineer, NMDOT

Mary E. Gonzalez

Texas State Representative

Cassandra Hernandez

City of El Paso Representative

Yvette Hernandez, P.E.

City Engineer, City of El Paso

Iliana Holguin

Commissioner, El Paso County

Willie Madrid

New Mexico State Representative

Walter Miller

Alderman, Horizon City

Joe Moody

Texas State Representative

Eddie Morales

Texas State Representative

Mo Moabed

Roads & Engineering Dept. Director,

Doña Ana County

Diana Murillo

Mayor, City of Anthony, NM

Tony Nevarez

Director of Aviation,

El Paso International Airport

Claudia Ordaz

Texas State Representative

Lina Ortega

Texas State Representative

Norma Palacios

Public Works Assistant Director,

Javier Perea

Mayor, City of Sunland Park, NM

Rachel Quintana

Mayor, Village of Vinton

Isabel Salcido

City of El Paso Representative

Ricardo Samaniego

County Judge, El Paso County

Ellen Smyth

Chief Transit and Fields Operation

Officer, City of El Paso

Tomas Trevino, P.E.

District Engineer, TxDOT

Anthony Turner

Mayor, Town of Anthony

Cary Westin

City Manager, City of El Paso

September 19, 2024

Aaron Chavarria, PE
District Engineer
NMDOT District 1
2912 E. Pine Street
Deming, NM 88030

Dear Mr. Chavarria:

Enclosed is the TIP page for inclusion into the 2024-2027 STIP, RMS 2050 MTP, Amended RMS 2050 MTP and the RMS 2023-2026 TIP, and RMS 2025-2028 TIP. The Transportation Policy Board (TPB) approved the amendments at their August 23, 2024 meeting.

1. Program the Sunland Park Solar Bus Chargers project using \$493,393 of STPL (Surface Transportation Program - Large Urban) funds in FY 2025
2. Program the McCombs Multiuse Trail project using \$487,400 of STPL funds in FY 2025
3. Program the Amparo Road Multiuse Trail project using \$296,200 of STPL funds in FY 2025

Please refer to project amendment history within TIP pages for previous amendment information.

Conformity networks are coded and modeled correctly, consistent with the revised report. This revision is consistent with air quality conformity determination.

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

Sincerely,

Eduardo Calvo, AICP
Executive Director

Enclosures

cc: Jolene Herrera, NMDOT
Andreas Linnan, NMDOT

Eduardo Calvo, AICP
Executive Director

DISTRICT	COUNTY	CSJ/CN	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
NM DIST. 1	DA	E100480	00	C	Sunland Park	SCR TD	\$493,393

TIP PROJECT NAME: Sunland Park Solar Bus Chargers

LIMITS FROM: SCR TD Sunland Park Facility

LIMITS TO: SCR TD Sunland Park Facility

TIP DESCRIPTION: SCR TD will install a solar array to power electric chargers for the upcoming electric bus fleet that will be stationed out of the Sunland Park Facility

REVISION DATE: 09/2024

MPO PROJECT ID: T616A

MTP REFERENCE: T616A

FUNDING CATEGORY: STPL

REMARKS:

PROJECT HISTORY:

Program in RMS 2050 MTP, Amended RMS 2050 MTP, 23-26 TIP, 25-28 TIP and 24-27 STIP in FY 2025

Total Project Cost Information:			Authorized Funding by Category/Share						
		Cost of Approved Phases:	Cat	Federal Share	State Share	Regional Share	Local Share	Lcl Contribution	Total Share
Preliminary Engineering:	\$0		NM STPL	\$421,555	\$0	\$0	\$71,838	\$0	\$493,393
Right Of Way:	\$0								
Construction:	\$493,393		Fund by Share	\$421,555	\$0	\$0	\$71,838	\$0	\$493,393
Construction Engineering:	\$0								
Contingencies:	\$0	\$493,393							
Indirects:	\$0								
Bond Financing:	\$0								
Potential Change Order:	\$0								
Total Project Cost:	\$493,393								

AMENDMENT HISTORY

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

09/2024 2025 08/2024 Program in RMS 2050 MTP, Amended RMS 2050 MTP, 23-26 TIP, 25-28 TIP and 24-27 STIP in FY 2025

DISTRICT	COUNTY	CSJ/CN	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
NM DIST. 1	DA	E100490	00	E	Chaparral	Dona Ana County	\$487,400

TIP PROJECT NAME: McCombs Multiuse Trail

LIMITS FROM: On McCombs Road from intersection of Lisa Drive to intersection of Hermosa Drive
 LIMITS TO: On Lisa Drive from Chaparral Middle School to D. Wright Community Center
 TIP DESCRIPTION: Multiuse trail along Mccombs Road in Chaparral, NM
 REMARKS: Design phase

REVISION DATE: 09/2024
 MPO PROJECT ID: E609A
 MTP REFERENCE: E609A
 FUNDING CATEGORY: STPL

PROJECT HISTORY:
 Program in RMS 2050 MTP, Amended RMS 2050 MTP, 23-26 TIP, 25-28 TIP and 24-27 STIP in FY 2025

Total Project Cost Information:		Authorized Funding by Category/Share						
			Federal Share	State Share	Regional Share	Local Share	Lcl Contribution	Total Share
Preliminary Engineering:	\$487,400							
Right Of Way:	\$0	Cat NM STPL	\$416,435	\$0	\$0	\$70,965	\$0	\$487,400
Construction:	\$0							
Construction Engineering:	\$0							
Contingencies:	\$0							
Indirects:	\$0							
Bond Financing:	\$0							
Potential Change Order:	\$0							
Total Project Cost:	\$487,400	Fund by Share	\$416,435	\$0	\$0	\$70,965	\$0	\$487,400

AMENDMENT HISTORY

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

09/2024 2025 08/2024 Program in RMS 2050 MTP, Amended RMS 2050 MTP, 23-26 TIP, 25-28 TIP and 24-27 STIP in FY 2025

DISTRICT	COUNTY	CSJ/CN	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
NM DIST. 1	DA	E100500	00	E	Chaparral	Dona Ana County	\$296,200

TIP PROJECT NAME: Amparo Road Multiuse Trail

LIMITS FROM: BOP: Intersection of Amparo Road and Lisa Drive
LIMITS TO: EOB: Intersection of Amparo Road and Paseo Real Drive
TIP DESCRIPTION: Multiuse trail along Amparo Road in Chaparral, NM
REMARKS: Design Phase

REVISION DATE: 09/2024
MPO PROJECT ID: E610A
MTP REFERENCE: E610A
FUNDING CATEGORY: STPL

PROJECT HISTORY:
Program in RMS 2050 MTP, Amended RMS 2050 MTP, 23-26 TIP, 25-28 TIP and 24-27 STIP in FY 2025

Total Project Cost Information:		Authorized Funding by Category/Share						
			Federal Share	State Share	Regional Share	Local Share	Lcl Contribution	Total Share
Preliminary Engineering:	\$296,200							
Right Of Way:	\$0	Cat	\$253,073	\$0	\$0	\$43,127	\$0	\$296,200
Construction:	\$0							
Construction Engineering:	\$0							
Contingencies:	\$0							
Indirects:	\$0							
Bond Financing:	\$0							
Potential Change Order:	\$0							
Total Project Cost:	\$296,200	Fund by Share	\$253,073	\$0	\$0	\$43,127	\$0	\$296,200

AMENDMENT HISTORY

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

09/2024 2025 08/2024 Program in RMS 2050 MTP, Amended RMS 2050 MTP, 23-26 TIP, 25-28 TIP and 24-27 STIP in FY 2025

RMS 2050 MTP Project List New Mexico Highway and Roadway Projects (NM funds)

CN	Project ID	Project Name	Project Description	From	To	Network	Current Const. Cost / 2019-2045 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)
	R612X	Acosta Road Rehabilitation	Scope includes planning, design, and construction and construction management of a full depth roadway reconstruction, drainage, underground storm drain, erosion control, sidewalk and ADA wheelchair ramps, and permanent signing & striping. The project also includes bike lanes and/or bike routes.	I-10 W Frontage Road	Anthony Drive	2040	\$10,800,000	\$12,721,849	\$1,272,185	\$0	\$13,994,033	Anthony, NM	2033
	R613X	Clark Avenue Rehabilitation	Scope includes planning, design, and construction and construction management of a full depth roadway reconstruction, drainage, underground storm drain, erosion control, sidewalk and ADA wheelchair ramps, and permanent signing & striping. The project also includes bike lanes and/or bike routes.	Texas State Line	Landers Ave	2040	\$8,400,000	\$9,894,771	\$989,477	\$0	\$10,884,248	Anthony, NM	2033
	R614X	Church Street Rehabilitation	Scope includes planning, design, and construction and construction management of a full depth roadway reconstruction, drainage, underground storm drain, erosion control, sidewalk and ADA wheelchair ramps, and permanent signing & striping. The project also includes bike lanes and/or bike routes.	I-10 W Frontage Road	N 1st Street	2050	\$10,800,000	\$14,331,068	\$1,433,107	\$0	\$15,764,175	Anthony, NM	2041
E100490	E609A	McCombs Multiuse Trail	Multiuse trail along McCombs Road in Chaparral, NM	On McCombs Road from intersection of Lisa Drive to intersection of Hermosa Drive	On Lisa Drive from Chaparral Middle School to D. Wright Community Center	2032	\$0	\$0	\$487,400	\$0	\$487,400	Dona Ana	2025
E100500	E610A	Amparo Road Multiuse Trail	Multiuse trail along Amparo Road in Chaparral, NM	BOP: Intersection of Amparo Road and Lisa Drive	EOB: Intersection of Amparo Road and Paseo Real Drive	2032	\$0	\$0	\$296,200	\$0	\$296,200	Dona Ana	2025
	A606X	St. Francis Drive Extension	Build 2-lane roadway. Scope includes Design, Construction and Construction Management of new roadway construction, drainage, environmental, erosion control, and permanent signing & striping. Shared use path to be included.	Pete Domenici Memorial Hwy (NM 136)	Sunland Park Extension	2032	\$16,333,043	\$17,595,326	\$1,759,533	\$0	\$19,354,859	NM Border Authority	2027
E100203	P620X-CAP	NM 404 Widening Project	Widen NM 404 from I-10 to NM 213 from 2 lanes to 4 lanes	NM 404: I-10	NM 404: NM 213 Intersection	2032	\$42,500,000	\$42,500,000	\$0	\$2,258,000	\$44,758,000	NMDOT	2022
E100390	P623A-PE	Border Highway Connector (BHC) - Preliminary Engineering Phase	corridor alignment study is NMDOT's process to plan, design, identify impacts and acquire right-of-way needed to construct a new roadway corridor between the existing NM 136 Corridor to the existing NM 273 (McNutt Rd). The study is looking at possible alignments for the connector to connect the City of Sunland Park to the Santa Teresa Port of Entry on NM 136. Study area covers from the US/Mexico Border north to the NM 136/Dona Ana County Road A002 intersection and across the section east to NM 273 (McNutt Rd).	NM 136, MP: TBD	NM 273, MP: TBD	2032	\$0	\$0	\$2,700,000	\$300,000	\$3,000,000	NMDOT	2024
E100430	P624X	NM 136 Phase I A/B Alignment Study	NM 136 Phase I A/B Alignment Study	From Port of entry MP 0	TX/NM State line MP 9	2032	\$2,000,000	\$2,000,000	\$0	\$0	\$2,000,000	NMDOT	2024
E100320	M642X-PE2	NM 213 Widening & NM 404 Interchange Engineering Phase	PE Phase II (Final Design) for NM 213 & NM 404 Interchange	Intersection with NM 404 (MP 0)	TX State Line (MP 3)	2032	\$0	\$0	\$7,900,000	\$0	\$7,900,000	NMDOT	2024
E100380	S601X	NM 273/Airport Road Intersection lighting	Install luminaries at intersection NM 273/Airport Road	NM 273 (McNutt Road)/Airport Road Intersection	NM 273 (McNutt Road)/Airport Road Intersection	2032	\$400,000	\$400,000	\$0	\$0	\$400,000	NMDOT	2025
E100321	P621X-CAP	NM 213 Widening Project	Widen NM 213 from 2 to 4 lanes	Intersection with NM 404 (MP 0)	TX State Line (MP 3)	2032	\$42,096,137	\$42,096,137	\$0	\$1,000,000	\$43,096,137	NMDOT	2025
E100322	B608X	NM 213/NM 404 Interchange improvements	Construction of a flyover at NM 213/NM 404 Interchange to allow free flow traffic along the NM 213-NM 404 corridor	NM 213 – BOP MP 2.2/NM 404 – BOP MP 7.9	NM 213 – EOP MP 2.7/NM 404 – EOP MP 8.9	2032	\$74,538,782	\$74,538,782	\$0	\$1,500,000	\$76,038,782	NMDOT	2025
	B609X	NM 136/Airport Road Grade Separation	Convert NM 136/Airport Road from an at-grade intersection to a grade separated interchange with exit/entrance ramps	Intersection NM 136 (Pete Dominici Hwy) and Airport Road	Intersection NM 136 (Pete Dominici Hwy) and Airport Road	2040	\$46,691,328	\$55,000,000	\$5,500,000	\$0	\$60,500,000	NMDOT	2033
	B610X	NM 136/NM 273 Grade Separation	Convert NM 136/NM 273 from an at-grade intersection to a grade separated interchange with exit/entrance ramps	Intersection NM 136 (Pete Dominici Hwy) and NM 273 (McNutt Road)	Intersection NM 136 (Pete Dominici Hwy) and NM 273 (McNutt Road)	2040	\$51,784,927	\$61,000,000	\$6,100,000	\$0	\$67,100,000	NMDOT	2033
	P622X	NM 9 Safety Corridor	Add shoulder and passing lanes to existing two lane roadway	NM 80	Junction NM 136 (Pete Dominici HWY)	2050	\$7,536,075	\$10,000,000	\$1,000,000	\$0	\$11,000,000	NMDOT	2041

RMS 2050 MTP Project List New Mexico Highway and Roadway Projects (NM funds)

E100400	T611X	SCRTD 5339(b) Bus and Bus Facilities Discretionary Grant and 5339(c) Low and No Emissions Discretionary Grant	The NMDOT will receive funding on behalf of the South Central Regional Transit District to buy battery electric buses and charging equipment, provide training and buy property it currently leases. By sourcing energy from a solar-powered provider, SCRTRD will further reduce greenhouse gas emissions while improving service to communities in south central New Mexico. The NNMDOT will also receive funding on behalf of the SCRTRD to buy battery electric buses and charging equipment and provide staff training as part of their plan to transition to a fully electric bus fleet within the next 15 years.	SCRTRD Service Area	SCRTRD Service Area	2032	\$7,679,702	\$7,679,702	\$0	\$0	\$7,679,702	SCRTRD	2023
E100420	T612X	South Central Regional Transit District (SCRTRD) Electric Buses Acquisition	To purchase three zero emission electric buses to provide service to residents of Sunland Park and El Paso's Westside.	Sunland Park municipal jurisdiction e.g., Sunland Park City Hall and Casino.	Sunland Park service will operate six days a week, sixteen hours a day to El Paso Westside Transfer Station located on Remcon Road.	2032	\$2,157,358	\$2,157,358	\$0	\$0	\$2,157,358	SCRTRD	2023
E100440	T613A	Fleet Vehicle Purchase (FY22 5307)	Fixed route bus service	Within the southern portion of Dona Ana County (e.g., Anthony, Chaparral, Sunland Park) with connecting service to El Paso.	Within the southern portion of Dona Ana County (e.g., Anthony, Chaparral, Sunland Park) with connecting service to El Paso.	2032	\$390,144	\$390,144	\$0	\$0	\$390,144	SCRTRD	2024
E100441	T613B	Capital Maintenance (FY22 5307)	Capital and Preventive Maintenance.	Within the Southern Dona Ana County (e.g., Anthony, Chaparral, and Sunland Park) with connection to El Paso.	Within the Southern Dona Ana County (e.g., Anthony, Chaparral, and Sunland Park) with connection to El Paso.	2032	\$714,788	\$714,788	\$0	\$0	\$714,788	SCRTRD	2024
E100450	T614A	Bus Purchase (FY23 5307)	Fixed route bus and equipment purchase in support of the fleet.	Within the Southern portion of Dona Ana County with service connections to El Paso.	Within the Southern portion of Dona Ana County with service connections to El Paso.	2032	\$290,710	\$290,710	\$0	\$0	\$290,710	SCRTRD	2024
E100451	T614B	Capital Maintenance (FY23 5307)	Capital and Preventive Maintenance	Within the Southern portion of Dona Ana County (e.g., Anthony, Chaparral, and Sunland Park) with connecting service to El Paso.	Within the Southern portion of Dona Ana County (e.g., Anthony, Chaparral, and Sunland Park) with connecting service to El Paso.	2032	\$669,632	\$669,632	\$0	\$0	\$669,632	SCRTRD	2024
E100452	T614C	Planning (FY23 5307)	Short-Range Transit Planning	Within the Southern Dona Ana County (e.g., Anthony, Chaparral, and Sunland Park) with service connect to El Paso.	Within the Southern Dona Ana County (e.g., Anthony, Chaparral, and Sunland Park) with service connect to El Paso.	2032	\$78,000	\$78,000	\$0	\$0	\$78,000	SCRTRD	2024
E100453	T614D	Security Equipment (FY23 5307)	Security equipment, including electron gate, cameras, and other security enhancements.	Within the Southern Dona Ana County and service connections to El Paso.	Within the Southern Dona Ana County and service connections to El Paso.	2032	\$49,600	\$49,600	\$0	\$0	\$49,600	SCRTRD	2024
E100470	T615A	Preventative Maintenance (FY24 5307)	Preventative Maintenance/Fueling on vehicles	Within the Southern Dona Ana County and service connections to El Paso.	Within the Southern Dona Ana County and service connections to El Paso.	2032	\$117,961	\$117,961	\$0	\$0	\$117,961	SCRTRD	2024
E100471	T615B	Pavement Resurfacing (FY24 5307)	Resurfacing of pavement at the Sunland Park facility	Within the Southern Dona Ana County and service connections to El Paso.	Within the Southern Dona Ana County and service connections to El Paso.	2032	\$263,561	\$263,561	\$0	\$0	\$263,561	SCRTRD	2024
E100472	T615C	JARC (FY24 5307)	This project will fund transit for workers on local and regionally significant roadways.	Within the Southern Dona Ana County and service connections to El Paso.	Within the Southern Dona Ana County and service connections to El Paso.	2032	\$130,030	\$130,030	\$0	\$0	\$130,030	SCRTRD	2024
E100473	T615D	Operating Assistance (FY24 5307)	General operating assistance for FY24	Within the Southern Dona Ana County and service connections to El Paso.	Within the Southern Dona Ana County and service connections to El Paso.	2032	\$191,232	\$191,232	\$0	\$0	\$191,232	SCRTRD	2024
E100474	T615E	Maintenance Facility Equipment (FY24 5307)	New equipment for the Sunland Park Maintenance Facility	Within the Southern Dona Ana County and service connections to El Paso.	Within the Southern Dona Ana County and service connections to El Paso.	2032	\$106,875	\$106,875	\$0	\$0	\$106,875	SCRTRD	2024

RMS 2050 MTP Project List New Mexico Highway and Roadway Projects (NM funds)

E100475	T615F	Security Fencing (FY24 5307)	Security Fencing for the Sunland Park Facility	Within the Southern Dona Ana County and service connections to El Paso.	Within the Southern Dona Ana County and service connections to El Paso.	2032	\$98,500	\$98,500	\$0	\$0	\$98,500	SCRTD	2024
E100421	T612B	South Central Regional Transit District (SCRTD) Electric Buses Acquisition Phase 2	To purchase a two zero emission bus to provide service to residents of Sunland Park to downtown El Paso on the Yellow bus route.	The Yellow bus route operates throughout the Sunland Park community, reaching near Santa	Bus service operates six days a week, sixteen hours a day operating between the northern	2032	\$2,042,592	\$2,042,592	\$0	\$0	\$2,042,592	SCRTD	2024
E100422	T612C	South Central Regional Transit District (SCRTD) Electric Buses Acquisition Phase 3	To purchase one zero emission electric bus to provide service from Sunland Park to downtown El Paso on the Yellow bus route.	Sunland Park municipal jurisdiction e.g., Sunland Park community, neighborhoods, City Hall and the	Sunland Park service will operate up to seven days a week with a service day from 5:30 a.m. to	2032	\$1,029,796	\$1,029,796	\$0	\$0	\$1,029,796	SCRTD	2025
E100480	T616A	Sunland Park Solar Bus Chargers	SCRTD will install a solar array to power electric chargers for the upcoming electric bus fleet that will be stationed out of the Sunland Park Facility	SCRTD Sunland Park Facility	SCRTD Sunland Park Facility	2032	\$493,393	\$493,393	\$0	\$0	\$493,393	SCRTD	2025
E100460	E608X	Calle Morroco Sidewalk Improvements Construction Project	The sidewalks will be constructed to a minimum width of 48 inches with a minimum slope of 1:20 and include curb ramps. Services include construction and construction administration	Calle Obregon	NM 273	2032	\$103,249	\$103,249	\$0	\$0	\$103,249	Sunland Park	2025
	R615X	NM 498 (Anapra)	Reconstruction of an existing 2-lane roadway. Scope includes Design, Construction and Construction Management of roadway reconstruction, drainage, erosion control, and permanent signing & striping. Shared use path to be included.	McNutt Road	Sunland Park Extension	2032	\$1,484,057	\$1,598,751	\$159,875	\$0	\$1,758,626	Sunland Park	2027
	R616X	Race Track Drive	Reconstruction of an existing 2-lane roadway. Scope includes Design Construction and Construction Management of roadway reconstruction, drainage, erosion control, and permanent signing & striping. Shared use path to be included.	Doniphan Drive	McNutt Road	2032	\$1,354,422	\$1,459,097	\$145,910	\$0	\$1,605,007	Sunland Park	2027
	A607X	Sunland Park Drive Extension	Widen from 2 to 3 lanes in each direction from State Line to McNutt and build/widen 4-lane roadway (2-lanes each direction) from McNutt to Sunland Park POE. Scope includes Design Construction and Construction Management of roadway widening and new roadway construction, drainage, erosion control, and permanent signing & striping	Texas State Line	Sunland Park POE	2032	\$4,179,958	\$4,503,002	\$450,300	\$0	\$4,953,302	Sunland Park	2027
	C601X	Sunland Park (Camino Real de Tierra Adentro) POE	New International Port of Entry (POE) Crossings for passenger vehicles and pedestrians in Sunland Park, NM. This POE will connect Sunland Park, NM to Anapra/Ciudad Juarez, in Chihuahua, Mexico.	To be built at the international border , with 4-lane roadway connecting to the Sunland Park Extension and to U.S/Mexico Border		2032	\$75,835,938	\$81,696,843	\$0	\$0	\$81,696,843	Sunland Park	2027

EL PASO MPO - New Mexico District 1 & 2
2024-2027 NM State Transportation Improvement Program
RMS 2023-2026 TIP

Funding by Category

Wednesday, September 18, 2024

Description	FY 2023		FY 2024		FY 2025		FY 2026		Total FY 2023 - 2026	
	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized
NM CMAQ (CMAQ Mandatory and CMAQ Flex)	\$2,157,358	\$2,157,358	\$1,958,859	\$1,958,859	\$1,029,796	\$1,029,796	\$0	\$0	\$5,146,013	\$5,146,013
NHPP (National Highway Performance Program)	\$0	\$0	\$0	\$0	\$18,053,407	\$18,053,407	\$0	\$0	\$18,053,407	\$18,053,407
NHPP (National Highway Performance Program)-Freight	\$0	\$0	\$0	\$0	\$13,914,485	\$13,914,485	\$0	\$0	\$13,914,485	\$13,914,485
NM State Funds (Includes HB2 Funds)	\$0	\$0	\$5,000,000	\$5,000,000	\$28,000,000	\$28,000,000	\$0	\$0	\$33,000,000	\$33,000,000
Other (Includes SBSI, SCRTPD funds, FTA 5307, FTA 5339 b and FTA 5339 c)	\$7,679,702	\$7,679,702	\$3,184,766	\$3,184,766	\$5,545,788	\$5,545,788	\$0	\$0	\$16,410,256	\$16,410,256
State Severance Tax	\$0	\$0	\$0	\$0	\$45,000,000	\$45,000,000	\$0	\$0	\$45,000,000	\$45,000,000
STPF (Surface Transp Prog Flexible)	\$0	\$0	\$7,278,073	\$7,278,073	\$9,021,239	\$9,021,239	\$0	\$0	\$16,299,312	\$16,299,312
TAPL (Transp. Alternative Prog Large Urban >200K)	\$0	\$0	\$0	\$0	\$103,249	\$103,249	\$0	\$0	\$103,249	\$103,249
Total	\$9,837,060	\$9,837,060	\$18,043,625	\$18,043,625	\$121,944,957	\$121,944,957	\$0	\$0	\$149,825,642	\$149,825,642

Funding Participation Source

Source	FY 2023	FY 2024	FY 2025	FY 2026	Total
Federal Participation	\$7,427,010	\$10,460,868	\$41,818,573	\$0	\$59,706,451
State Participation	\$0	\$6,609,568	\$79,775,483	\$0	\$86,385,051
Local Participation	\$1,710,050	\$889,456	\$350,901	\$0	\$2,950,407
Local/State Contributions	\$700,000	\$83,733	\$0	\$0	\$783,733
Total	\$9,837,060	\$18,043,625	\$121,944,957	\$0	\$149,825,642





El Paso Metropolitan Planning Organization

PUBLIC INVOLVEMENT FOR PROJECTS INCLUDED IN THE SEPTEMBER 2024 STIP REVISION FOR INCLUSION IN THE 2024-2027 STIP

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

- **Transit Projects:**
 - Sunland Park Solar Bus Chargers
 - McCombs Multiuse Trail
 - Amparo Road Multiuse Trail

These projects were included in the 7-Day public comment period completed for the August 2024 TPB meeting. The 7-day public comment period was 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 the project during the 7-day comment period.

EPMPO WEBSITE ANNOUNCEMENTS

7 Day Public Comment for August 23, 2024, TPB meeting website announcement

[7 Day Public Comment period for August 2024 TPB.pdf \(elpasompo.org\)](#)

APPENDIX: PERFORMANCE BASED PLANNING & PROGRAMMING



This page intentionally left blank

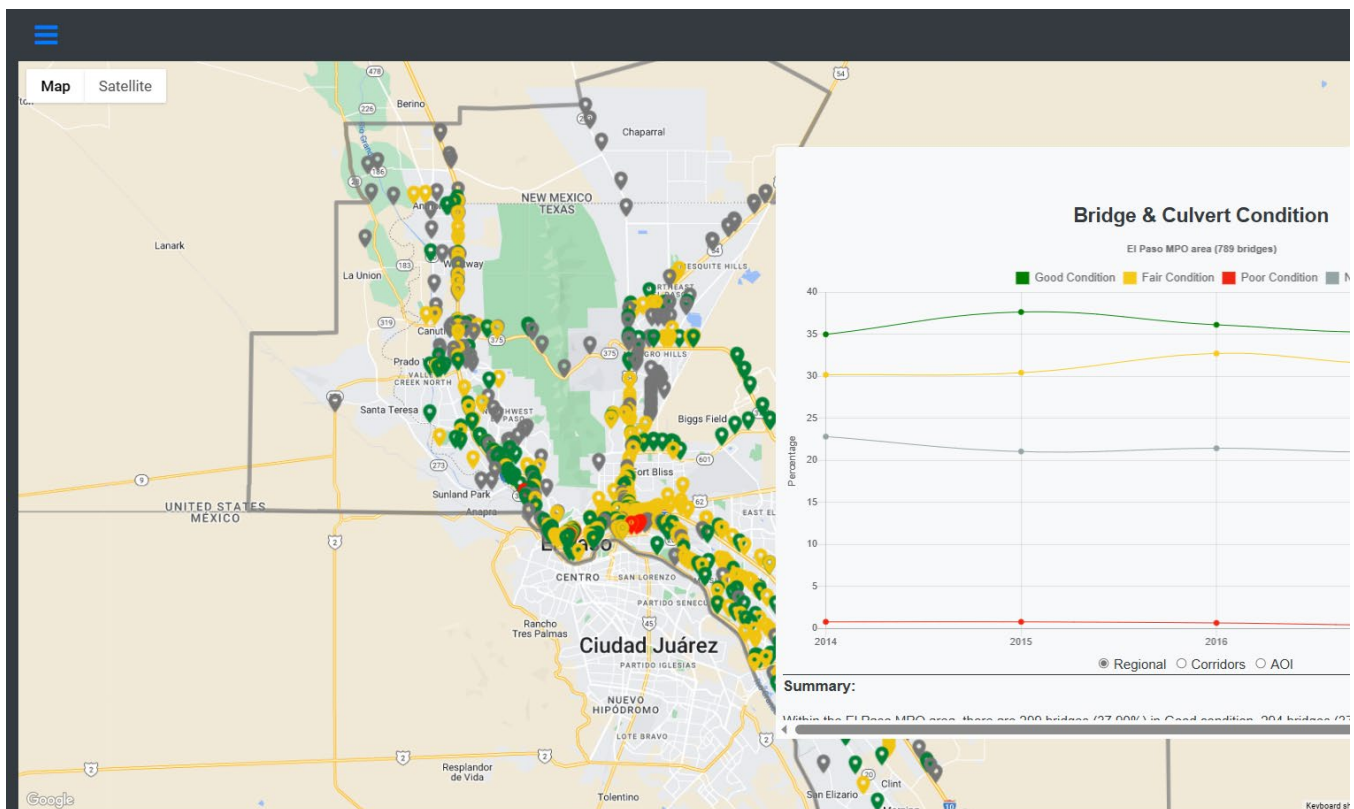
PERFORMANCE MEASURES

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 EPMPPO 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 "EPMPPO 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 EPMPO’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.

A System Level Performance Evaluation is presented in Chapter 5 of the RMS 2050 MTP. Based on the adopted series of performance measures, the system level evaluation of the proposed projects compared the performance measures calculated for the 2017 Base Year and 2050 “No Build” Scenarios to the performance of the 2050 “Build” Scenario.

In general, the Build Scenario improves on almost every performance measure when compared to the No-Build scenario, although there is a moderate increase in the total and per-capita VMT (and subsequently a modest increase in the estimated average trip cost).

The complete results of the scenario analysis and performance measure comparison table are presented in page 5-21 of the RMS 2050 MTP.

NATIONAL PERFORMANCE REQUIREMENTS

Federal legislation passed in 2012 introduced a new requirement to incorporate a performancebased approach into the transportation planning process. The federal transportation bill Moving Ahead for Progress in 21st 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 1: FEDERAL PERFORMANCE MEASURE CATEGORIES

Safety	Highway Safety
	Transit Safety (Public Transportation Agency Safety Plan)
Maintenance	Highway Pavement and Bridge Conditions
	Transit Asset Management (TAM)
System Performance	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 below. 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

TABLE 2: 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			
PM 1: Safety	4/14/2016	8/31/2017	-	2/16/2018	5/27/2018	Annually	Annually
PM 2: Infrastructure	5/20/2017	5/20/2018	-	11/16/2018	5/20/2019	2-and 4-year performance period	Biannually (2018, 2020, etc.)
PM 3: System Performance							
Transit Asset Management (TAM)	10/1/2016	10/1/2017	-	12/27/2017	10/1/2018	Complete updated TAM Plan by Oct 2022	
Public Transportation Agency Safety Plan (PTSAP)	7/19/2018	-	07/20/2020 (extended to 12/31/2020)	1/20/2021	7/20/2021	Updated and certified by transit agency annually	

REQUIRED PERFORMANCE MEASURES AND TARGETS

A summary of the required National Performance Measures aligned with the seven National Goals is presented below in Table 3. The EPMPO 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 a performance target assessment. Certain performance measures may be updated on an annual basis.

TABLE 3: 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 NHS 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 up to the most recently adopted targets in FY 2024 are presented in the tables below for Texas and New Mexico respectively (Table 4 and Table 5).

TABLE 4: SAFETY – TEXAS STATE TARGETS BY CALENDAR YEAR

PM1: SAFETY	2020	2021	2022	2023	2024
Number of fatalities	3,840	3,687	3,563	3,682	3,046
Rate of fatalities	1.406	1.33	1.27	1.38	1.14
Number of serious injuries	17,394	17,151	16,677	17,062	17,062
Rate of serious injuries	6.286	6.06	5.76	6.39	6.39
Number of non-motorized fatalities and serious injuries	2,285	2,346.4	2,367	2,357	2,357

TABLE 5: SAFETY – NEW MEXICO STATE TARGETS BY CALENDAR YEAR

PM1: SAFETY	2020	2021	2022	2023	2024
Number of fatalities	401.9	411.6	421.9	446.6	450.0
Rate of fatalities	1.429	1.486	1.645	1.695	1.689
Number of serious injuries	1,074.2	1,030.5	1,030.5	995.4	1,018.6
Rate of serious injuries	3.820	3.722	3.842	3.801	3.800
Number of non-motorized fatalities and serious injuries	204.0	200.0	190.6	199.4	200.0

On January 19, 2024, the Transportation Policy Board approved a resolution to support the updated 4-year target (previously adopted January 20, 2023), for both Texas Department of Transportation (TxDOT) and the New Mexico Department of Transportation (NMDOT).

By agreeing to support the states’ HSIP targets, the EPMPPO agrees to:

- Work with the states and safety stakeholders to address areas of concern for fatalities or serious injuries within the metropolitan planning area.
- Coordinate with the states and include the safety performance measures and the states’ HSIP targets for those measures in the long-range regional transportation plan (RTP).
- Integrate into the metropolitan transportation planning process, the safety goals, objectives, performance measures and targets described in other state safety transportation plans and processes such as applicable portions of the HSIP, including the SHSP.
- Include a description in the TIP (Transportation Improvement Program) of the anticipated effect of the TIP toward achieving HSIP targets in the RTP, linking investment priorities in the TIP to those safety targets.

ANALYSIS OF TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FY 2023 – FY 2026; SAFETY PROJECTS

Several projects programmed in the RMS 2050 MTP and the 2023-2026 TIP have been identified to have a safety element as part of the project selection criteria which includes a section based on safety and thus help work towards the safety targets. These projects include:

- Border Highway West Shared Use Path between Racetrack and Executive Center. The project includes installation of an 11-foot asphalt pavement hike and bike trail with irrigated landscaping.
- Buffalo Soldier Street Improvements from Edgemere Blvd to Montana Ave. The project includes complete roadway reconstruction, parkway improvements, sidewalks, bicycle facilities, street illumination, landscaping and irrigation and striping.
- Carolina Street Improvements from Stiles Dr to North Loop Dr. The project includes complete roadway reconstruction, parkway improvements, bicycle facilities, street illumination and striping on Carolina Dr. from Stiles Dr. to North Loop Dr.
- Dilley Road and Delake Street Construction. The project includes construction of two roadways, each with two lanes, enhanced pedestrian facilities, bike lanes and illumination to provide access to the Horizon City Transit Oriented Town Center.
- Downtown Bicycle Improvements. Construct bike facilities downtown to include: buffered bike lanes, conventional bike lanes, bike boulevards, shared lane markings, & protected bike lanes. The project will include road diets, associated signage, wayfinding, striping, & intersection treatments.
- Dyer Pedestrian Sidewalk Improvements from Gateway Boulevard North to Hercules Ave. Project includes sidewalk improvements to pedestrian connectivity and accessibility on Dyer St from Gateway to Hercules Ave. Improves access to BRIO stations at Dyer and Hercules.
- Horizon at Darrington Intersection Improvements. The Project includes intersection & operational improvements consisting of left and right turn lanes, directional islands and medians as well as traffic signal improvements.
- Interstate Highway 10 Frontage Road Extension from Executive Blvd. to Sunland Park Dr. The project includes construction of 2-lane westbound frontage road and frontage road improvements.
- Operational Improvements at SH 178 interchange. The project includes interchange improvements to include grade separation(s), rebuild I-10 overpass, U-turns, 4 direct connectors (DC).
- US 62/180 (Montana Ave.) Expressway & Frontage Roads. Project will construct 6-lane expressway and grade separations at intersections from Tierra Este Rd to FM 659 (Zaragoza Rd). In addition, the project will build 2 lane WB/EB FRs in each direction from Tierra Este Rd to FM 659 Zaragoza Rd. and will include auxiliary lanes and grade separation at intersection. Work includes drainage, advanced signing, striping, transitional and incidental work (operation improvements) up to FM 659 (Zaragoza Rd).
- Valley Chile Rd. Reconstruction from Doniphan Dr. to IH-10. The project includes the reconstruction of roadway with sidewalks, drainage, lighting and illumination, landscaping, and irrigation.
- Ysleta POE Pedestrians Safety Improvements. The project includes the design and construction of pedestrian safety improvements; pedestrian drop-off/pick-up zones, shade canopies, improved

crosswalks, pedestrian illumination, signs, signals, traffic calming, streetlights, landscaping, seating, screening walls, CCTVs, bus stop, and wayfinding.

- NM 273/Airport Rd. Intersection lighting. The project will install luminaries at intersection NM 273/Airport Road.
- NM 213 widening from NM 404 to TX State Line. The project will widen NM 213 from 2 to 4 lanes.

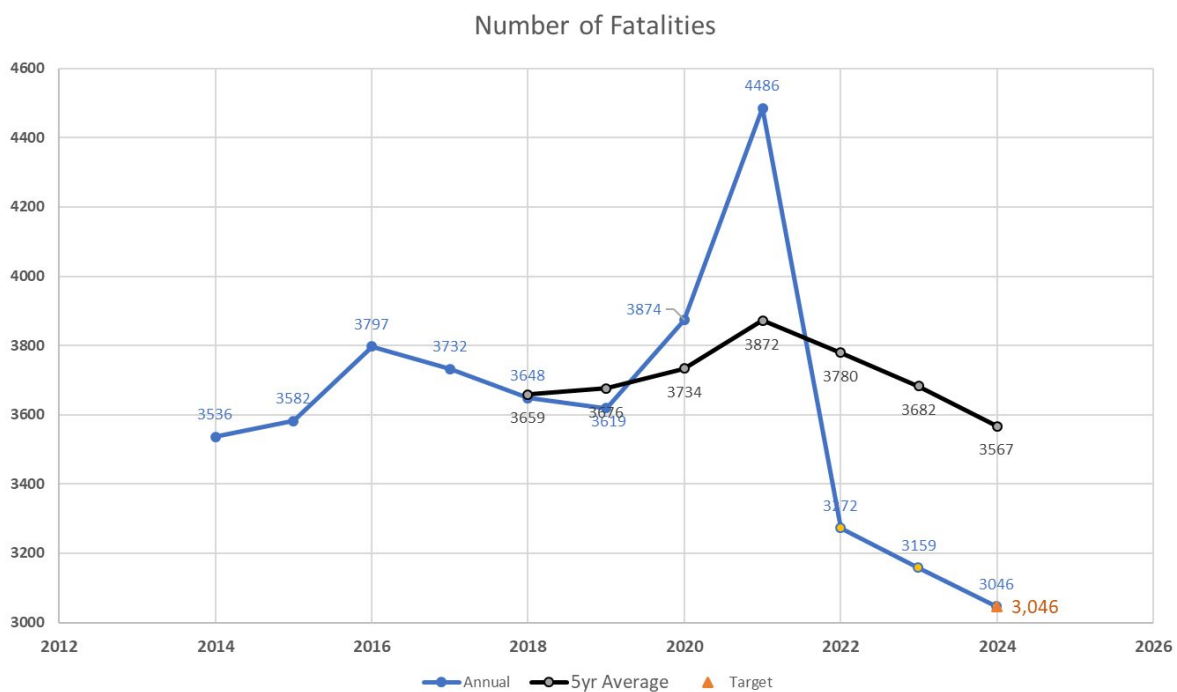
SUMMARY OF STATE SAFETY (PM1) PERFORMANCE MEASURES AND TARGETS FOR TXDOT AND NMDOT

The following provides a summary of the Highway Safety Improvement Program’s (HSIP) safety performance measures and State safety performance targets. State DOTs and MPOs are expected to establish and report Safety performance measure targets annually. The safety performance targets should be data-driven, realistic, and attainable, and should align with the performance management framework and legislative intent.

TxDOT (PM1) TRENDS AND TARGETS

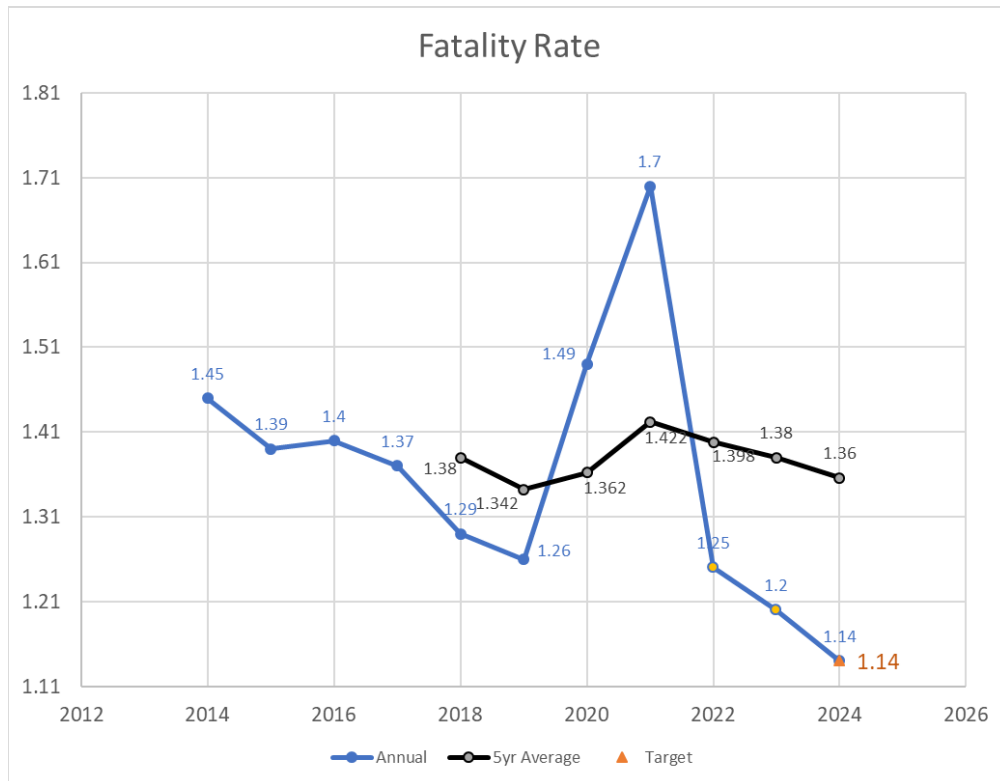
TxDOT has set more aggressive fatality and fatality rate reduction targets for 2020 and beyond, in response to the Texas Transportation Commission's adoption of the goal of reaching zero fatalities on Texas roads by the year 2050. To decrease the expected rise of fatalities to no more than five-year average of 3,567 fatalities in 2024. TxDOT adopted the calendar year target for 2024 as 3,046 fatalities.

FIGURE 1: NUMBER OF FATALITIES IN TEXAS



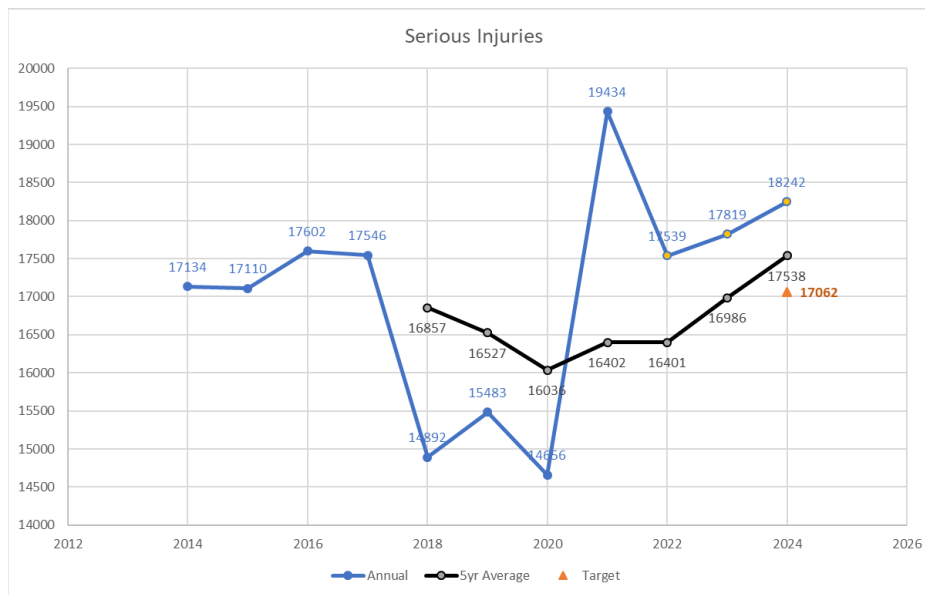
To decrease the expected rise of fatalities per 100 MVMT to not more than a five-year average of 1.36 fatalities per 100 MVMT in 2024. TxDOT's adopted calendar year target for 2024 would be 1.14 fatalities per 100 MVMT.

FIGURE 2: FATALITY RATE (PER 100 MILLION VMT) IN TEXAS



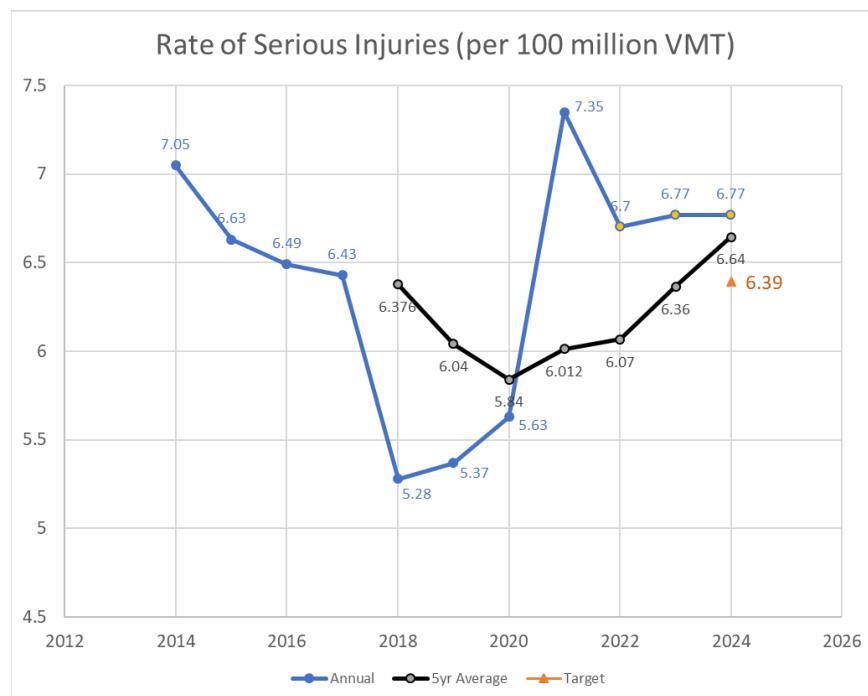
To decrease the expected rise of serious injuries to not more than a five-year average of 17,062 fatalities in 2024. The calendar year target for 2024 would be 18,242 serious injuries. The 2024 Target expressed as 5-year avg. remains 17,062.

FIGURE 3: NUMBER OF SERIOUS INJURIES IN TEXAS



The calendar year target for Rate of serious injuries for 2024 would be 6.77 serious injures per 100 MVMT. The five-year average increases to 6.64 but based on the BIL requirements the targets are to remain the same or decrease from the previous years. The 2024 Target expressed as 5-year avg. remains 6.39.

FIGURE 4: RATE OF SERIOUS INJURIES (per 100 million VMT) IN TEXAS



To decrease the expected rise of non-motorized fatalities and serious injuries to not more than a five-year average of 2,357 fatalities and serious injuries in 2024. The five-year average increase to 2,371 but based on the BIL requirements the targets are to remain the same or decrease from the previous years. The 2024 Target expressed as 5-year avg. remains 2,357.

FIGURE 5: NUMBER OF NON-MOTORIZED FATALITIES AND SERIOUS INJURIES IN TEXAS

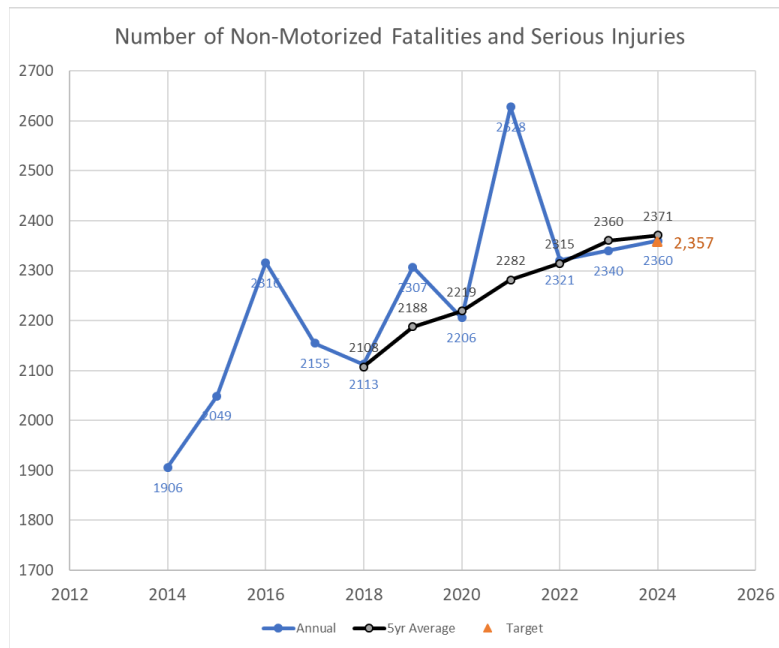


TABLE 6: TEXAS - SAFETY PERFORMANCE TARGET ASSESSMENT

Performance Measure	Desired Trend	Original Targets 2018-2022	Baseline ¹ 2018-2022	New Targets 2023	New Targets 2024
Number of Fatalities	↓	3,734	3950.2	3,682	3,046
Fatality Rate (per 100 million VMT)	↓	1.27	1.438	1.38	1.14
Number of Serious Injuries	↓	16,677	16,441	17,062	17,062
Rate of Serious Injuries (per 100 million VMT)	↓	5.76	5.968	6.39	6.39
Number of Non-Motorized Fatalities and Serious Injuries	↓	2,367	2,365.6	2,357	2,357

¹Baseline is the actual 5y Average.

Baseline numbers colored in red means the target was not met.

Baseline numbers colored in green means the target was met.

NMDOT (PM1) TRENDS AND TARGETS

In setting the 2024 safety targets, NMDOT’s method will now hold steady or show declining targets for fatalities and serious injuries for the three-year period.

FIGURE 6: NUMBER OF FATALITIES IN NEW MEXICO

NMDOT PM 1 (Safety) 2024 Targets

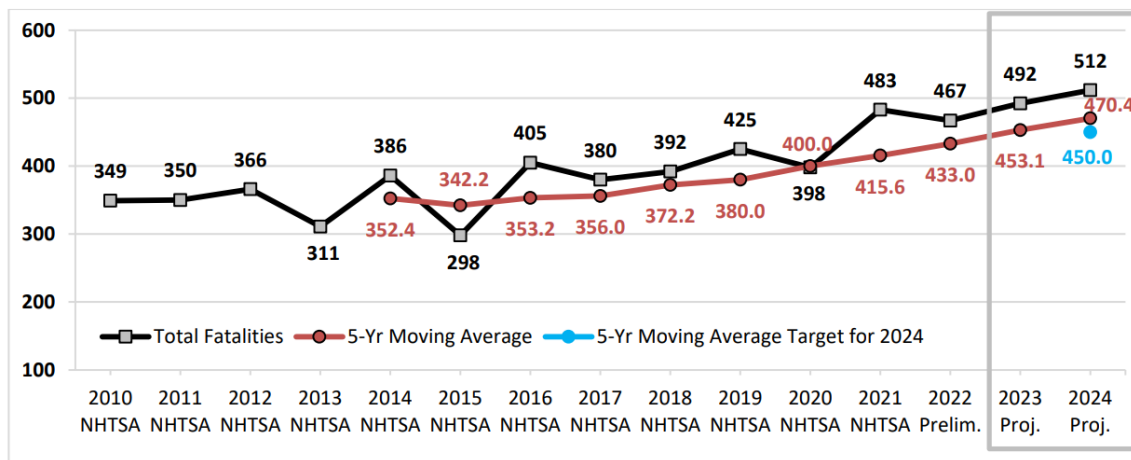


Figure 1 Total Fatalities

NMDOT 2024 Target for Total Fatalities: 450.0

FIGURE 7: FATALITY RATE (PER 100 MILLION VMT) IN NEW MEXICO

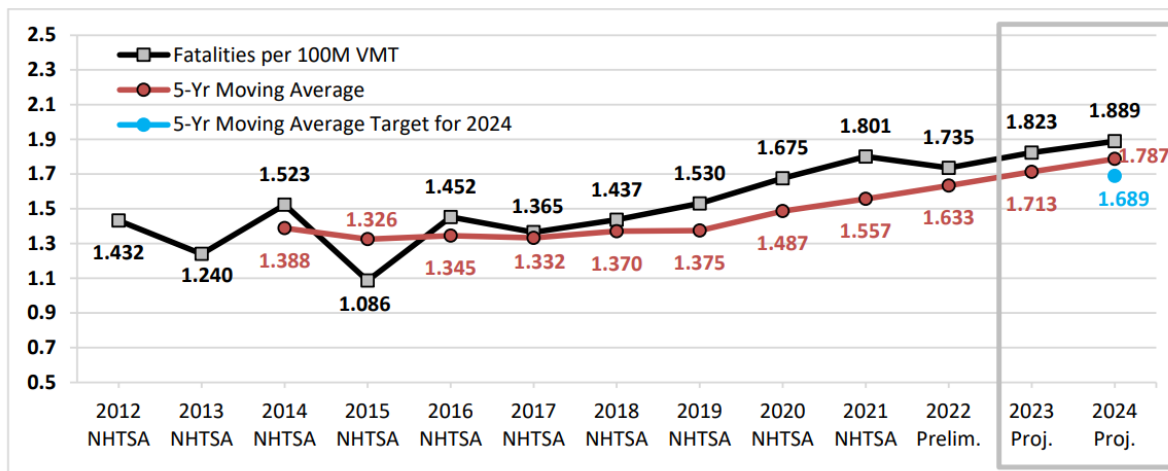


Figure 3 Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT)

NMDOT 2024 Target for Rate of Fatalities: 1.689

FIGURE 8: NUMBER OF SERIOUS INJURIES IN NEW MEXICO

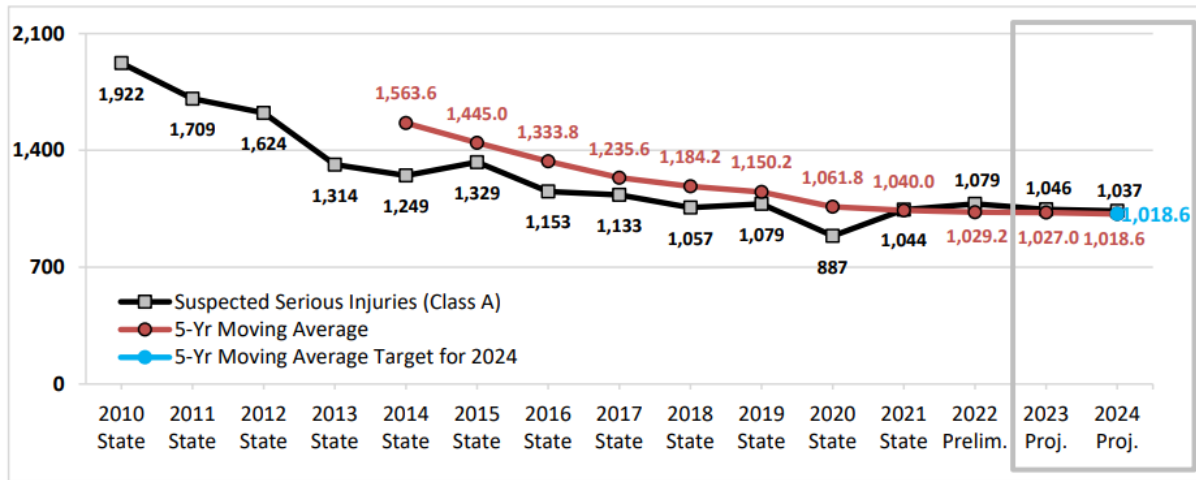


Figure 2 Total Serious Injuries

NMDOT 2024 Target for Serious Injuries: 1,018.6

FIGURE 9: RATE OF SERIOUS INJURIES (per 100 million VMT) IN NEW MEXICO

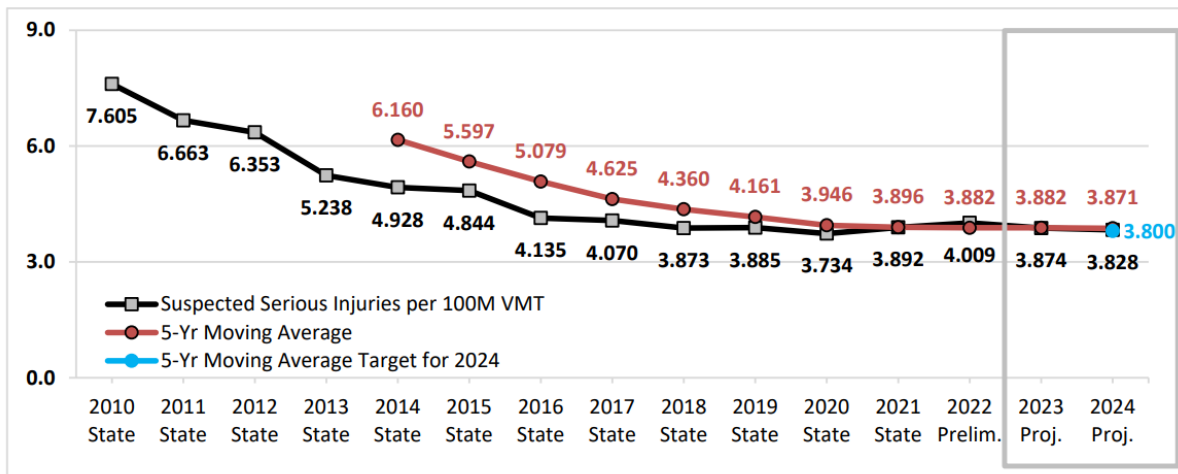


Figure 4 Rate of Serious Injuries per 100 million Vehicle Miles Traveled (VMT)

NMDOT 2024 Target for Rate of Serious Injuries: 3.800

TABLE 7: NEW MEXICO- SAFETY PERFORMANCE TARGET ASSESSMENT

Performance Measure	Desired Trend	Original Targets 2018-2022	Baseline ² 2018-2022	New Targets 2023	New Targets 2024
Number of Fatalities	↓	421.9	430.6	446.6	450.0
Fatality Rate (per 100 million VMT)	↓	1.645	1.626	1.695	1.689
Number of Serious Injuries	↓	1,030.5	983.9	995.4	1,018.6
Rate of Serious Injuries (per 100 million VMT)	↓	3.842	3.716	3.801	3.800
Number of Non-Motorized Fatalities and Serious Injuries	↓	196.6	200.1	199.4	200.0

²Projected value obtained from NMDOT Performance Measure (PM) Target Report- PM1 2023 Safety Targets.
 Baseline numbers colored in red means the target was not met.
 Baseline numbers colored in green means 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 8. 2-year and 4-year targets for FY 2024 and FY 2026 were adopted on May 19, 2023.

TABLE 8: INFRASTRUCTURE CONDITION – TEXAS STATE TARGETS

PM2: INFRASTRUCTURE CONDITION	Baseline	2-Yr Target	4-Yr Target
	2022	2024	2026
Percent of Pavements of the Interstate System in Good Condition	64.5%	63.9%	63.6%
Percent of Pavements of the Interstate System in Poor Condition	0.1%	0.2%	0.2%
Percent of Pavements of the Non-Interstate NHS in Good Condition	51.7%	45.5%	46.0%
Percent of Pavements of the Non-Interstate NHS in Poor Condition	1.3%	1.5%	1.5%
Percent of NHS Bridges Classified as in Good Condition	49.2%	48.5%	47.6%
Percent of NHS Bridges Classified as in Poor Condition	1.1%	1.5%	1.5%

The New Mexico state 2-year and 4-year targets for FY 2023 and FY 2025 were adopted by the Transportation Policy Board on May 19, 2023. (Table 9).

TABLE 9: INFRASTRUCTURE CONDITION – NEW MEXICO STATE TARGETS

PM2: INFRASTRUCTURE CONDITION	Baseline	2-Yr Target	4-Yr Target
	2021	2023	2025
Percent of Pavements of the Interstate System in Good Condition	54.0%	42.7%	37%
Percent of Pavements of the Interstate System in Poor Condition	1.7%	3.2%	3.8%
Percent of Pavements of the Non-Interstate NHS in Good Condition	36.7%	40.6%	37.4%
Percent of Pavements of the Non-Interstate NHS in Poor Condition	2.6%	3.2%	3.9%
Percent of NHS Bridges Classified as in Good Condition	36.2%	30.8%	32.9%
Percent of NHS Bridges Classified as in Poor Condition	2.4%	4.1%	5.5%

By agreeing to support the PM2 states’ targets the El Paso MPO agrees to:

- Work with the states and relevant stakeholders to address areas of concern for pavement and bridge condition within the metropolitan planning area.
- Coordinate with the states and include the infrastructure condition targets for those measures in the long-range regional transportation plan (MTP).
- Integrate into the metropolitan transportation planning process, the infrastructure goals, objectives, performance measures and targets described in other state transportation plans and processes.
- Include a description in the TIP (Transportation Improvement Program) of the anticipated effect of the TIP toward achieving pavement and bridge condition targets in the MTP, linking investment priorities in the TIP to those infrastructure condition targets.

ANALYSIS OF TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FY 2023 – FY 2026; INFRASTRUCTURE CONDITION PROJECTS

Several projects programmed in the RMS 2050 MTP and the 2023-2026 TIP have been identified to have an infrastructure condition element as part of the project selection criteria and thus help work towards maintaining the highway infrastructure asset system in a state of good repair. These projects include:

- Horizon at Darrington Intersection Improvements. The Project includes intersection & operational improvements consisting of left and right turn lanes, directional islands and medians as well as traffic signal improvements.
- US 62/180 (Montana Ave.) Expressway & Frontage Roads. Project will construct 6-lane expressway and grade separations at intersections from Tierra Este Rd to FM 659 (Zaragoza Rd). In addition, the project will build 2 lane WB/EB FRs in each direction from Tierra Este Rd to FM 659 Zaragoza Rd. and will include auxiliary lanes and grade separation at intersection. Work includes drainage,

advanced signing, striping, transitional and incidental work (operation improvements) up to FM 659 (Zaragoza Rd).

- NM 213 widening from NM 404 to TX State Line. The project will widen NM 213 from 2 to 4 lanes.

SUMMARY OF STATE INFRASTRUCTURE CONDITION PERFORMANCE MEASURES AND TARGETS FOR TXDOT AND NMDOT

The information below summarizes the Highway Infrastructure performance measures, which include four pavement condition measures and two bridge condition measures. Per 23 CFR 490, State Departments of Transportation (DOTs) are required to establish 2- and 4-year targets for these measures. The targets should represent the anticipated condition/performance at the mid-point and end of the 4-year performance period.

State DOTs establish targets at the beginning of each 4-year performance period, and report on progress every two years. When establishing targets, State DOTs have the flexibility to use the methodology they deem most appropriate. FHWA encourages States to review data sets and trends and consider factors that may affect targets. Performance targets should be data-driven, realistic, and attainable and should align with the performance management framework and legislative intent.

TxDOT (PM2) TRENDS AND TARGETS

Interstate pavements are evaluated based on International Roughness Index (IRI) and pavement surface distress (Rutting, Faulting and Cracking Percent).

For Non-Interstate NHS system pavements there was a transition provision due to the existing pavement data collection cycles. For the first performance period DOTs had the option to set the target based on IRI only or IRI and other surface distresses. Moving forward, TxDOT will be using all distress measures as required by FHWA. However, for the first performance period, TxDOT set the targets using the IRI measure only.

TABLE 10: SUMMARY OF PAVEMENT MEASURES TRENDS IN TEXAS

Highway	Performance Measure	2019	2020	2021	2022
IH	Good	65.7%	66.6%	65.8%	64.5%
	Poor	0.2%	0.1%	0.1%	0.1%
Non-IH (NHS)	Good (IRI* Only)		55.2%	54.5%	57.8%
	Good	46.8%	49.2%	48.5%	51.7%
	Poor (IRI* Only)		13.5%	13.7%	11.6%
	Poor	1.2%	1.4%	1.3%	1.3%

For the percent of NHS Bridges classified as in good condition, TxDOT acknowledges the fact that the percent of bridges continue to be on a downward trend and that trend is expected to continue in the short term. TxDOT has renewed its efforts in pursuing more maintenance activities (preservation and

rehabilitation) for bridges and tracking those activities, but the results of those efforts may not be seen in the data for a few years.

For the percent of NHS Bridges classified as in poor condition, TxDOT has a few large deck area bridges that are in fair condition and close to turning to poor condition. A consequence of having such low percent of poor bridges turning poor can have a noticeable impact on the percent poor.

FIGURE 10: PERCENT OF NHS BRIDGES CLASSIFIED AS IN GOOD CONDITION IN TEXAS

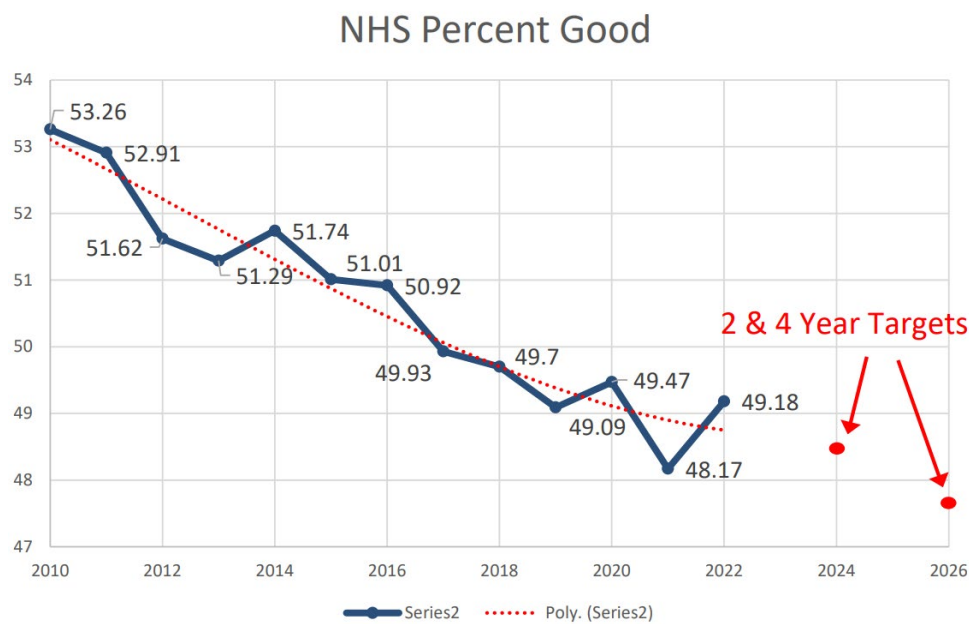


FIGURE 11: PERCENT OF NHS BRIDGES CLASSIFIED AS IN POOR CONDITION IN TEXAS

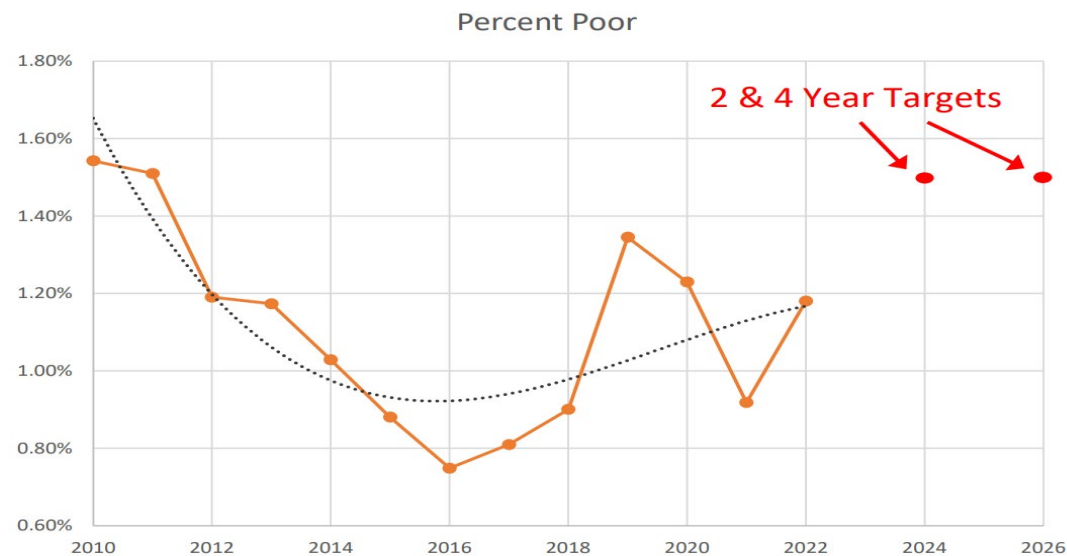


TABLE 11: TEXAS- 2022 INFRASTRUCTURE PERFORMANCE TARGET ASSESSMENT

Performance Measure	Desired Trend	Original Targets (Revised 2021)		Baseline (2022)	New Targets Forecast/Trend	
		2020	2022		2024	2026
Percent of IH Pavements in Good Condition	↑	--	66.5%	64.5%	63.9%	63.6%
Percent of IH Pavements in Poor Condition	↓	--	0.2%	0.1%	0.2%	0.2%
Percent of Non-IH (NHS) Pavements in Good Condition (IRI Only)	↑	52%	54.1%	57.8%		
Percent of Non-IH (NHS) Pavements in Good Condition	↑	--	--	51.7%	45.5%	46%
Percent of Non-IH (NHS) Pavements in Poor Condition (IRI Only)	↓	14.3%	14.2%	11.6%		
Percent of Non-IH (NHS) Pavements in Poor Condition	↓	--	--	1.3%	1.5%	1.5%
NHS Bridges – Good	↑	50.60%	50.40%	49.2%	48.5%	47.6%
NHS Bridges – Poor	↓	0.80%	1.50%	1.1%	1.5%	1.5%

Baseline numbers colored in red means the target was not met.

Baseline numbers colored in green means the target was met

NMDOT (PM2) TRENDS AND TARGETS

NMDOT established the targets based on anticipated future revenue for the next ten years. All distresses and IRI were used for the first performance period as well as the second performance period targets. The future condition is based on data collected during calendar years 2016-2021 and predicting condition for calendar years 2022 through 2031. Tables 12 and 13 show the collected data for years 2018-2021.

TABLE 12: SUMMARY OF PAVEMENT MEASURES TRENDS IN NEW MEXICO

Highway	Performance Measure	2018	2019	2020	2021
IH	Good	70.8	55	56.4	54
	Poor	0.3	0.9	1.2	1.7
Non-IH (NHS)	Good	--	35.8	38.9	36.7
	Poor	--	2.5	2.5	2.6

TABLE 13: SUMMARY OF BRIDGE MEASURES TRENDS IN NEW MEXICO

Performance Measure	2018	2019	2020	2021
NHS Bridges - Good	38%	37.6%	36.8%	36.2%
NHS Bridges - Poor	3.1%	3.1%	2.9%	2.4%

TABLE 14: NEW MEXICO - 2022 INFRASTRUCTURE PERFORMANCE TARGET ASSESSMENT

Performance Measure	Desired Trend	Original Targets (4yr Revised 2020)		Baseline (2021)	New Targets Forecast/Trend	
		2019	2021		2023	2025
Percent of IH Pavements in Good Condition	↑	--	55.0%	54.0%	42.7%	37%
Percent of IH Pavements in Poor Condition	↓	--	5.00%	1.7%	3.2%	3.8%
Percent of Non-IH (NHS) Pavements in Good Condition	↑	35.6%	34.20%	36.7%	40.6%	37.4%
Percent of Non-IH (NHS) Pavements in Poor Condition	↓	9%	12.00%	2.6%	3.2%	3.9%
NHS Bridges – Good	↑	36%	30%	36.2%	30.8%	32.9%
NHS Bridges – Poor	↓	3.3%	3.3%	2.4%	4.1%	5.5%

Baseline numbers colored in red means the target was not met.

Baseline numbers colored in green means the target was met

SYSTEM RELIABILITY MEASURES (PM3)

Texas state targets for system performance and freight adopted by the EPMPO Transportation Policy Board are presented in the Table 15. 2-year and 4-year targets for FY 2024 and FY 2026 were adopted on May 19, 2023.

TABLE 15: SYSTEM RELIABILITY – TEXAS STATE TARGETS

PM3: SYSTEM RELIABILITY	Original Target	Baseline	2-Yr Target	4-Yr Target
	(Revised 2021)	2021	2024	2026
Interstate Reliability	70%	84.6%	70%	70%
Non-Interstate Reliability	70%	90.3%	70%	70%
Truck Travel Time Reliability	1.76	1.39	1.55	1.55

The New Mexico state 2-year and 4-year targets for FY 2023 and FY 2025 were adopted by the Transportation Policy Board on May 19, 2023. (Table 16).

TABLE 16: SYSTEM RELIABILITY – NEW MEXICO STATE TARGETS

PM3: SYSTEM RELIABILITY	Original Target	Baseline	2-Yr Target	4-Yr Target
	(Revised 2021)	2021	2023	2025
Interstate Reliability	95.1%	98.5%	95.1%	95.1%
Non-Interstate Reliability	90.4%	97.5%	94.1%	94.1%
Truck Travel Time Reliability	1.15	1.23	1.30	1.30

By agreeing to support the System Performance & Freight (PM3) states’ targets the El Paso MPO agrees to:

Continue implementation of policies and programs aimed at maximizing the existing system capacity, reducing demand through implementation of travel demand management strategies, and strategically adding new interstate capacity.

ANALYSIS OF TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FY 2023 – FY 2026; SYSTEM PERFORMANCE & FREIGHT PROJECTS

Several projects programmed in the RMS 2050 MTP and the 2023-2026 TIP have been identified to have a system performance/freight element as part of the project selection criteria and thus work towards improving the efficiency of the surface transportation system to meeting the targets. These projects include:

- Horizon at Darrington Intersection Improvements. The Project includes intersection & operational improvements consisting of left and right turn lanes, directional islands and medians as well as traffic signal improvements.
- Interstate Highway 10 Frontage Road Extension from Executive Blvd. to Sunland Park Dr. The project includes construction of 2-lane westbound frontage road and frontage road improvements.
- ITS Infrastructure @ Zaragoza and Bridge of the Americas (BOTA) Port of Entry (POE) The project includes the design, construction, and installation of intelligent transportation systems (ITS) at the Bridge of the Americas (BOTA) and Zaragoza Ports of Entry.

- Railroad Dr. Widening and Reconstruction. Addition of one lane in each direction from Purple Heart Highway to Shrub Oak to increase capacity from two to four lanes. The project includes road rehabilitation and reconstruction of existing road from Purple Heart Highway to Shrub Oak Drive.
- Operational Improvements at SH 178 interchange. The project includes interchange improvements to include grade separation(s), rebuild I-10 overpass, U-turns, 4 direct connectors (DC).
- Spur 320 Borderland Expressway Phase I. Construct 2-lane Frontage Roads in each direction and Intersections between BU54 (Dyer) to Railroad Drive.
- Traffic Management Center Upgrade Phase 2-5. The project includes the upgrade of the City of El Paso (COEP) Traffic Management Center and Traffic Signal controller equipment citywide. Phase 1 is the design phase. Phase 2-5 are implementation and construction phases.
- US 62/180 (Montana Ave.) Expressway & Frontage Roads. Project will construct 6-lane expressway and grade separations at intersections from Tierra Este Rd to FM 659 (Zaragoza Rd). In addition, the project will build 2 lane WB/EB FRs in each direction from Tierra Este Rd to FM 659 Zaragoza Rd. and will include auxiliary lanes and grade separation at intersection. Work includes drainage, advanced signing, striping, transitional and incidental work (operation improvements) up to FM 659 (Zaragoza Rd).

SUMMARY OF STATE SYSTEM RELIABILITY MEASURES AND TARGETS FOR TXDOT AND NMDOT

The information below summarizes the Transportation Performance Management (TPM) System Reliability performance measures, which includes two highway reliability measures and one truck travel time reliability measure. Per 23 CFR 490, State DOTs are required to establish 2- and 4-year targets for these measures.

The targets should represent the anticipated condition/performance at the mid-point and end of the 4-year performance period. State DOTs establish targets at the beginning of each 4-year performance period, and report on progress every two years. When establishing targets, State DOTs have the flexibility to use the methodology they deem most appropriate. FHWA encourages States to review data sets and trends and consider factors that may affect targets. Performance targets should be data-driven, realistic, and attainable, and should align with the performance management framework and legislative intent.

TxDOT (PM3) TRENDS AND TARGETS

For the system performance and freight (PM3) targets for TxDOT, the data showed fluctuations that cannot be accounted for with other similar data. As such, consistency, trends, or new norms cannot be established after the analysis. It is anticipated that the COVID-19 pandemic had a great impact on the ability to see a trend, and the traffic “bounce-back” (i.e., new normal) from the pandemic is unknown, so a conservative approach was applied.

FIGURE 12: INTERSTATE RELIABILITY IN TEXAS

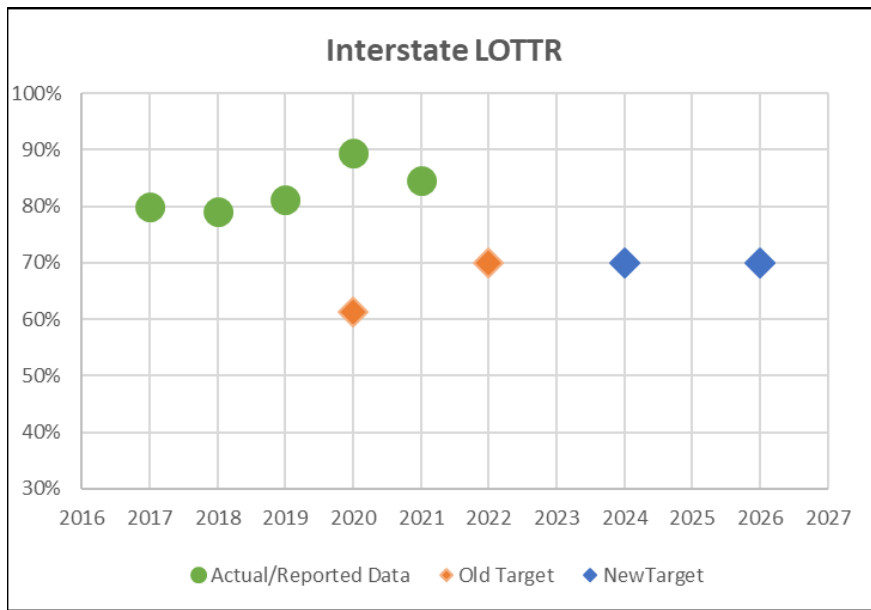


FIGURE 13: NON-INTERSTATE RELIABILITY IN TEXAS

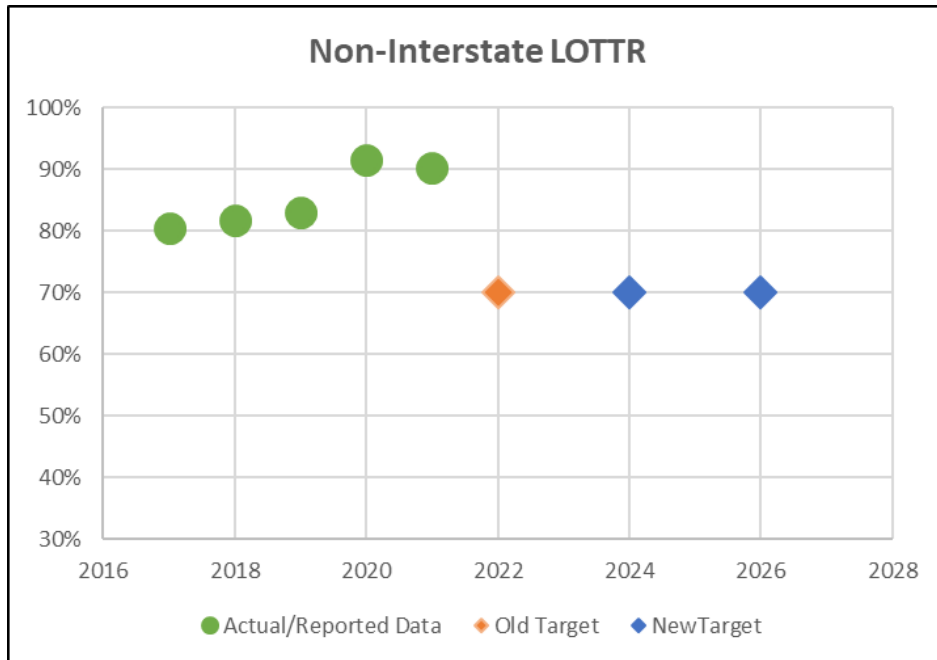


FIGURE 14: TRUCK TRAVEL TIME RELIABILITY IN TEXAS

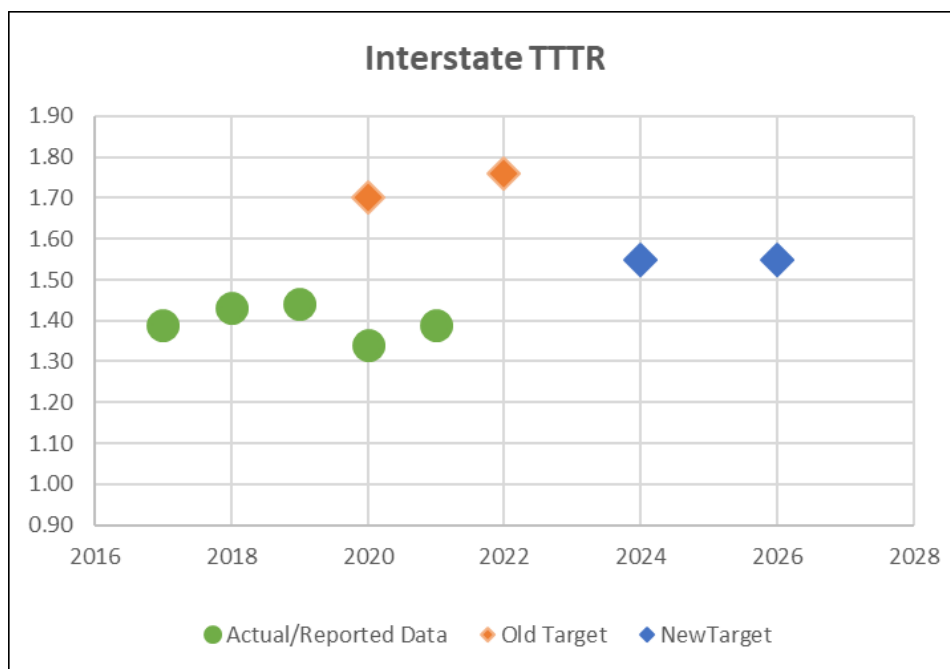


TABLE 17: TEXAS – SYSTEM RELIABILITY TARGET ASSESSMENT

Performance Measure	Desired Trend	Original Targets (Revised 2021)		Baseline ¹ (2021)	New Targets Forecast/Trend	
		2019	2022		2024	2026
Interstate Reliability	↑	61.20%	70%	84.6%	70%	70%
Non-Interstate Reliability	↑	--	70%	90.3%	70%	70%
Truck Travel Time Reliability	↓	1.7	1.76	1.39	1.55	1.55

¹Baseline is the actual 5y Average.

Baseline numbers colored in red means the target was not met.

Baseline numbers colored in green means the target was met.

NMDOT (PM3) TRENDS AND TARGETS

For NMDOT, Interstate Reliability targets, the reliable actual performance assisted in NMDOT’s decision to retain the prior target of 95.1% for both the 2- and 4-year targets. For Non-Interstate Reliability targets, the target is 1% less than the Interstate targets. NMDOT believes this represents an acceptable level of reliability and investment in reliability.

FIGURE 15: INTERSTATE RELIABILITY IN NEW MEXICO

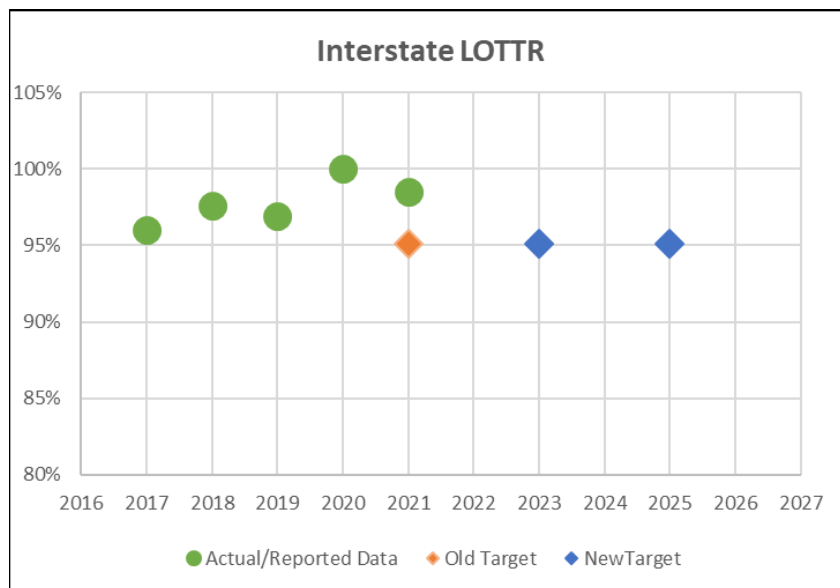


FIGURE 16: NON-INTERSTATE RELIABILITY IN NEW MEXICO

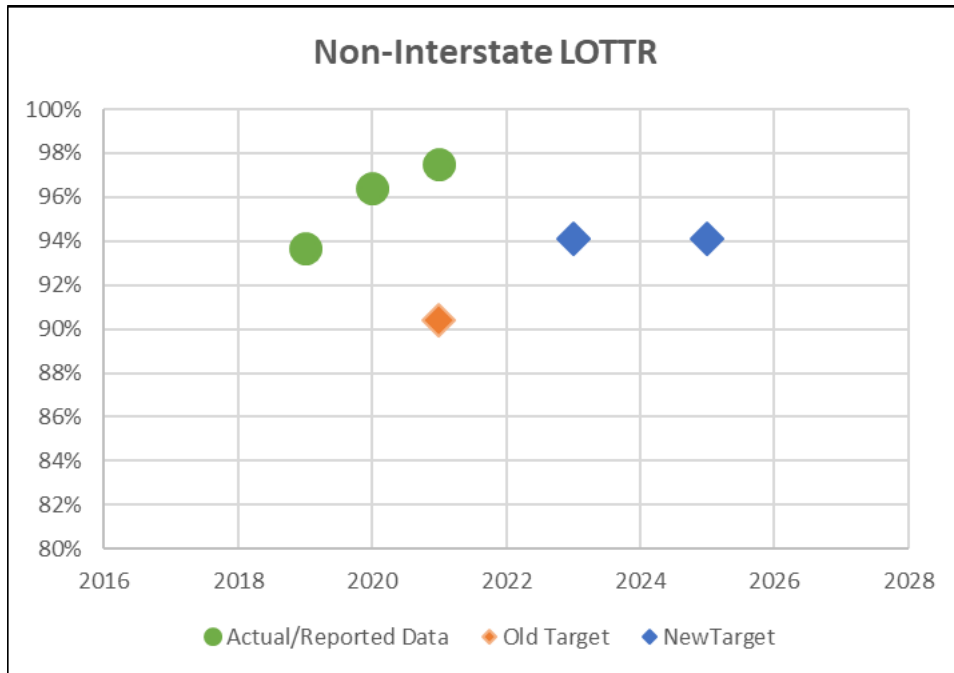


FIGURE 17: TRUCK TRAVEL TIME RELIABILITY IN NEW MEXICO

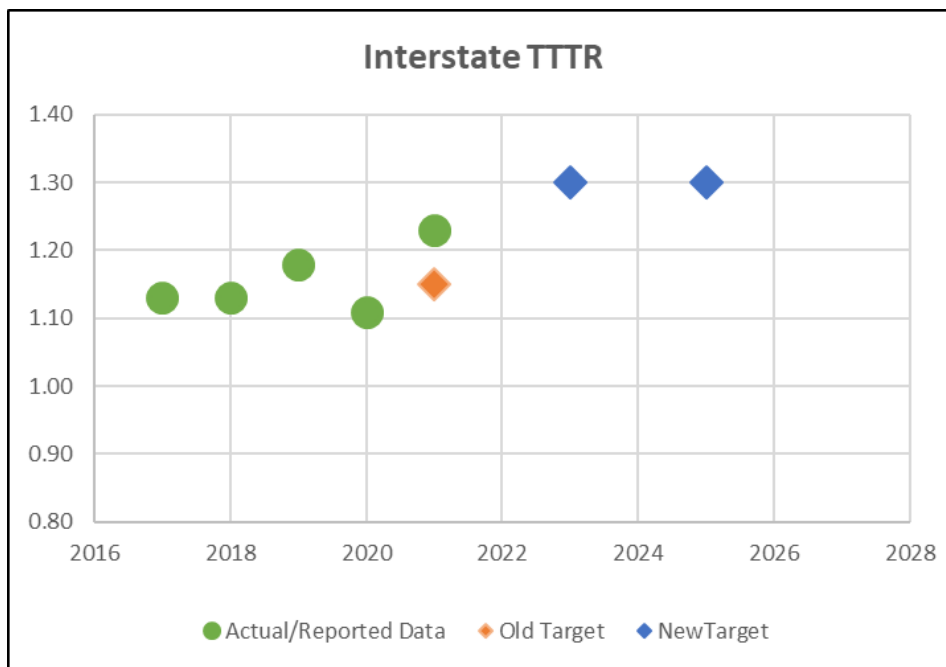


TABLE 18: NEW MEXICO – SYSTEM RELIABILITY TARGET ASSESSMENT

Performance Measure	Desired Trend	Original Targets (Revised 2021)	Baseline ¹ (2021)	New Targets Forecast/Trend	
				2023	2025
Interstate Reliability	↑	95.1%	98.5%	95.1%	95.1%
Non-Interstate Reliability	↑	90.4%	97.5%	94.1%	94.1%
Truck Travel Time Reliability	↓	1.15	1.23	1.30	1.30

¹Baseline is the actual 5y Average.

Baseline numbers colored in red means the target was not met.

Baseline numbers colored in green means the target was met.

TRAFFIC CONGESTION & ON-ROAD MOBILE SOURCE EMISSIONS REDUCTION (CMAQ) PERFORMANCE MEASURES (PM3)

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 and Ozone (NOx, VOC) 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: Ozone (NOx, VOC)
- Total Emissions Reduction: Particulate Matter less than or equal to 10 microns (PM-10)
- Total Emissions Reduction: Carbon Monoxide (CO)

Unlike the other measures, the CMAQ traffic congestion measures initially only applied to urbanized areas of more than one million population, in all or part of a nonattainment or maintenance area for ozone, carbon monoxide or particulate matter. For the second performance period, the population threshold for the congestion measure dropped to 200,000. Therefore, this is the first time the EPMPO

is required to establish emission targets for the two traffic congestion measures. The second performance period for the two traffic congestion measures (PHED and Non-Single Occupancy Vehicle Travel, or SOV) began on January 1, 2022, and runs through December 31, 2025. (23 CFR 490.105 (e)(4)).

Traffic congestion and on-road mobile source emission reduction targets adopted by the EPMPO Transportation Policy Board on August 19, 2022 are presented below. The traffic congestion targets are presented in Tables 19 and On-Road Mobile Source Emission Targets are presented in Tables 20 and 21.

Given that there is currently no penalty associated with a failure to achieve PHED targets, and that EPMPO can adjust them at the mid-performance report (with the benefit of two more years of data), EPMPO is recommending the 4-8 p.m. peak period and therefore setting a target of no more than nine hours of peak hour excessive delay for the 2-year target, and then hours for the 4-year target as suggested by the analysis developed by the Texas A &M Transportation Institute (TTI).

For Non-SOV, the MPO is using the American Community Survey (ACS) to establish targets. Looking at the estimates provided by TTI, EPMPO proposes to set both the 2-year and 4-year targets at 20%. Using these targets, the goal for this performance period will be to maintain current mode shares. These targets can be adjusted when additional data is available at the mid-performance period report in two years.

TABLE 19: TRAFFIC CONGESTION TARGETS – EL PASO, TX-NM URBANIZED AREA

PM3: TRAFFIC CONGESTION	2022 Baseline Score	2-Yr Target	4-Yr Target
	(2021 Actual)	2023	2025
Annual Hours of Peak Hour Excessive Delay (PHED)	8.4	9	10
Percent of Non-Single Occupancy Vehicle (Non-SOV)	20.2%	20%	20%

SUMMARY OF STATE ON-ROAD MOBILE SOURCE EMISSIONS REDUCTION MEASURES AND TARGETS FOR TXDOT AND NMDOT

The information below summarizes the Transportation Performance Management (TPM) On-Road Mobile Source Emissions Reductions performance measures.

The first performance period for the on-road mobile source emissions measure has been completed and was from October 1, 2017 through September 30, 2021. This second performance period is from October 1, 2021, and continues through September 30, 2025. The list of urban areas in the United States as defined by the United States Census Bureau, ordered according to their 2020 census populations ranks El Paso TX-NM as 23rd, with a population of 841,286. For this performance period

the EPMPPO is not subject to 2-year targets or the requirement of a CMAQ Performance Plan its minimum population threshold of population of greater than 1 million.

Due to the applicability tables being released before the Ozone determination for El Paso County, EPMPPO does not need to report Ozone emissions (VOC, NOX) for Texas for the Second Performance Period, only for the New Mexico which applies exclusively to Sunland Park, NM. For Texas, the Ozone emissions and targets will be reported for the Full Performance Period due Oct 1, 2026.

In order to establish the EPMPPO emissions targets for the Texas portion of the MPO, EPMPPO and Texas DOT established a methodology that compares CMAQ project emissions from the FHWA User Profile and Access Control System (UPACS) and the EPMPPO Transportation Improvement Program (TIP) over the past 4-years to develop targets for the future 4-year CMAQ program.

TABLE 20: CMAQ – TEXAS STATE TARGETS

PM3: TRAFFIC CONGESTION	Baseline	2-Yr Target	4-Yr Target
	2021	2023	2025
Total Emissions Reduction: PM-10 (KG/DAY)	5.42	4.54	8.90
Total Emissions Reduction: CO (KG/DAY)	216.50	175.75	367.10

New Mexico is included in the list of 42 State DOTs required to establish targets and report performance for On-road Mobile Source Emissions (Total Emissions Reduction measure for Criteria Pollutants). The measure is limited to nonattainment or maintenance areas, which in New Mexico applies exclusively to the Sunland Park, Anthony and Southern Doña Ana County area, which is within the El Paso MPO (EPMPPO) planning area. Specifically, this area is in non-attainment for PM 10 and Ozone. For the Ozone non-attainment designation, EPMPPO and NMDOT are required to establish targets and monitor performance for the two precursor pollutants – Nitrogen Oxide (NOx) and Volatile Organic Compounds (VOC).

The EPMPPO coordinates with NMDOT on programming New Mexico CMAQ funds allocated to the EPMPPO. It was, therefore, mutually agreed upon by NMDOT and the EPMPPO to develop 4-year targets for applicable criteria pollutants – in this case PM 10, NOx and VOC- for the state of New Mexico by developing a benefit ratio analysis using the ratio of benefits reported in 2018 to those reported in 2021 for the Texas and New Mexico EPMPPO portion and applying the ESTABLISHED emission targets for Texas (second performance period) to estimate future emissions targets in the New Mexico portion of the EPMPPO planning area.

By using the Texas methodology as a base, EPMPPO and NMDOT are making assumptions that the future (2 years and 4 years) NM CMAQ project (s) quantifiable emissions will be the same in NM as in TX based on type of projects, methodology used to quantify projects, data, assumptions, etc. This is not likely to be the case, but this methodology gives the EPMPPO and NMDOT reasonable projections in order to set targets for this reporting period.

These targets and this methodology may be examined and additional data gathered at the mid-point of the performance period. At the time the 4-year target may be adjusted if more reliable data is available (23CFR Part 490 Subparts A, E, F, G & H). These quantifiable targets are reflective of the anticipated cumulative emission reductions for the EPMPO to be reported in the CMAQ Public Access System as required in 23 CFR 490.105 for establishing targets for MPOs.

TABLE 21: CMAQ – NEW MEXICO STATE TARGETS

PM3: TRAFFIC CONGESTION	Baseline	2-Yr Target	4-Yr Target
	2022	2023	2025
Total Emissions Reduction: PM-10 (KG/DAY)	0.0071	0.0021	0.0041
Total Emissions Reduction: VOC (KG/DAY)	0.064	0.0108	0.0218
Total Emissions Reduction: NOX (KG/DAY)	0.120	0.0032	0.0060

ANALYSIS OF TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FY 2023-2026; TRAFFIC CONGESTION & CMAQ PROJECTS

Several projects programmed in the RMS 2050 MTP and the 2023-2026 TIP have been identified as part of the project selection criteria to enhance the performance of the transportation system while protecting and enhancing the natural environment and thus work towards meeting the CMAQ targets. These projects include:

- Border Highway West Shared Use Path between Racetrack and Executive Center. The project includes installation of an 11-foot asphalt pavement hike and bike trail with irrigated landscaping.
- Downtown Bicycle Improvements. Construct bike facilities downtown to include: buffered bike lanes, conventional bike lanes, bike boulevards, shared lane markings, & protected bike lanes. The project will include road diets, associated signage, wayfinding, striping, & intersection treatments.
- Dyer Pedestrian Sidewalk Improvements from Gateway Boulevard North to Hercules Ave. Project includes sidewalk improvements to pedestrian connectivity and accessibility on Dyer St from Gateway to Hercules Ave. Improves access to BRIO stations at Dyer and Hercules.
- ITS Infrastructure @ Zaragoza and Bridge of the Americas (BOTA) Port of Entry (POE) The project includes the design, construction and installation of intelligent transportation systems (ITS) at the Bridge of the Americas (BOTA) and Zaragoza Ports of Entry.
- Montana RTS Operating Assistance The projects includes the operations for Montana RTS.

- Regional Transit Start-Up Assistance The project will establish Transit Service to provide a more efficient, single, seamless, transit system in El Paso County, Horizon City, Vinton, Anthony, San Elizario, Clint, and Socorro.
- Traffic Management Center Upgrade Phase 2-5 The project included the upgrade of the COEP Traffic Management Center and Traffic Signal controller equipment citywide. Phase-1 is the design phase. Phase-2 to Phase-5 are implementation and construction phases.
- Ysleta POE Pedestrian Safety Improvements The project will design and construct pedestrian safety improvements; pedestrian drop-off/pick-up zones, shade canopies, improved crosswalks, pedestrian illumination, signs, signals, traffic calming, streetlights, landscaping, seating, screening walls, CCTVs, bus stop, and wayfinding.

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.

Initial targets were adopted in September 2018 in cooperation with local and state partners. In February 2023, The El Paso MPO Transportation Project Advisory Committee (TPAC) reviewed the existing plans and recommended that the El Paso MPO Transportation Policy Board (TPB) adopt an updated mixture of targets from TxDOT and Sun Metro for the El Paso MPO. These new targets include track segment performance, to reflect the opening of the El Paso Streetcar. Sun Metro may have agency-level targets that differ from the El Paso MPO adopted targets. These agency-level targets may better meet their needs in planning for state of good repair for Sun Metro. EPMPO will continue to coordinate with Sun Metro to report, track, and adjust the targets over time to meet the El Paso MPO targets.

TABLE 22: 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 23: 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



MPO SELF-CERTIFICATION

In accordance with 23 CFR Part 450.336 and 450.220 of the Fixing America’s Surface Transportation Act (FAST Act), the Texas Department of Transportation, and the El Paso Metropolitan Planning Organization for the El Paso urbanized area(s) hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- 1. 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
2. In nonattainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101et seq.) and 49 CFR parts 27, 37, and 38 ;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

[Signature]
District
Texas Department of Transportation

[Signature]
Metropolitan Planning Organization
Policy Board Chairperson

Tomas Trevino, P.E.
District Engineer
3/25/22
Date

Walter L. Miller
Chairperson
03/25/2022
Date



MPO SELF-CERTIFICATION FOR NON-ATTAINMENT AREAS CERTIFICATION STATEMENT

The following information provides a summary of policies, procedures, and planning activities of the El Paso Metropolitan Planning Organization (MPO) and its Transportation Policy Board set forth to meet the requirements of federal transportation and air quality planning regulations in carrying out the FY 2022 and FY 2023 Unified Planning Work Program for Regional Transportation Planning and biennial development of the Transportation Improvement Program.

Metropolitan Planning: 23 U.S.C. 134, 49 U.S.C 5303, and implementing regulations;

The EPMPO's planning process is based on using state-of-the-art procedures, encompassing accurate data and methodologies, applied in a professional and unbiased manner. This planning process is carried out through an open approach that includes all local, state and federal transportation and air quality related agencies and organizations, local elected officials, and the public in the decision-making process. The continued focus of the MPO planning process is on the use of innovative techniques, as well as facilitating communication and partnerships as key mechanisms for improving mobility and air quality.

This process is carried out through the implementation of the Unified Planning Work Program through Performance Based Planning and the development of a financial and fiscally constrained long-range multi-modal transportation plan for the region; the biennial development of the Transportation Improvement Program; the development and adoption of the Metropolitan Transportation Plan every four years; the ongoing implementation of the region's Congestion Management Process focusing on the Travel Demand Management (TDM), Transportation Systems Management (TSM), and Intelligent Transportation System (ITS) technology; working closely with transportation providers throughout the region to conduct major investment and corridor feasibility studies which serve to evaluate, refine, and select transportation options for implementation; and ensuring that policies, programs, and projects when implemented will result in improved air quality for the region through the air quality conformity process.

Statewide Planning: U.S.C. Title 23, Sec. 135, U.S.C. Title 49, Ch. 53, Secs 5307-5311 and 5323(1); and 23 CFR Part 450.220

EPMPO works closely with TXDOT-El Paso District Office, the TXDOT Transportation Planning and Programming Division, and the Texas Transportation Commission to support the planning, funding, and implementation of transportation improvements. Whenever called upon, planning assistance is provided to assist TXDOT in meeting Statewide Planning requirements. The MPO and the State share financial information to carry out the financial constraint requirements of the planning process.

Clean Air Act: Air Pollution Prevention and Control: In non-attainment and maintenance area, section 174 and 176 © and (d) of the Clean Air Act, as amended (42, U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;

It is the policy of the EPMPO and its Transportation Policy Board that the continuing, cooperative, and comprehensive transportation planning process carried out by the MPO shall be done in coordination with the transportation-air quality planning process carried out by the State of Texas. Furthermore, it is the policy of the EPMPO and its Transportation Policy Board to not adopt a Metropolitan Transportation Plan or a Transportation Improvement Program until each plan or program has been demonstrated to be in conformity with the State Implementation Plan for Air Quality, including the air quality conformity requirements as set forth in the Clean Air Act Amendments of 1990. Resources are allocated biennially as part of the Unified Planning Work Program to ensure the coordination of the EPMPO transportation and air quality planning activities, and support determination of the air quality conformity process of the

Metropolitan Transportation Plan and the Transportation Improvement Program. The EPMPO is an active partner with state and federal agencies as a member of the Air Quality Conformity Consultation Process.

Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21; The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the bases of age in programs or activities receiving Federal financial assistance; and Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender;

The EPMPO is committed throughout the development of its plans and programs to ensure that no person on the grounds of age, gender, race, color, or national origin is excluded from participation in, denied the benefits of, or subjected to discrimination under any program receiving federal financial assistance. No plans, programs or policies developed or implemented by the EPMPO will have a disproportionately high adverse human health or environmental effect on minority and low-income populations. The EPMPO plans continue to work on improving the accessibility of employment to the identified protected populations. Further, many of the current MPO public meetings are held in minority and low-income communities in the region and are located near accessible public transit facilities. Funding is allocated as part of the Unified Planning Work Program for a Title VI Plan to maintain an analytical approach that produces procedures that meet Title VI requirements by ensuring that federally-funded transportation projects adequately consider effects on low-income and minority segments of the population.

Disadvantaged Business Enterprises (DBE) in planning projects: 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex or age in employment business opportunity; and Section 1101 (b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects; 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;

The EPMPO follows the City of El Paso's Disadvantaged Business Enterprise which in turn follows the TXDOT DBE Plan. Funding is allocated as part of the Unified Planning Work Program to maintain an analytical approach that produces procedures that meet Environmental Justice requirements by ensuring that federally-funded transportation projects adequately consider effects on low-income and minority segments of the population.

Americans with Disabilities Act of 1990: The provision of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38; and Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

It is the policy of the EPMPO to ensure that all agency programs and services are accessible to people with disabilities and are in compliance with the applicable regulations as a condition of receiving Federal financial assistance from the Department of Transportation. The EPMPO will make reasonable accommodations to a qualified individual with a disability who attends on-site meetings, and meeting facilities meet this requirement. Every effort is made to ensure that meeting facilities off-site are ADA accessible. A notice is published in advance of all MPO public meetings that reasonable accommodations will be provided for meeting locations on and off-site with a phone number and contact persons listed to provide assistance if needed. As direct recipients of FTA Section 5310 (Enhanced Mobility for Seniors and Individuals with Disabilities Program) funding, the EPMPO staff is actively involved in various ADA-related initiatives which are being carried out by the sub-recipients, and the review of ADA compliance documents developed by the region's transit and paratransit agencies, all of which focus on

ensuring that transportation programs and services across the region are accessible to those citizens with disabilities.

Restrictions on influencing certain federal activities: CFR 29, Part 20;

It is the policy of the EPMPO that no state or federal funds received by the agencies shall be paid to any person for the purpose of influencing the award of a federal contract, grant, or loan or the entering into of a cooperative agreement. No state or federal funds received by the agencies shall be used directly or indirectly to influence any member of Congress, any member of the State Legislature, or any local elected official to favor or oppose the adoption of any proposed legislation before any federal, state, or local legislative body.