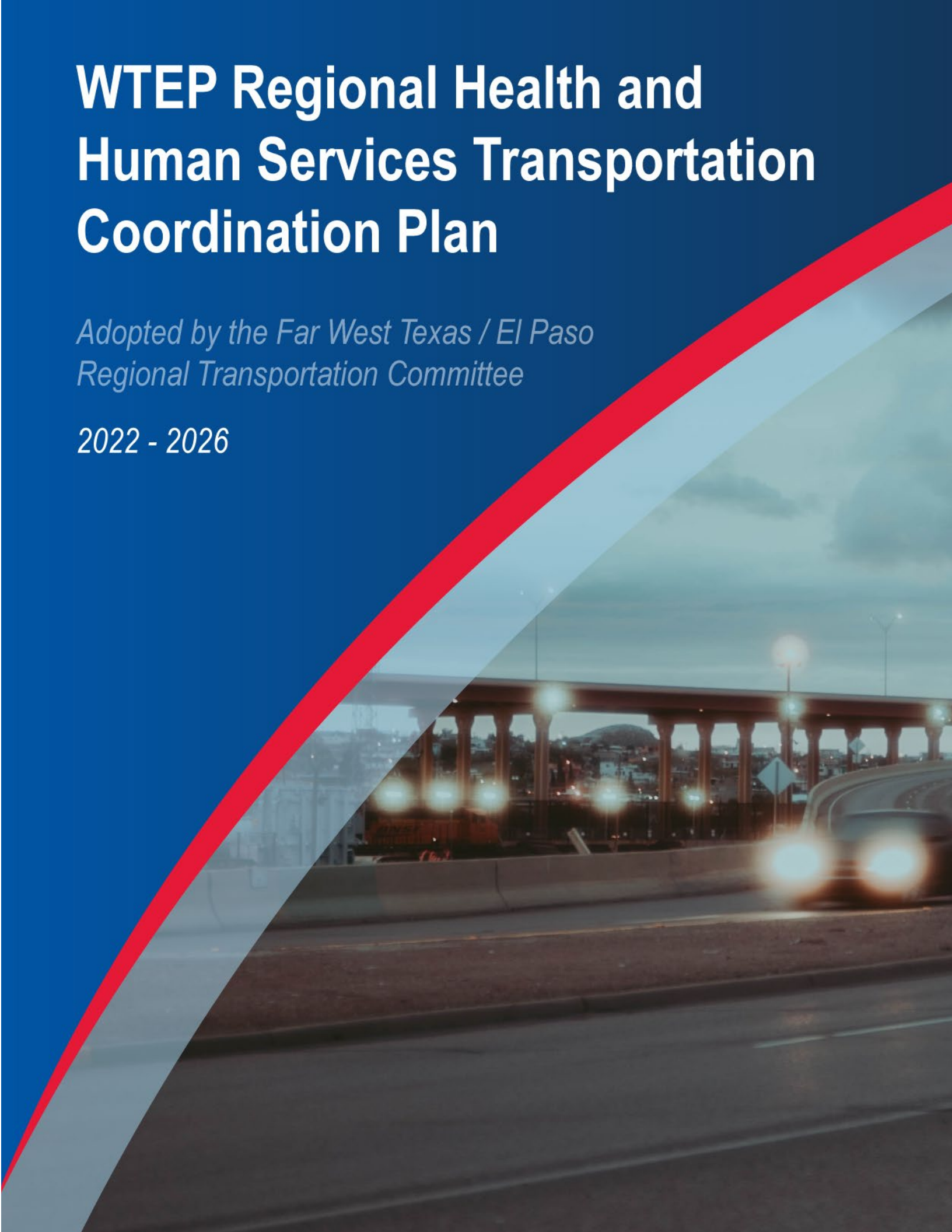
WTEP Regional Health and Human Services Transportation Coordination Plan

Adopted by the Far West Texas / El Paso Regional Transportation Committee

2022 - 2026



HEALTH and HUMAN SERVICES TRANSPORTATION COORDINATION PLAN

This document was prepared by

The Far West Texas / El Paso Regional Transportation Coordination Committee (WTEP)

Funded through a grant from

The Texas Department of Transportation (TxDOT)

The document was reviewed and approved by:

The Far West Texas / El Paso Regional Transportation Coordination Committee (WTEP)

on December 2, 2021

Project Amistad is the Lead Agency

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WTEP 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 WTEP will have a disproportionately high adverse human health or environmental effect on minority and low-income populations. WTEP plans to continue to work on improving the accessibility of employment to the identified protected populations. Further, meetings are located near accessible public transit facilities. In order to be processed, signed original complaint forms must be mailed or hand delivered to: 3210 Dyer St, El Paso, TX 79930

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In addition, WTEP members are actively involved in various ADA-related initiatives which are being carried out as part of the Unified Planning Work Program including Elderly and Disabled Planning, the Job Access/Reverse Commute Program, and the review of ADA compliance documents developed by the region's transit and paratransit agencies, all of which focus on ensuring that transportation program and services across the region are accessible to persons with disabilities.

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Credit/Disclaimer Statement; "The preparation of this report has been financed in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code, through the TxDOT Department of Public Transportation. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation."

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November 2021

A Message from WTEP's Lead Agency - Andrea Ramirez, CEO

As CEO of the Lead Agency of the West Texas El Paso Regional Transportation Coordinating Committee (WTEP), I want to extend my appreciation to all who participated in making the WTEP Regional Plan a reality! Amistad has been a strong supporter of WTEP since its inception in 2006. On four occasions, Amistad's uppermost management staff have served as chairpersons and have been members of the steering committee since 2006! Amistad's commitment to WTEP is solid and will continue through the implementation of the 2022 - 2026 Regional Plan.

I want to thank all WTEP members who participated in any capacity towards the plan's completion. Staff and volunteers held meetings (in-person and via Zoom), participated in gathering surveys from recipients and providers of services, interviewed policy makers and uppermost management personnel from major nonprofit agencies, attended two planning session (June and September 2021), and reviewed drafts of the Regional Plan as they prepared to take action on the adoption of the plan. Altogether, 1,310 hours were spent to complete this project and it was submitted for approval from WTEP's membership, and ultimately from TxDOT.

I also want to thank Mr. Xavier Bañales, my predecessor who came back from retirement to orchestrate the completion of this plan. He provided guidance and his work and dedication is noteworthy.

Regards,

Andrea Ramirez, CEO
Amistad

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Amistad | 2020 BEST NONPROFIT

Project Amistad is a not-for-profit 501 c 3 agency providing services to elderly residents, persons with disabilities and adults-at-risk.

FAR WEST TEXAS/EL PASO REGIONAL TRANSPORTATION COORDINATION COMMITTEE (WTEP)



August 20, 2021

Dear Fellow Far West Texans:

As Chair of the Far West Texas/El Paso Regional Transportation Coordination Committee, it is my honor and pleasure to present the 2022-2027 Human Services - Public Transportation Coordination Plan for our region. The document represents numerous hours of work and is devoted to our vision that "all persons of the six-county Far West Texas region will have access to customer-centered, dependable, convenient and safe transportation services and choices."

The Far West Texas/Upper Rio Grande region is composed of Brewster, Culberson, El Paso, Hudspeth, Jeff Davis and Presidio Counties, an area of nearly 22,000 square miles and sharing a 500-mile border with the Republic of Mexico. Its rapidly growing population, remote rural and dense urban environments, impact of close proximity to Mexico and unique geography present an abundance of challenges for the region's population, especially for persons dependent on public transportation as their mobility source. It is our hope that this plan represents a road map and continuation of our commitment to addressing those challenges.

The framers of this plan recognize the importance of mobility to the social and economic health of our region and that every transportation asset must be deployed as efficiently and effectively as possible to make the most of limited resources. Rather than a static document, this plan represents a framework to a dynamic approach for addressing our region's mobility issues that will evolve in response to changing needs and conditions.

I thank all contributors to this plan and encourage active participation as we work together to ensure the fundamental mobility needs of all persons of our region are met.

Respectfully,

Sal Alonzo

Sal Alonzo
Transportation Engineer, Planning & Development - El Paso County
Chair- Far West Texas/El Paso Regional Transportation Coordination Committee

Mission Statement

Proactively facilitate the planning and coordination between transportation providers, health and human service agencies and advocacy organizations in the six-county Far West Texas region to maximize mobility and the efficiency and effectiveness of public transportation resources.

ACKNOWLEDGEMENT



The completion of this Regional Plan took fourteen months and involved a dozen persons from the project team that included five upper management staff members from the lead agency (Amistad), two WTEP officers of the board (Sal Alonzo and Yvette Lugo), personnel from a number of WTEP member agencies who provided input in developing the operating objectives, staff and volunteers who conducted surveys, over 225 recipients of services who responded to the survey, and personnel from Alliance Transportation Group (ATG), the consultant firm that provided guidance and professional support towards the completion of this Regional Plan.

I was privileged to have been asked to return from retirement to coordinate the completion of the project. Special thanks to Anna (my wife) who read and edited much of my work (pro bono!). Her support is deeply appreciated.

Xavier Bañales

Coordinator, WTEP Regional Plan

ABOUT ALLIANCE TRANSPORTATION GROUP, INC.

Amistad, WTEP's lead agency, contracted ATG to provide guidance and professional support towards the completion of the regional plan. Alliance Transportation Group (ATG) provides planning, modeling, engineering, economics, and public outreach services to clients in the public and private sector. The owners founded the firm in 1997 on strong beliefs: work-life balance; respect for clients, co-workers, and the community; sustainable relationships and the sharing of success. More on ATG can be found at https://alliance-transportation.com/

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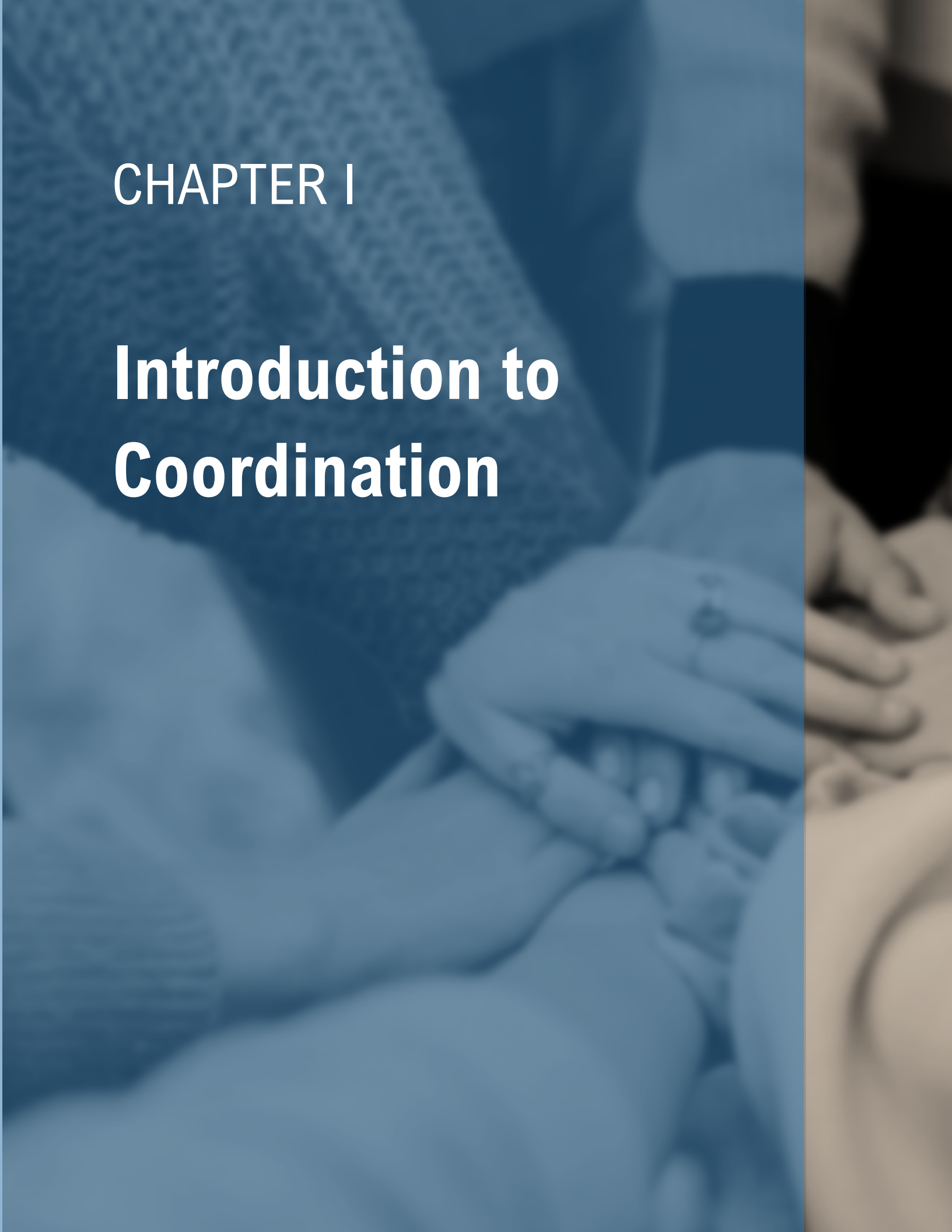
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CHAPTER I

Introduction to Coordination

INTRODUCTION

The overall goal of the Far West Texas/El Paso Regional Transportation Coordination Committee (WTEP) Health & Human Services Transportation Coordination Plan (HHSTP) is to improve the availability, quality, and efficiency of transportation services for seniors, persons with disabilities (PWDs), those with low income, and other population groups with limited mobility options. The Texas Department of Transportation (TxDOT) works to achieve this goal through coordination among transportation service providers and health and human services agencies and through better allocation and management of transportation resources. This update of the HHSTP is intended to provide a path forward for transportation service coordination efforts throughout the HHSTP Study Area (as shown in Figure I-A) and to provide analysis and findings that support more effective matching of transportation resources to needs.

Figure I-A: Study Area



The WTEP study area, which consists of Brewster County, Culberson County, El Paso County, Hudspeth County, Jeff Davis County, and Presidio County, is located in West Texas along the United States – Mexico border (also shown in **Figure I-A** above). The development in the region is greatly influenced by the terrain and climate.

These six counties are within the Chihuahuan Desert, which makes the arid/semi-arid climate challenging to sustain high population density and employment. Exceptions to this include the western border of the United States and Mexico, specifically El Paso County, bordered by the Rio Grande River. Because of the dry climate in this region, water plays a key role in sustaining life. As it is, much of the water in this area is irrigated from the Rio Grande, which is why we see greater agricultural development and urbanization along the border.



Information presented in this plan will also serve as a baseline for measuring the performance of the Far West Texas region's coordinated transportation system and effectiveness of coordination efforts. This HHSTP, along with the coordination activities performed during the coordination planning process, is meant to satisfy federal law under the Fixing America's Surface Transportation (FAST) Act that requires the development of a coordinated public transit-health and human services transportation plan to receive funding under the Enhanced Mobility of Seniors and Individuals with Disabilities - Section 5310 program.

Background

In 2004, President George W. Bush signed Executive Order 13330, which established the Coordinating Council on Access and Mobility (CCAM) to "promote interagency cooperation and the establishment of appropriate mechanisms to minimize duplication and overlap of federal programs and services so that transportation-disadvantaged persons have access to more transportation services."

In August 2005, Congress passed the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), which included a requirement that projects selected for funding under the New Freedom (Section 5317), Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310), and Job Access and Reverse Commute (JARC – Section 5316) programs "must be derived from a locally developed, coordinated public transit-human services transportation plan" beginning in 2007.

The New Freedom program has since been consolidated into the Section 5310 program and the JARC program has been consolidated into the urban transit (Section 5307) and rural transit (Section 5311) programs. However, the requirement for Section 5310 funding recipients to certify that projects are included in a coordinated transportation plan has continued through both the Moving Ahead for Progress in the Twenty-first Century (MAP-21) Act and now the FAST Act (passed by Congress in 2015).

Additionally, the Federal Transit Administration (FTA) requires that any coordinated plan be "developed and approved through a process that included participation by seniors, individuals with disabilities, representatives of public, private, and nonprofit transportation and human services providers, and other members of the public." The FTA also requires all coordinated transportation plans to include the following elements:

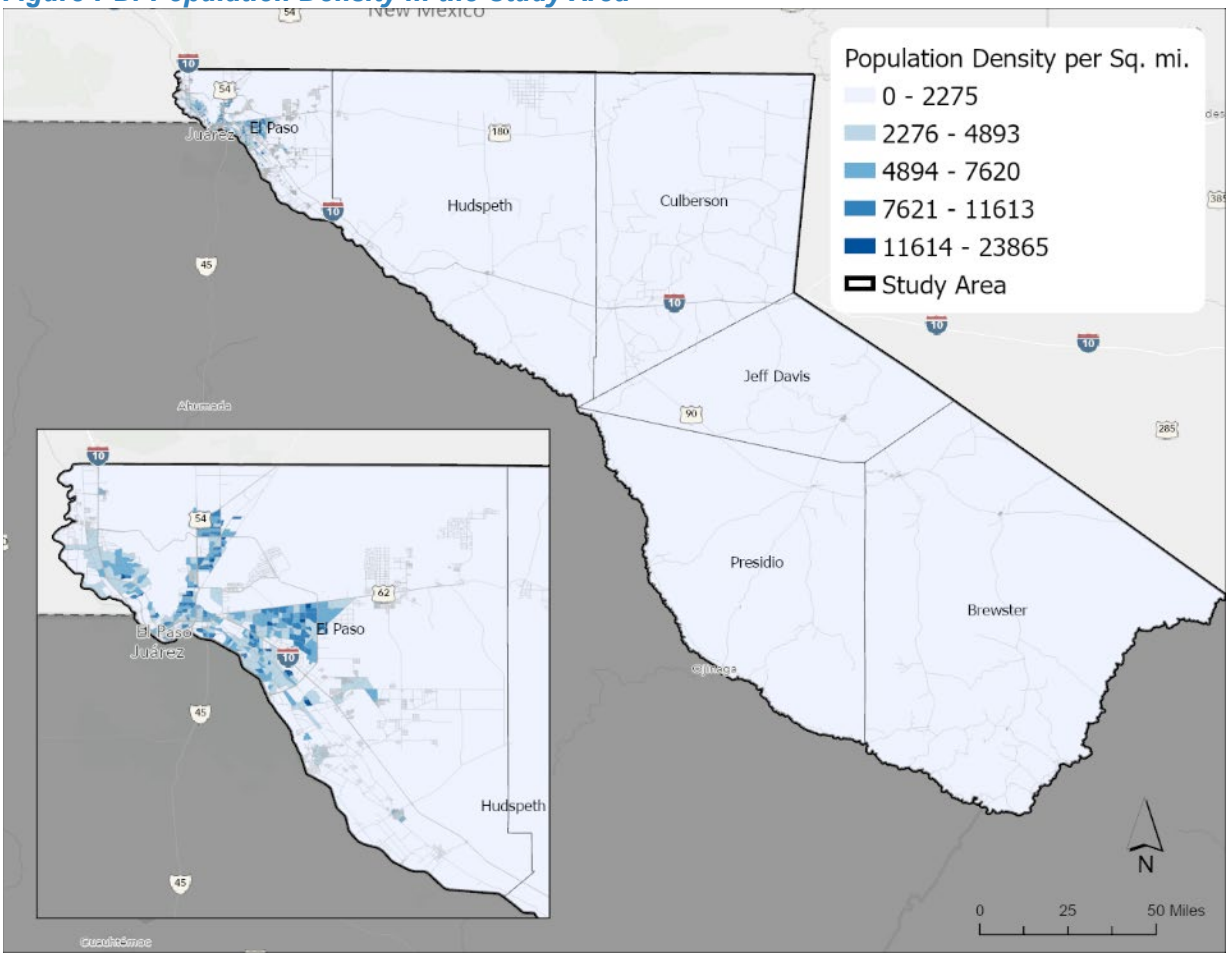
- An assessment of available services that identifies current transportation providers (public, private, and nonprofit);
- An assessment of transportation needs for individuals with disabilities and of the planning partners or on more sophisticated data collection efforts, and gaps in service;
- Strategies, activities, and/or projects to address the identified gaps between current services and needs, as well as opportunities to achieve efficiencies in service delivery; and
- Priorities for implementation based on resources (from multiple program sources), time, and feasibility for implementing specific strategies and/or activities identified.

Though the coordinated transportation plan requirement only applies to communities and organizations applying for Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310) program funding, FTA expects that other federally-funded programs—specifically the urban transit (Section 5307) and rural transit (Section 5311) programs—be included in the coordination planning process and coordination activities. In addition, FTA requires that projects identified for funding in a coordinated transportation plan be included in the Statewide Transportation Improvement Program (STIP) and in the local Transportation Improvement Program (TIP) for urbanized areas with populations over 50,000. This is primarily accomplished through coordination with the Metropolitan Planning Organization, or MPO.

Note that throughout this document, agencies that primarily receive funding under FTA's urban transit (Section 5307) or rural transit (Section 5311) programs are referred to as general public transit providers, as they operate transit services with no eligibility requirements that are typically available to all potential customers. Agencies receiving funding through the Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310) program are referred to as health and human services transportation providers, because many provide specialized transportation services for seniors or PWDs. When discussing coordination in general, , all public, private, and nonprofit transportation providers and all health and human services agencies are included.

The Far West Texas El Paso area is one of the most rural areas in the state. The region is home to a population of 861,138, spread out over thousands of miles. Figure I-B shows unhighlighted regions where there are less than 1,000 people per square mile (ppsm).

Figure I-B: Population Density in the Study Area



Methodology

Developing an HHSTP plan is multifaceted by default; it requires the *coordination* of many organizations and transportation resources. This document details how the plan was produced using the following assessments:

- Creating a robust transportation resource inventory (Chapter 2);
- Conducting a thorough gaps analysis (Chapter 3);
- Planning for comprehensive, integrated transportation services, including the integration of regional planning and regional planning objectives (Chapter 4 and 5);
- Developing the vision, mission, goals, and operating objectives of the plan (Chapter 6); and
- Creating plans to effectively implement and evaluate the progress of the plan (Chapter 7 and 8).

An overview of the methodology for each portion of the plan is described below.

TRANSPORTATION NEEDS ASSESSMENT

The ATG team started the analysis by conducting a Transit Needs Assessment, establishing a baseline for the level of need in the study area. The needs assessment was conducted by scoring the block groups for the following indicators: older adult populations, persons with disabilities, low-income households, minority populations, households without vehicle access, and rural populations. The scores were combined to form a cumulative transit need score, which was then mapped to visually display levels of need in the study area.

TRANSPORTATION RESOURCE INVENTORY

In order to begin to understand existing levels of coordination within the Far West Texas region, the project team compiled an inventory of transportation services currently operating in Brewster, Culberson, El Paso, Hudspeth, Jeff Davis, and Presidio counties. The project team aimed for the inventory to be as comprehensive as possible with regards to including transportation services relevant to the public transportation and human services coordination process.

The project team utilized the Texas A&M Transportation Institute's Transit District Profiles[1], existing resources listed in the previous regional plan, and a variety of online resources to produce a robust inventory reflective of the service in the study area.

GAPS ANALYSIS

Building on the information identified in the transit needs assessment and the transportation resource inventory, the project team analyzed the study area to see where transportation services overlap and where the transportation resources are inadequate for the level of transportation needs in a given area. Scores were assigned to each transit provider for several indicators, including ADA accessibility, how and when riders could access transportation services and level of affordability. Once the transit providers were assigned scores that quantified their efficiency and ease-of-use, the project team visualized the areas where gaps are the greatest using a data mapping geographic information system (GIS) program called ArcGIS. The end result was a series of maps clearly showing where the greatest gaps in transportation resources exist in comparison to the level of need in the study area.

COMPREHENSIVE, INTEGRATED TRANSPORTATION SERVICES

Once the preliminary analyses were completed, the project team began to develop a plan to compile all the data cohesively. The result was comprehensive assessment of unmet needs, assessment of overlaps, and gaps in delivery of transportation services, as well as the supporting data used for the assessments.

[1] https://transit-mobility.tti.tamu.edu/resources/profiles/

The following data was compiled in the development of the analyses:

1. Geographic data taken from the most current United States Census
2. Demographic data taken from the United States Census, including age, race, income, persons with disabilities, persons with Limited English Proficiency (LEP), and data to indicate need for transportation services
3. List and narrative of all health & human services agencies and programs and work force agencies, which was derived from a current inventory of such agencies
4. Assessment of transportation overlaps and gaps in service including:
   a. Persons with disabilities
   b. Persons 65 and older
   c. Persons with low income
   d. Persons with LEP
   e. Children
   f. Veterans
   g. Persons lacking transportation to / from employment
   h. Other members of the public
5. Description of research methodology, observations/findings, and recommendations
6. Research instruments

In addition to compiling the data, the project team took careful consideration to ensure services using section 5310 and other FTA-funded programs, health and human services programs, and work force programs were integrated into the planning process. The result was a comprehensive list of various planning processes that supplement the inventory of transportation needs and services; the list provides explanation for how the transportation services would work together to achieve better outcomes for the region.

IMPLEMENTATION AND EVALUATION

The final key to the HHSTP planning process was to develop a realistic way to implement the aforementioned goals and objectives and develop performance measures to evaluate their progress in the future. The project team discussed staffing levels, funding, and roles and responsibilities with the WTEP team to ensure the organizational infrastructure and resources would have the capacity to implement all the goals and objectives the team had developed. In addition, the project team wrote down practical ways that WTEP can engage priority populations as they implement the goals.

Once methods of implementation had been solidified, the project team developed metrics for priorities identified in the goals and objectives. Once implemented, these metrics will provide benchmarks for how each objective is measured in the future, showing to what extent the objective was completed. The project team also included an Excel Workbook for WTEP members to use to collect, maintain, and assess the data associated with the metrics the team defined.

ENGAGING PRIORITY POPULATIONS

The project team used a variety of methods to ensure engagement of priority populations during plan development. The Project Team began by outlining the methods for public engagement, even before starting other portions of the planning process (the overview of this preliminary methodology can be found in the Appendix). The following section of the chapter details all public engagement efforts used to spread information about the HHSTP planning process and specifically reach out to underserved populations who would likely benefit the most from the betterment of the transportation system in the region. Priority populations included:

- Persons with disabilities
- Persons 65 and older
- Persons with low income
- Persons with limited English proficiency (LEP)
- Children
- Veterans
- Persons lacking transportation to / from employment
- Other members of the public

Surveys

One of the challenges of public engagement in a study area like the Far West Texas region is its large geographical size. Hosting meetings across six counties that stretch for hundreds of miles is time consuming and difficult, so the use of surveys to reach people from a variety of places was a key part of the public engagement process. The project team created three separate surveys: one for transportation providers, one for riders and the general public, and one for policy makers and uppermost management persons from nonprofit agencies and government entities. WTEP promoted these surveys, using an online digital survey platform, as well as email listings of targeted groups of people and through the work of the WTEP steering committee members, who served as brand ambassadors for the project. To ensure those without digital access could also provide input, bilingual printable versions of the survey were also made available across the region.

STAKEHOLDER SURVEY

The stakeholder survey included questions directed towards entities that provide transportation services to current and future transit riders, as well as questions for other health and human service providers. Questions included a variety of topics such as, “in the county your agency operates, do you think the quality of transportation services has improved, worsened, or stayed the same in the past five years?” Other questions included topics such as the populations most affected by the availability of transportation in their community, safety measures, data collection, and federal funding. The stakeholder survey returned 30 responses. A full copy of the printable provider survey can be found in the Appendix.

PUBLIC SURVEY

The public survey included questions directed towards those who ride transit or who may ride transit in the future. Questions included a variety of topics, such as which public transportation service the respondent currently uses, what times the respondent typically needs to leave and return to their home, how easy it is for the respondent to find information about transit, and a number of demographic questions. The public survey returned 81 total responses online and more than 200 responses via printable surveys, thanks to the hard work of staff from Amistad, El Paso County, Area Agency on Aging, VISTA, and Big Bend Community Action Committee. Staff from these agencies distributed them to hundreds of riders. A full copy of the printable public survey can be found in the Appendix.

POLICY MAKERS AND 501 (C) 3 MANAGEMENT PERSONNEL

WTEP also surveyed a third audience made up of policy makers (elected officials) and uppermost management personnel from 501 (c) 3 agencies or government agencies. The intent was to gather perspectives from individuals at the highest levels of transportation and health and human service agencies within the region. All persons contacted were receptive and provided their views about transportation and health and human service needs as they saw them.

Takeaways from these interviews:

1. There are never enough funds to meet all transportation needs within the region.
2. Management personnel tended to be more knowledgeable about WTEP than elected officials.
3. WTEP needs to do better outreach to policy makers and to nonprofit management personnel to keep them informed about WTEP.
4. Communication and coordination of resources between agencies was referred to on many occasions as important and needing to be improved.
5. Transportation services in El Paso County has improved over the last five years, but there are still gaps that need to be addressed.
6. Challenges in the rural areas of the region exist due to long distances between towns and because approximately 96% of the region's population lives within El Paso County. However, this should not prevent WTEP from advocating for, and supporting efforts to improve transportation services in the region's rural counties – Hudspeth, Culberson, Webster, Presidio, and Jeff Davis County.
7. There is a need to support agencies that serve southern New Mexico since several of these communities are a few miles from El Paso and are interwoven into El Paso's economic and social service fabric.
8. Persons interviewed saw the importance of networking with peer agencies and strongly support the need to be an active member of WTEP.
9. All agreed that meeting the transportation needs of persons with disabilities and older adults is critical to their health and wellbeing.

Sample Letter to Policy Makers

Sample of Introduction sent to policy makers (elected officials and highest-level management personnel from agencies)

Hello, hope you are well.

Although I retired as CEO from Amistad a year ago, I was asked to assist in the completion of the 2022 - 2026 Regional Plan. So, I am working on this project through the coming months.

I am thus representing Project Amistad, the lead agency of the **West Texas El Paso Regional Transportation Coordinating Committee** (ABA – WTEP). There are over thirty entities from transit agencies to social services that are members of WTEP. As the lead agency, Amistad is charged with the responsibility of developing and implementing a Regional Plan for the period 2022 through 2026 whose focus is to strengthen communications and coordination and fill gaps in services between transportation and social services agencies. The project serves the six West Texas Counties, and is funded through a grant from TxDOT. Recently we surveyed opinions from 230 persons served by transportation and social services agencies, and we are now reaching out to policy makers and high-level management persons. Your position is critical, and we would like to include your thoughts and observations regarding transportation and social services within the six-county region that are served by WTEP.

Do you agree to be interviewed? The interview will not exceed 30 minutes. I am fully vaccinated and continue to be masked and keep social distances. Date that are available are:

- Thursday afternoon August 5
- Friday morning August 6
- Thursday August 12
- Thursday August 19
- Friday August 20

We can also do the interviews via telephone if that is more convenient.

Regards,

Xavier Banales

Project Coordinator

Table I-1: Interviews – Policy Makers & Uppermost Management Personnel

Persons Interviewed	Title	Entity	Type Entity	Date
Lourdes Torres	Executive Director	Family Services of New Mexico	501 c 3 agency	Aug 5
William Fuller	Regional Director	HHSC – Community Care Services Eligibility	State Agency	Aug 5
Eduardo Calvo	Executive Director	Metropolitan Planning Organization	Regional agency created by federal law	Aug 6
Honorable David Stout	County Commissioner	El Paso County	County Government	Aug 6
Honorable Ivy Avalos	Mayor	City of Socorro	City Government	Aug 6
David Armijo	Executive Director	South Central New Mexico Rural Transit District	Rural Transit District, New Mexico	Aug 12
Annette Gutierrez	Executive Director	Rio Grande Council of Governments	Political Subdivision of Texas	Aug 13
Honorable Manuel Leos	Mayor Village of Vinton, Tx.	Village of Vinton, Texas	City Government	Aug 18
Andrea Ramirez	Chief Executive Officer	Amistad	501 c 3 agency	Aug 18
Laura Ponce	Executive Director	Project BRAVO	501 c 3 agency	Aug 19
Honorable Eleazar Cano	County Judge	Brewster County	County Government	Aug 19
Honorable Iliana Holguin	County Commissioner	El Paso County	County Government	Aug 20
Ellen Smyth	Managing Director, Sun Metro & Environmental Services	City El Paso	City Government	Aug 30
Leila Melendez	Exec Director	Workforce Solutions Borderplex	501 c 3 agency	Sept 7
James Baca	VP Operations	Bienvivir	501 c 3 agency	Sept 9
Josie Macias	Director of Transportation	Bienvivir	501 c 3 agency	Sept 9
Luis E Chew	Executive Director	Volar Center for Independent Living	501 c 3 agency	Sept 7

As mentioned, these policy makers (elected officials) and upper management persons from major nonprofit agencies were interviewed to obtain their perspective about the activities of the

West Texas El Paso (WTEP) Regional Transportation Coordination Committee. While most policy makers had basic knowledge of the committee, few had a thorough understanding about its work. This exercise gave them an opportunity to become more familiar about WTEP. The following introduces interviewees and the agencies or organizations they represent.



Andrea Ramirez, CEO Amistad (WTEP's Lead Agency). Amistad is one of WTEP's original member organizations and values its role as the 'lead agency'. As lead agency, Amistad provides several social service programs that include guardianship, veterans' programs, employment, family counseling, utility assistance, referral services, money management, and other social services. "Amistad strongly believes that social services and transportation agencies need to work together, maintain strong communications, and be informed about community services offered by member organizations. Furthermore, it is critical that transportation services be affordable, accessible, and safe." Amistad has hosted WTEP meetings for over ten years and was the site of the very successful 2019 Transportation Summit sponsored by WTEP that drew over 100 participants from a wide range of transportation, and health and social service agencies.

Because WTEP's members include a number of nonprofit agencies, there are conferences, workshops, and continuing certification seminars for social workers held regularly. Member agencies share information about their training events so that staff from other agencies can attend. In many instances, continuing education credits are awarded since staff must complete continuing education hours to maintain their certification. The Area Agency on Aging (AAA) is an excellent example. In our region, the AAA sponsors an annual conference for persons with disabilities and for older adults (Aging to Perfection). WTEP promotes this, and similar events, to member agencies.

On several occasions, WTEP has sponsored a day-long conference for transportation providers and social service agencies like the one listed on Chapter I, page 11. WTEP had scheduled a repeat event in 2021 but cancelled it due to the COVID 19 pandemic. "Liability is an ongoing concern as there is always the threat that an incident / accident can occur. All agencies must ensure that training and operating procedures are current, and staff are customer service oriented and treat all persons with dignity. To improve communication and collaboration, agencies must network and share information and draw on best practices from each other."



Judge Eleazar R. Cano, County Judge Brewster County. Alpine, the county seat, is located 220 miles from El Paso. A major challenge for rural counties is the distance and time it takes to travel to receive health care and social services. It is not unusual for a person from Presidio or Alpine to spend 7 to 8 hours on a vehicle (roundtrip)…and this is just the drive time! Travel time from the five counties east of El Paso (Hudspeth, Culberson, Davis, Presidio, and Brewster) is excessive and an ongoing challenge. These counties have the same need for services as large counties, and accessing services is just as important. There are many older adults, Veterans, and persons with disabilities who need mental health and social services and cannot receive them. "Being involved with WTEP is important because that's how individuals know what programs and services are available to their community. As County Judge, I plan to become more involved with WTEP by participating and attending as many meetings as possible."



Eduardo R. Calvo, Executive Director El Paso Metropolitan Planning Organization (El Paso MPO). The MPO has worked closely with WTEP for many years. When the MPO releases Request for Proposals to award contracts to entities seeking funds through the FTA under Section 5310 (Enhanced Mobility for Seniors and Individuals with Disabilities), WTEP provides support by reviewing the responses to ensure that the services to be offered are within the scope of the West Texas – El Paso Regional Plan. Most all federal dollars awarded by the federal government that are transportation related are approved by the MPO.

It is therefore incumbent for WTEP member organizations to be fully aware as to the innerworkings of the MPO. The MPO board of directors includes city, county, state, federal officials, and key upper-management personnel from the City and County. While the MPO addresses all types of transportation issues (freeway improvements and expansion, planning for growth to meet the ever-increasing population in 5, 10, 20 years and beyond), they place as high a priority as possible to support transit needs in rural and urban communities within its service area. A continuing partnership between WTEP and the MPO is essential and benefits both entities.



Ivy Avalos, Mayor City of Socorro. The city's population exceeds 35,000 and is among the larger municipalities in El Paso County. The city is bordered by IH 10 and Socorro Road that provides access to El Paso for health and social services. The Border Highway runs parallel to the US Mexico border and also allows access to El Paso. "Socorro has experienced population growth and the challenges that come with it (the need for new roads and improvements, need for expanded transit services, health, and social services, etc.). Narrow roads and increased traffic impacts travel within Socorro." El Paso County Transit serves the City of Socorro and passengers can access other parts of the county. Sun Metro (City of El Paso) has a transfer station in nearby Ysleta. Passengers can access a county transit bus and travel to the Sun Metro transfer station where they can access a Sun Metro bus to reach other parts of El Paso.



Manuel Leos, Mayor, Village of Vinton, Texas. Vinton is located between El Paso and Las Cruces, New Mexico and has an approximate population of 2,000. El Paso County Transit Program serves the Village of Vinton and provides bus service to residents. The Village of Vinton has been a member of WTEP for 13 years. "County transit services have improved over the last several years, but we forecast a population growth in the greater Vinton area that will result in the need to continue to increase transit services and keep pace with anticipated growth." Water and sewage connectivity is in the final stages of completion, and it is estimated that as many as 200 new homes will be built within the Vinton area as soon as this infrastructure project is complete." Because of Vinton's location, there is a need for TxDOT and New Mexico DOT to maintain strong communication and collaboration to provide better access to city services.



Leila Melendez, Executive Director Workforce Solutions Borderplex (WSB). This non-profit agency serves the six Far-West Texas Counties and "provides opportunity incubators for new business ventures, personalizes career paths, offers education, training and counseling for persons reentering the workforce or when seeking employment. For those who qualify, WSB can provide childcare support while mom/dad look for work. Transportation support can include bus tickets, support to use Uber, or gas cards. Other support can include Temporary Assistance for Needy Families (TANF), and Supplemental Nutrition Assistance Program (SNAP). There is a need to do a better job of informing the public about transit options available to them, and to promote usage of public transportation options that are available." WSB collaborates with many of the WTEP member organizations and has recently been recognized by the Texas Workforce Commission for their innovative approach to assisting employers and job seekers.



David Armijo, Executive Director South-Central Regional Transit (SCRT – New Mexico). The South-Central Regional Transit District operates a network of local and intercity bus routes in southern New Mexico, serving Las Cruces, Alamogordo, Hatch/Garfield, Anthony, and Sunland Park, with three connections to El Paso, Texas, as well as serving many smaller communities along a network of eight fixed routes. Routes operate Monday through Friday, except the Line servicing Sunland Park, which operates Monday through Saturday. All routes cost $1 for adults, and $0.50 for children, seniors, students, and persons with disabilities. Bus transfers between SCRT buses are free. The service is supported primarily by federal grants and local funding from membership fees and a Doña Ana County funding agreement for services. SCRT is a New Mexico chartered entity. It meets valuable transit needs for persons who live along the El Paso Texas / New Mexico border. A number of communities served are closer to El Paso than to the county seat in Las Cruces, New Mexico. SCRT has been a WTEP member for six years and recognizes the importance of collaborating with El Paso transit and health and social service providers.



Annette Gutierrez, Executive Director Rio Grande Council of Governments (COG). The COG is a multi-agency government entity serving the same six counties as served by WTEP. The Area Agency on Aging (AAA) is one of the programs housed within the COG and serves the six far-west Texas Counties. Yvette Lugo, the Director of AAA, has served as WTEP board chairperson and on its Steering Committee. The AAA provides information and contracts with 501 c 3 agencies to provide a wide range of services such as mobility assistance, individual counseling, respite care, various social and supplemental services, and is one of the three entities whose WTEP membership began in 2006 (the two other entities are the County of El Paso and Amistad). AAA contracts with a number of WTEP member organizations for transportation services and monitors the services provided to ensure that clients are receiving necessary services and that contract requirements are being met. Challenges identified by Ms. Lugo include, "the large geographic service area, lack of a strong work force in rural communities, there is never enough funding awarded to meet the needs of older adults or family caregivers within our communities, the 'stigma' of using public transportation, and the need for more health care providers for the senior population." AAA's management values WTEP's ability to bring social service and transit providers to the table on a regular basis and share resources as often as possible.



David Stout, El Paso County Commissioner. "Population growth in El Paso County affects all types of services. East El Paso has grown tremendously in recent years and there are many requests to increase transit service hours and to expand services. Ongoing challenges are to increase coverage within the county, make road improvements, have reliable internet connectivity and seamless transfer of passengers with the city's transit system, Sun Metro." In recent years, the County increased the number of hours of operation, increased the size of its vehicle fleet, and is moving away from gasoline powered vehicles. "There is a need for WTEP to be more visible at the policy level by making periodic presentations to Commissioners' Court and sharing information about activities underway."



Ellen Smyth, Managing Director of Environmental Services & Sun Metro for the City of El Paso. El Paso's mass transit program is the main public fixed transit provider in El Paso County. Sun Metro provides more than 10 million trips each year in a service area that includes 251 square miles. As of September 30, 2021, it had a fleet of 161 buses and 259 drivers. In recent years, Sun Metro completed its goal of using Compressed Natural Gas (CNG) in all its fleet to reduce pollution and obtain greater efficiency in its operation. The city's paratransit program is the main public provider of demand response services in El Paso. Sixty-one paratransit vehicles are operated by MV Transit (the paratransit provider contracted by the City of El Paso to operate the paratransit program). Prior to the COVID19 pandemic, the annual ridership averaged 310,000 trips. However, since the start of the pandemic, ridership has decreased to approximately 180,000 trips. The decrease is largely attributed to the COVID pandemic. While Sun Metro is the largest transit provider in the region, it cannot keep pace with the city's growing population and a shortage of funds prevents Sun Metro from meeting all the city's transit needs. Additionally, it is currently experiencing a driver shortage.

A Sun Metro's Citizen's Advisory Committee provides feedback as to the city's management and operation of the mass transit and paratransit programs. Sun Metro has been a member of WTEP for thirteen years and on three occasions, the board's chairperson was from Sun Metro.



Iliana Holguin El Paso County Commissioner. "The County's transit system is very good and has made improvement, but there is always a need to do more. Funding county services such as the County Transit Program is important and challenging.

The county often plays catch-up, and thus we are always looking for funding opportunities. While future trends are to have information about transit services available on-line, many residents do not have internet access and broadband capacity has limitations in rural areas of the County. Thus, there is a need to be creative and use other means to inform the public about travel options available to them. There is also a need for WTEP to periodically inform County Commissioners about its work."



William Fuller, Regional Director, Community Care Services Eligibility (CCSE). This state program is under the auspices of the Texas Health & Human Services Commission (HHSC). The six counties that make up WTEP, are the same counties that make up HHSC's Region 10. While this state program is not a direct service provider, it administers certain State Medicaid-funded programs that provide transportation support and can fund programs that have a transportation component within its overall delivery of services.

For example, eligible individuals who have a service plan that allows providers to accompany persons in their own vehicle or via public transportation, via taxi, uber, or by a family member or friend to an approved appointment, can be eligible for this transportation support.

HHSC-CCSE also provides information and referral to direct community transportation providers and other health related agencies within the region.

Challenges faced by HHSC-CCSE include high turnover and availability of providers and attendants impedes escorting individuals; public transportation schedules are at times not reliable; the difficulty of persons with disabilities using public transportation to walk several blocks to their destination; the cost of these services; and most recently, the COVID19 pandemic.

"Overall, the quality of transportation services has improved. There is greater awareness by transit providers, by health and human service providers, and by consumers.

We have seen improved coordination amongst transportation providers as well as community partners - all done through networking and planning sessions that have revealed new ideas and strategies to address transportation service deficits and bolstering of existing providers."

HHSC-CCSE has been actively involved with WTEP throughout its existence due to the ability to network with transportation and health and human services providers.



Lourdes Torres, Executive Director New Mexico Family Services (NMFS). This nonprofit agency was founded in 2013 and provides an array of health and human services in southern Dona Ana County (New Mexico). Several of the cities and communities served straddle the Texas – New Mexico border (Sunland Park, Santa Teresa, Anthony, and other small rural communities). Some of the persons served by NMFS travel to and from El Paso County to reach health and human service agencies, to shop, work, to attend school, and to visit family. The service area also includes Alamogordo (Otero County) and there are plans to expand beyond these two southern New Mexico counties. Services provided include behavioral health, care coordination, integrated care, medication management, and psychological testing. NMFS utilizes an interdisciplinary team that provides wrap-around services and is certified for acute and chronic care, psychological testing, family medical, substance abuse, individual therapy, social and placement services for children and adults. NMFS collaborates with other community resources as needed and has been a WTEP member for seven years. "The agency's referral services can guide individuals to receive information about childcare assistance, pre-kindergarten program, home visiting program, family toddler and summer food program." NMFS's fifty vehicle fleet transported 46,800 persons in a twelve-month period.



James Baca, Vice President of Operation. Bienvivir All-Inclusive Senior Health. This is a community-based health-care program established to serve the frail, elderly population of El Paso. Bienvivir's service model is the National Program for All-Inclusive Care of the Elderly (PACE). The agency serves those who qualify for Medicaid and Medicare (96% of clients are duel eligible). It is a patient-centered, comprehensive healthcare delivery system in a community setting that advocates and promotes quality of life, optimum independence, dignity, and choices in a nurturing environment. This nonprofit agency provides comprehensive care at three facilities in El Paso. Each facility includes a dementia-specific day care unit to care for participants who need additional attention during the day. Through its fleet of fifty-plus busses, Bienvivir transports patients to receive comprehensive services within their centers, or to another medical or social service agency as needed. Like other transit providers, Bienvivir's transportation program can operate six days a week and also faces an ongoing driver shortage. Currently, there are less than 1,000 persons enrolled in Bienvivir's programs as it has a state-imposed limit on the number of persons it can serve.



Laura Ponce, Executive Director Project BRAVO. Project BRAVO serves households living at or below 150% of the federal poverty level (18.8% of households in El Paso County are 100% or below of the FPL).This nonprofit agency was established in 1965 and is the Community Action Program for El Paso County. Its wide array of services includes utility assistance, a weatherization program, HVAC repair, patient assistance program, HUD certified counseling, affordable housing, adult basic education, training & employment support services, and information & referral services.

Like other nonprofits, Project BRAVO collaborates with other agencies so that persons served receive comprehensive services. It has six service centers in the County of El Paso, three within the city limits and three centers are located outside the city limits.

Two of the centers outside the city limits are located on or less than half a mile from stops for the El Paso County Rural Transit. Two centers within city limits are located next to bus stops and one is located within half a mile of an El Paso Sun Metro bus stop.

Clients can access all programs and services through an online application or by submitting a paper application with documents. Applications can be picked up at a center, emailed, or mailed to the household. All services may be provided remotely by email, text, or phone without the need for in-person appointments. All frontline staff are bilingual, and accommodations can be made for persons with disabilities.

Project BRAVO is challenged with public awareness of its programs for populations that are eligible for services.

In addition, strict federal guidelines for programs require income verification that exclude households that do not meet the income threshold.

Project BRAVO has been a longtime member of WTEP and connects clients to transportation services made available through the collaborative.



Luis Enrique Chew, Executive Director. Volar Center for Independent Living (Volar-CIL). Volar was established in 1981 as a nonprofit agency serving the six far west Texas counties.

"Volar's core services include self and system advocacy; independent living skills; information and referral; peer counseling; and transitioning from nursing homes and similar facilities to the community.

Advocacy is a key element within the program. The agency is committed to strengthen the client's self-advocacy skills and educating the community about disability rights and enforcing society's acceptance and inclusion of persons with disabilities.

Topics such as disability etiquette, developing self-advocating skills, accessible transportation education and enrollment assistance, disability rights, temporary assistance for needy families (TANF), supplemental nutrition assistance (SNAP), and equal employment are but a few of the subjects offered by Volar-CIL."

A majority of persons served rely on paratransit services provided by the city and by 501 c 3 agencies that receive funding to transport persons with disabilities and older adults. Staying abreast of funding opportunities is important and thus WTEP offers the platform to be informed about funding opportunities through the Metropolitan Planning Organization, or directly from TxDOT.

Volar has been a member of WTEP for thirteen years.

The following are the questions asked to policy makers and management personnel.

- Which community do you currently serve?
- Are there any particular transportation problems/challenges with which you or your constituency are currently dealing? Do you expect to deal with any in the future?
- What are some of the unmet transportation needs identified by your community?
- Are there any issues relative to special needs populations – elderly, persons with disabilities, children, low-income, non-drivers, etc.? What solutions are being employed?
- What environmental justice issues are you aware of within the transportation system?
- How do you coordinate with other agencies, e.g., emergency responders, El Paso MPO, other roadway management agencies?
- What communication strategies are in place between the above agencies?
- What emergency response plans exist? Are they used? Are they adequate?
- Are there any changes regarding your agency's/organization's plans for the future that will impact Human services coordination?
- How do you see the future growth in the region impacting your agency/organization?
- What changes in the transportation system or the provision of service are needed in order to address future needs?

2021 WTEP MEETINGS

The variety in organization type and clients served allowed for more diverse perspectives and fruitful conversation at WTEP meetings. Table I-2 shows the meetings conducted digitally with the WTEP Committee, each with a description of what occurred in each meeting as the project progressed.

Table I-2: 2021 WTEP Committee Meetings

Meeting	Date	Description
WTEP Stakeholder Meeting	January 21, 2021	Introduced ATG, the consulting firm, to the WTEP members and reviewed the results of the Transit Need Assessment and the Transportation Resource Inventory methodology.
WTEP Steering Meeting	March 4, 2021	Provided a status update on the progress of the project. Gave committee members an opportunity to provide organizations they would like to be included in the planning process.
WTEP Stakeholder Committee Meeting	March 25, 2021	Presented an overview of the transportation resource inventory, promoted the survey to the group, and asked committee members to serve as brand ambassadors. The remaining time was used to discuss the overall mission, vision, and goals of the current HHSTP. Figure I-C and Figure I-D display some of the live polling results from the meeting.
WTEP Stakeholder Committee Workshop	June 17, 2021	Discussed goals and objectives of the current regional plan using breakout groups. Effectively revised the goals and objectives, provided a status update for all committee members, and discussed which objectives should be carried-over to the new regional plan.
WTEP Stakeholder Committee Meeting	Sept. 23, 2021	Presented summary of the work in progress as well as the twenty-eight operating objectives proposed for the 2022 through 2026 Regional Plan.
WTEP Stakeholder Committee Meeting	Dec. 2, 2021	The completed 2021 through 2026 Regional Plan was presented for board action. Once approved the Plan was forwarded to TxDOT as required.

ATG (the consulting firm) and the WTEP project team met virtually twice each month from February 2021 until the completion of the regional plan.

Materials for West Texas El Paso (WTEP) Regional Transportation Coordination Committee Meetings

Following are the materials from the two primary planning sessions and the Dec 2 board meeting to adopt the HHSTP.

JANUARY 21, 2021, WTEP STAKEHOLDER MEETING

Resources used in the January 21, 2021; WTEP Stakeholder Meeting are provided in the following pages.

Agenda

Far West Texas / El Paso

Regional Transportation Coordination Committee (WTEP)

Stakeholder Committee Meeting

Thursday, January 21, 2021 - 1:30 PM Mountain Standard Time

3210 Dyer, El Paso, Texas – Amistad Office Building, Boardroom

Zoom Meeting

Meeting ID: 920 2091 0251
Passcode: **123803**

AGENDA

I. **Call to Order & Introductions**

II. **Review & Approval of Minutes for Stakeholder Meeting on 11/19/2020**

III. **Steering Committee Elections for 2021**

a. Proposed Officers

i. Chair – Sal Alonzo, County of El Paso

ii. Vice Chair – Victor Reta, City of Socorro

iii. Secretary – Sonia Arceo, Village of Vinton

b. Proposed Steering Committee

i. Rosario Fernandez, Amistad

ii. Tita Nuñez, Big Bend Community Action Committee (BBCA)

iii. Stacy Barnett, Amerigroup

iv. Yvette Lugo, Area Agency on Aging

v. Vacant- Proceed to search for candidate to fill position

IV. Call for Projects Section 5310 – Enhanced Mobility of Seniors and Individuals with Disabilities Update

a. Amistad attended virtual meeting of the Transportation Project Advisory Committee held on December 2nd, 2020

b. Approval was sought to award the 2020 and 2021 grants to Project Amistad

V. Five – Year Regional Public Transit – Human Services Plan from January 2022 through December 2026

a. Introduction by ATG Alliance Transportation Group

b. Project Management Plan Progress & Updates

c. Q&A session

VI. Operating Objective Updates

a. Objectives accomplished

b. Objectives pending

c. Challenges – Meetings/presentations with public entities

VII. WTEP Annual Report

a. Updates & progress

VIII. Announcements & Events

a. Regional Public Transportation Coordination Plan Forum

b. Attended a focus group session via TxDOT on 01/20/21 to solicit feedback on the Regional Public Transportation Coordination Planning (RPTCP) website

b. Next Steering Committee Meeting is scheduled for March 4, 2021

c. Next Stakeholders Committee Meeting is scheduled for March 18, 2021

IX. Attachments

a. Stakeholder Minutes November 19, 2020

b. Proposed Slate of Steering Committee Members and Officers January 2021

Minutes

Far West Texas / El Paso
Regional Transportation Coordination Committee (WTEP)
Stakeholder Committee Meeting

Thursday, January 21, 2021 - 1:30 PM Mountain Standard Time
3210 Dyer, El Paso, Texas – Amistad Office Building, Boardroom
Zoom Meeting
Meeting ID: 920 2091 0251
Passcode: **123803**

Minutes

I. Meeting was Called to Order by Board Chair Sal Alonzo

II. Members and guest attending included:
Sal Alonzo – County of El Paso
Victor Reta – City of Socorro
Sonia Arceo – Town of Vinton
Yvette Lugo – Area Agency on Aging
Brian Miskiman – Metropolitan Planning Organization
Xavier Banales – Community Volunteer
Jerry Blanco – Amistad
Reyna Majorca – County of El Paso
Andrea Ramirez – Amistad, Lead Agency
_____ Marquez – County of El Paso
Luis Enrique Chew – Volar – Center for Independence Living
Alejandra xxxxxxxx – Maximus
Rosario Fernandez – Amistad
Ed Elam – ATG Alliance
Ben Magallon – ATG Alliance
Ana Martínez - – ATG Alliance
Lauren Osborne – ATG Alliance

III. Minutes for Stakeholder Meeting on 11/19/2020 were sent via email. Motion to approve them was presented by Xavier Banales. Seconded by Victor Reta. Motion was approved.

IV. Officer and Steering Committee Elections for 2021

Rosario Fernandez reported for the Nominating Committee that included Stacy Barnett and Yvette Lugo. The committee reviewed eligible members for the various positions and presented the following slate of officers and steering committee members:

c. Officers
    i. Chair – Sal Alonzo, County of El Paso
    ii. Vice Chair – Victor Reta, City of Socorro
    iii. Secretary – Sonia Arceo, Village of Vinton
d. Steering Committee
    i. Rosario Fernandez, Amistad
    ii. Tita Nuñez, Big Bend Community Action Committee (BBCA)
    iii. Stacy Barnett, Amerigroup
    iv. Yvette Lugo, Area Agency on Aging
    v. Vacant- Proceed to search for candidate to fill position

A Motion to approve the slate as presented by the committee was made by Xavier Banales, Seconded by Victor Reza. The motion was approved. Persons elected will begin their term of office as of January 21, 2021.

Sal Alonzo thanked the members for volunteering to serve in these positions.

V. A summary of the call for proposals from the MPO (Section 5310 – Enhanced Mobility of Seniors and Individuals with Disabilities) was presented by Rosario Fernandez. She reported that preliminary information indicated that Amistad was to receive funding from the most recent MPO call for projects. Funding will be for a two-year period (2020 and 2021). Further details will be presented at the next WTEP meeting.

VI. Five – Year Regional Public Transit – Human Services Plan from January 2022 through December 2026

Rosario Fernandez reported that ATG (Alliance Transportation Group) had been awarded a contract to coordinate the completion of the 2021 to 2026 Regional Plan for the six-county region. Representative of ATG are listed with the list of attendees.

Mr. Ed Elam presented a summary about ATG and an overview about the work to be underway as the Regional Plan is completed. Members of the ATG team reported on various roles they have as they work on this project.

Various questions were presented by the following WTEP members: Stacy Barnett, Victor Reta, Sal Alonzo, Luis E. Chew, Xavier Banales, Rosario Fernandez. The Q&A session covered a thorough range of topics such as the survey, challenges of conducting surveys during the pandemic, computer access in rural areas, number surveys to be evaluated, etc.

WTEP members offered their support towards completion of the plan as it will impact the member agencies.

VII. An update regarding the current Operating Objectives was presented by Rosario Fernandez. She reported that there were 32 operating objectives. Twenty-four had been accomplished, four were in the planning stage and four in the implementation phase.

A question arose regarding the Transit Summit that was cancelled last year due to Covid. The objective is to inform the community about the work done by WTEP and to present related topics. This would be the second summit coordinated during this five-year period and is in fulfillment of an operating objective within the current regional plan. Rosario responded that the topic had not come up at the Steering Committee, but it will be discussed at upcoming meetings.

VIII. Rosario reported that presentations to various cities within the region are still being planned. She also reported that the annual report is in the development stage and will be shared with WTEP members in the near future.

IX. Rosario reported about her attendance at the semiannual TxDOT Conference sponsored by TxDOT. She informed them about the 2019 WTEP Summit, and that she had received very good comments from attendees.

X. Announcements & Events

d. Next Steering Committee Meeting is scheduled for March 4, 2021
e. Next Stakeholders Committee Meeting is scheduled for March 18, 2021

There being no further business, a motion to adjourn the meeting was presented and seconded at 2:50pm. The Motion was approved.

Prepared: Crystal Aguilar / Xavier Banales

MARCH 25, 2021, WTEP STAKEHOLDER MEETING
Agenda

Far West Texas / El Paso

Regional Transportation Coordination Committee (WTEP)

Stakeholder Committee Meeting

Thursday, March 25, 2021 - 1:30 PM Mountain Standard Time

3210 Dyer, El Paso, Texas – Amistad Office Building, Boardroom

Zoom Meeting

Meeting ID: 920 2091 0251
Passcode: **123803**

AGENDA

I. Call to Order & Introductions

II. Review & Approval of Minutes for Stakeholder Meeting January 21, 2021

III. WTEP Board Officers

e. Officers
   i. Chair – Sal Alonzo, County of El Paso
   ii. Vice Chair – Victor Reta, City of Socorro
   iii. Secretary – Sonia Arceo, Village of Vinton

f. Steering Committee
   i. Rosario Fernandez, Amistad
   ii. Tita Nuñez, Big Bend Community Action Committee (BBCA)
   iii. Stacy Barnett, Amerigroup
   iv. Yvette Lugo, Area Agency on Aging
   v. Vacant

IV. Five – Year Regional Public Transit / Human Services Plan - January 2022 through December 2026

- **Report from ATG Alliance Transportation Group**
  a. Project Management Plan Progress & Updates
  b. Calendar of events leading to approval by TxDOT

c. Review Client Survey
   - Distribution process and timeframe to obtain feedback
   - Audience (clients, agencies, peer agencies, policy makers)
   - When survey analysis due to WTEP

d. Status of Transit Needs Assessment as presented to Steering Committee
e. Q&A session

V. Projects Section 5310 – Enhanced Mobility of Seniors and Individuals with Disabilities Update

a. Grants awarded by Metropolitan Planning Organization

VI. Review and Discuss Bylaws - Article 9.2 regarding Steering Committee membership

VII. Operating Objective Updates

a. Objectives accomplished
b. Objectives pending
c. Challenges Meetings/presentations with public entities

VIII. Discussion - WTEP Activities through December 2021 & member agency announcements & events

f. Stakeholders Committee Meetings for 2021:
   - May 20, 2021
   - July 15, 2021
   - September 16, 2021
   - November 18, 2021
- Note: Dates subject to change

IX. Attachments

a. Stakeholder Minutes – January 21, 2021

X. Adjourn

Minutes

Far West Texas / El Paso
Regional Transportation Coordination Committee (WTEP)
Minutes - Stakeholder Committee Meeting

Thursday, March 25, 2021 - 1:30 PM Mountain Standard Time
3210 Dyer, El Paso, Texas – Amistad Office Building, Boardroom
Zoom Meeting
Meeting ID: 920 2091 0251
Passcode: **123803**

I. The meeting was called to order by Chairperson Sal Alonzo. Introductions followed and the following persons participated: Sal Alonzo, Yvette Lugo, Rosario Fernandez, Crystal Aguilar, Oscar Ramirez, Patsy Jamarillo, Roberto Wallace, Brian Miskimen, Lourdes Torres, Mary Nuñez, Xavier Banales, Andrea Ramirez, Laura Ponce, David Armijo, ATG members participating included Ed Elam; Ben Magallon, Emma Martinez, and Lauren Osbourn. TxDOT - Alfredo Gonzalez.
Mr. Alonzo announced that a quorum was present to conduct business.

II. The Minutes for January 21, 2021, were presented. A Motion was presented to approve the minutes as presented by Mary Nuñez and seconded by Yvette Lugo. Motion was approved.

III. Mr. Alonzo reviewed the WTEP board officers and steering committee members.
   g. Officers
      i. Chair – Sal Alonzo, County of El Paso
      ii. Vice Chair – Victor Reta, City of Socorro
      iii. Secretary – Sonia Arceo, Village of Vinton
   h. Steering Committee
      i. Rosario Fernandez, Amistad
      ii. Tita Nuñez, Big Bend Community Action Committee (BBCA)
      iii. Stacy Barnett, Amerigroup
      iv. Yvette Lugo, Area Agency on Aging
      v. Vacant position

IV. A presentation was made by the ATG Alliance Transportation Group regarding the work underway to complete the 2022 – 2026 Regional Plan titled “Regional Public Transit / Human Services Plan - January 2022 through December 2026.” The presentation included:
   a. Project Management Plan Progress & Updates. Getting started and upcoming projects.
   b. Calendar of events leading to approval by TxDOT to include meetings with WTEP to gather data and feedback as to the work in progress.
   c. Reviewed the Client Survey form to be used. An important feature of the plan is gathering input from persons who use the various transportation services within the region. It was reported that transportation providers would also be asked to complete a

survey. A question raised was whether social service agencies would also be sent a survey because they would provide data that would complement data gathered from transportation agencies. ATG responded that social service agencies would be included as well. Further, the question as to bilingual surveys was raised as this is important in the region.

d. The distribution process of the surveys was discussed as was the timeframe to obtain feedback
e. The audiences to be surveyed (clients, agencies, peer agencies, policy makers)
f. When the survey analysis is due to WTEP
g. Status of Transit Needs Assessment as presented to the WTEP Steering Committee
h. A Q&A session followed.

V. Projects Section 5310 – Enhanced Mobility of Seniors and Individuals with Disabilities Update
   a. A report followed regarding the grants awarded by Metropolitan Planning Organization

VI. A review and discussion followed regarding the need to update the Bylaws (Article 9.2) regarding Steering Committee membership. A question came up as to whether a steering committee member can remain on the committee if he/she left the employment of an organization. This item will be reviewed, and a recommendation will be made in a future meeting.

VII. Operating Objective Updates. Rosario Fernandez presented a report that listed the operating objectives completed to date and those that are yet to be completed. She reported that 24 of the 32 operating objectives had been completed; four were in the planning phase; and four were currently underway. A more detailed report will be presented to member organizations at an upcoming planning session related to the work underway to complete the 2022 - 2026 regional plan. She reported that the transportation summit that was schedule for this summer would not be held as members have raised concerns regarding the COVID19 pandemic and its impact to having large gathering. Her presentation concluded as she presented challenges facing all agencies because of the pandemic and asked for feedback as to how members were addressing this.

VIII. A discussion followed as to WTEP activities through December 2021 & member agency announcements & events
   g. Stakeholders Committee Meetings for 2021:
      - May 20, 2021
      - July 15, 2021
      - September 16, 2021
      - November 18, 2021

      Note: Dates subject to change

IX. Attachments
   a. Stakeholder Minutes – January 21, 2021

X. Adjourn

Prepared by X Bañales.

JUNE 17, 2021, PLANNING SESSION I

Resources used in the June 17, 2021; Planning Session are provided in the following pages.

The Vision, Mission, Goals and Operating Objectives were developed through input from the WTEP Steering Committee and members who participated in a virtual planning session held on June 17, 2021. Thirty participants representing twenty-one organizations heard a detailed report as to the accomplishments of the 2017 through 2021 Regional Plan and were then divided into four groups to further analyze these results. Once the breakout groups had concluded, the groups reconvened to discuss the takeaways from each group's discussions. A group leader took notes that were used to prepare a draft of the 2021 through 2026 operating objectives.

Organizations attending the June 17, 2021 WTEP Planning Session

1. Amerigroup
2. Amerigroup Medicare
3. Caring Partners Home Care
4. Dept. Access & Eligibility Serv. – Comm. Support Section
5. Project Vida Health Care
6. Superior HealthPlan
7. Texas STAR Medicaid Program
8. US Dept. of Commerce / Bureau of Census
9. Volar Center for Independent Living
10. 2-1-1 Texas Rio Grande Area
11. Amistad
12. City of Socorro
13. Congressman Will Hurd
14. County Commissioner Carl Robinson Pct 4
15. County of El Paso
16. Davita Dialysis Centers (various locations)
17. Texas A&M AgriLife Extension
18. TxDOT
19. UMC El Paso
20. US Renal Care (various locations)
21. Village of Vinton

Agenda

Far West Texas El Paso (WTEP) Regional Transportation Coordinating Committee

2022 – 2026 Regional Plan

1:30pm - June 17, 2021

Officers of the WTEP Board of Directors

Chairperson, Sal Alonso - Transportation Engineer, County of El Paso

Vice Chairperson, Victor Reta - Director Public Relations and Special Events, Socorro Texas

Secretary, Sonia Arceo - Town Council, Village of Vinton

Steering Committee Members

Yvette Lugo - Director Area Agency on Aging

Rosario Fernandez - Amistad Chief Operating Officer, Transportation Programs

Mary Nunez - Director of Transportation Big Bend Community Action Committee

The completion of the Regional Plan is in partial fulfillment of the regional human resources and public transportation planning requirements of the Texas Department of Transportation.

I.	Opening Comments	Xavier Banales, Project Coordinator
II.	Welcome	Sal Alonso, County of El Paso
III.	**Summary of Survey Results** (April 2021) Over 200 surveys were completed by a cross section of recipients of services.	Ben Magallon & Emma martinez, ATG*
IV.	Status - Current Regional Goals and Objectives The current **Regional Goals and Objectives** are through December 31, 2021. The presentation focuses on the status of these objectives.	Rosario Fernandez, COO Amistad
V.	**Developing Goals and Objectives for 2022 – 2026** Attendees will be divided into small groups to discuss proposed objectives for the 2022-2026 Regional Plan.	Group Discussions
VI.	Reports from Group Leaders	
VII.	Closing Comments	

*ATG – Alliance Transportation Group is a full-service planning consulting firm headquartered in Austin, Texas with offices in major cities in Texas and Louisiana. ATG has strong professional working relations with numerous entities within the Department of Transportation, Federal Transit Administration, Federal Highway Administration, various Metropolitan Planning Organizations, and urban / rural cities and counties. ATG staff have an in-depth understanding of federal, state, and local programs, policies, and regulations. ATG has been contracted by WTEP to guide and coordinate the completion of the 2022-2026 Regional Plan.

Results of the 2017 – 2021 Operating Objectives

June 17, 2021		
	Objectives	**Status**
Goal 1	***Maintain an inclusive and sustainable planning process that seeks and values public participation, communicates its goals and activities to the public and honors its Regional Plan and Priorities***	
Objective 1.1	Maintain viable steering and stakeholder committees and prepare and follow annual detailed workplans to guide regional coordination activities and achieve goals and objectives outlined in the Regional Transportation Coordination Plan	Complete. WTEP Board met throughout the year as required by the bylaws.
Objective 1.2	Maintain communications and joint planning with adjacent regions to ensure inter-regional coordination	Complete. Communications were held with adjacent region (West Texas Opportunities) that serves counties east of our Region. Management from both agencies have contact twice yearly via TxDOT meetings.
Objective 1.3	Establish and maintain a working relationship with appropriate entities to enhance regional transportation coordination with Las Cruces, Chaparral, Sunland Park and other relevant South-Central New Mexico public transportation planning efforts	Complete. WTEP includes member agency from Sunland Park, as well as the South Central NM Regional Transit District. Minimal contact exisits. This objective needed more development as some of the clients served are from New Mexico. Most recently, Amistad submitted an application to the NM Public Regulation Commission to begin providing NEMT services in NM with the possibilty of developing partnership and working relationships with the appropriate entities.
Objective 1.4	Maintain www.gobusgo.org web site to communicate regional transportation coordination purpose, goals, objectives, and past and current activities	Complete. The website is functional and is updated as often as possbile.
Objective 1.5	Establish mechanism to define metric parameters, collect data and report results that measure the outcomes and impact of transportation coordination planning efforts	Complete. As required by TxDOT, various data collection reports are submitted that documents services provided.
Objective 1.6	Participate in planning that facilitates aging in place and aging in community neighbor and transit design	Complete. WTEP members participate in various community events during the year that results in interaction by member agencies that serve older adults and persons with disabilities.

	Objectives	Status
Goal 2	***Fill unacceptable gaps in service, especially for transit dependent populations, through the continuous identification and assessment of changing mobility needs, expansion of financial support, increased efficiency, redeployment of redundant resources and services innovation***	
Objective 2.1	Encourage the expansion of Sun Metro service hours to address early morning and evening commute needs	Complete. Sun Metro has been a participating member of WTEP. However, due to scheduling conflicts, Sun Metro has not been as involved in WTEP as other partners. The recommendation to expand service hours was submitted to Sun Metro.
Objective 2.2	Identify resources and expand same-day options in both urban and rural demand-response systems	Complete. The Managed Transportation Organization (MTO - Amistad), expanded same day services to reach more clients in rural and urban areas.
Objective 2.3	Study approach, identify resources and establish scheduled or other service that efficiently serves southern Brewster County	Complete. Due to limited resources within Brewster County, expansion of services has been challenging, and continues to be of concern.
Objective 2.4	Develop plan to address duplicate use/scheduling of MTP, LIFT and New Freedom programs	Complete. Careful review of procedures within these programs resulted in eliminating duplicate scheduling.
Objective 2.5	Expand capacity to offer same day demand response services for priority trips where feasible in both urban and rural systems	Complete. Careful review of procedures within these programs resulted in same day demand response services for priority trips
Objective 2.6	Continuously monitor dialysis transportation needs and use and develop and pilot strategies that improve clinic-transit provider communications; that minimizes the impact of unpredictable return trip pick-up times; that improves clinic location referral/choice; and, that leverage additional funds to offset growing cost.	Complete. Daily monitoring of transportation needs by dialysis clients occurred during the entire period of operations by the MTO. This area is monitored closely by HHSC.
Objective 2.7	Develop partnerships with health and human service organizations to sustain/expand transportation services that address childcare/work commute and other challenges of low income and other special needs consumers	Complete. Through a network of health and human service organizations, the MTO and transit agencies sought funding from various sources to meet as many needs for transportation services as possible.
Goal 3	***Provide technical assistance and training to transit providers and encourage linkages between providers and with organizations serving transit dependent populations to create a customer-centered and seamless public transportation system***	

	Objectives	Status
Objective 3.1	Encourage human service agencies to offer or expand fixed route transportation assistance and establish mechanism for rural agencies to purchase transportation on rural system	Complete. The County of El Paso increased fixed route services within the past five years. The need to expand fixed route transportation assistance continues to be a priority within the region.
Objective 3.2	Continue to identify and advocate for improvement in signage and system informational materials, the removal of pathway barriers and other design changes that make the urban fixed-route more accessible to persons with disabilities	Complete. Agencies that focus in serving persons with disabilities continue to play an importamnt role in rasing this as a high priority that needs continuous attention.
Objective 3.3	Review operating standards and identify resources necessary to accept all trip requests within service schedule to improve perception of service reliability and build ridership in rural demand-response system	Complete. Procedures have been in place to accept all trip requests that meet criteria to receive transportation per contract requirements. Increasing ridership in rural counties remains a major challenge due to population, large geographic area served, and continued need to find and maintain driver corps.
Objective 3.4	Develop capacity to identify backup drivers and establish protocols for their use to satisfy same day service needs in rural MTP system	Complete. Procedures within the MTO reviewed this objective. A major challenge continues to be having enough drivers in rural counties to meet the agency's needs.
Objective 3.5	Adopt use of smart phone technology to improve real time communications with consumers and improve passenger readiness and pick up efficiency	Complete. Use of smart phone technology continues to be an excellent way to improve consumer communications, however costs to implement such technology is a factor.
Objective 3.6	Encourage All Aboard America to study and adjust Presidio-Midland schedule as appropriate	Complete. WTEP staff had several discussions with All Aboard America staff. All Aboard America, a for profit company uses ridership to determin schedules and areas served.
Objective 3.7	Encourage and facilitate use of bicycles through the revision of rural counties' public transit policies and the purchase of bicycle racks and related facility improvements	Complete. The Destino 2019 - 2022 Transportation Improvement Program includes transportation-related activities as described in the Transportation Alternatives Set-Aside Program, such as on and off-road pedestrian and bicycle facilities, and infrastructure projects for improving access to public transportation/ Bicycle and Pedestrian Construction or rehabilitation of bicycle and pedestrian lanes, paths and facilities. Advocates for bicycle use continue to advocate and promote implementation of this objective.

	Objectives	Status
Objective 3.8	Develop and implement strategy to address demand-response and rural system driver shortage by exploring national best practices, incentives, and service approach (adapted from 2006 plan)	Complete. Various discussions throughout the years have been held during WTEP meeting to review and address best practices. National best practices, incentives, and promotions to meet driver shortage continues to be a major challenge in rural and urban areas.
Objective 3.9	Conduct forums or facilitate other means to inform transit providers, health and human service organizations and other stakeholders of transportation funding opportunities and encourage collaborative projects that are consistent with the Regional Plan and priorities	Complete. Transit Summit was held in July 2019 and attended by 150 persons reflective of the region. Member agencies have various community events and fairs to inform the public about services they offer within the region.
Goal 4	***Ensure broad public knowledge of transit services and issues and maintain effective public awareness effort targeted to significant segments regarding specialized services and resources***	
Objective 4.1	Develop, pilot and implement transit consumer education and engagement program that better informs customer expectations about their role in passenger readiness and timely services	Complete. Transit agencies continue to evaluate services provided and inform consumers as to changes in schedule and services via printed material, website, presentations. Focus groups have been used to have more direct contact with consumers and gather first hand knowledge from them as to delivery of services.
Objective 4.2	Use existing transit information resources and expansion of MyVetRide One Call/One Click to provide comprehensive transit information and inform public of §5310, travel training, Highly Rural Transportation Grant Program and other specialized transportation services	Complete. Information re specialized transportation services (services to persons with special needs, veterans, workforce) is provided via flyers, website, public announcements, word of mouth and through Amistad's Mobility Manager.
Goal 5	***Work to eliminate physical, financial, regulatory and operational barriers to the delivery of seamless regional transportation***	
Objective 5.1	Identify best practices, develop pilot program and test approaches to further reducing demand-response wait times, pick up window and travel time	Complete. In the last few years, Amistad piloted several projects to help further reduce wait times. Amistad began scheduling 'will calls' as opposed to waiting for clients to call for the return trip (this included medical appointments and dialysis trips). Reducing demand-response wait times and travel time is constantly reviewed and modified to better serve clients. Statistical data is gathered regularly to assist in developing procedures to reduce wait times.

	Objectives	Status
Objective 5.2	Develop and implement strategy to support on-going travel training programs that encourage greater use of fixed-route services by demand-response eligible persons	Complete. Strategies have been incorporated that encourages greater use of fixed-route services by demand-response eligible persons. Funding has been available to provide travel training through Amistad's Mobility Manager.
Objective 5.3	Advocate and support a metropolitan system that combines city and county transit services into a single integrated service design	Complete. County and City continue to plan for and develop a transportation system that is seamless to the user and improves travel times and areas served. City and County policy makers continue to seek ways to make this a reality.
Objective 5.4	Encourage study and adjustment to El Paso County commuter routes to increase neighborhood coverage and accessibility	Complete. El Paso County commuter routes have undergone changes designed to increase neighborhood coverage and accessibility throughout hard to reach rural areas.
Objective 5.5	Identify resources and erect passenger shelters at previously identified sites on County rural routes	Complete. Passenger shelters in the southwest are a priority. City and County policy makers are aware of this need. Funding has been sought and as funds become available, shelters have been added where the need is greatest.
Goal 6	***Enhance the mobility of older adults and persons with disabilities through an inclusive and deliberative process that encourages coordinated services and the efficient use of limited §5310 funds to ensure the creation and continuation of mobility services where existing transportation services do not fully meet the needs of rural and urban communities***	
Objective 6.1	Sustain current rural counties' integrated demand-response service system to maximize use of transit vehicles, operating resources and management expertise through vehicle replacement, preventative maintenance and operating support	Complete. Agencies that serve rural counties are aware of the great need within these communitites and seek funding to expand services, replace vehicles that have excessive mileage readings, and to develop preventive maintenace programs.
Objective 6.2	Continue support for vehicle acquisition and replacement to ensure older adults and persons with disabilities can access nutritional and other essential services	Complete. Every time that TxDOT, MPO, or other entities release funding opportunitites, member agencies respond in order to obtain funds to replace vehicles and meet the ever increasing need to mprovide transportation services within the six county region.

	Objectives	Status
Objective 6.3	Support demand-responsive and/or subscription transportation services for older adults and persons with disabilities in areas where no public transportation alternative exists	Complete. Through the MTO, Amistad, and BBCAC, demand-response services have occurred in rural areas since the only mass transit providers within the region serve only within El Paso County.
Objective 6.4	Sustain coordinated service delivery enhancements that demonstrably reduce wait-times and/or allow same day scheduling, will-call and other services that afford greater independence to older adults and persons with disabilities	Complete. Services designed to reduce wait-times and/or allow same day scheduling for older adults and persons with disabilities, are in constant review and are evaulated regularily. Operating procedures are updated to reflect changes made to improve services.

Outline of Planning Session

WTEP

Planning Session – June 17, 2021

1	Introductory Comments	**Presenter**	Time	Images on screen	Introduces
2	'Housekeeping' – Introduces herself and provides basic info about the session.	Rosario Fernandez	1:30 to 1:33	WTEP Spelled out. ..... includes "2022 – 2026 Regional Plan"	S Alonzo
3	Official Welcoming Comments from WTEP Board Chairperson	Sal Alonzo	1:33 to 1:36	1-WTEP Board Officers and Steering Committee. 2-Map of region.	X Banales
4	-Summary about WTEP; -Why a Regional Plan? -Introduces ATG and their role; -The role of the Planning Session attendees;	X Banales	1:36 to 1:56	1-Outline showing WTEP's key dates. 2-List of ATG staff, title, and role.	Ben Magallon, Emma Martinez
5	Agenda Item I. Preliminary results of survey from persons served by various WTEP agencies. **Includes Q&A**	Ben Magallon, Emma Martinez	1:56 to 2:25	(ATG decides images)	Rosario Fernandez
6	Agenda item II. Results of the current Regional Plan – 2017 thru 2021. **Includes Q&A**	Rosario Fernandez	2:25 to 2:55	Goals / Operating Objectives sent via email to attendees.	Ben / Emma
7	Agenda item III. Group discussion. "Goals & Objectives for the 2022 – 2026 Regional Plan." Gives Instructions (how groups were assigned). Announces Group Leaders **"Groups will reconvene in 30 minutes."**	Ben / Emma facilitate	2:55 to 3:05	List of groups and Group Leaders.	Group Leaders
8	Groups meet as assigned	Group leaders	3:05 to 3:35	Goals / Operating Objectives sent via email to attendees.	

9	Reconvene groups and Group Leader reports. (Important: Time allocated to group leaders is based on number of groups)	Ben / Emma facilitates; Group Leaders report	3:35 to 4:20	Goals / Operating Objectives sent via email to attendees.	Rosario / Xavier
10	Closing Comments -ATG will incorporate the group discussions into the draft of the Regional Plan and submit a draft to WTEP's board within two months -WTEP will review the draft and return it to ATG with final comments -ATG submits final draft to WTEP's board for approval in September / October -Final Regional Plan is submitted to TxDOT	Rosario Fernandez	4:25 to 4:30		END

Planning Session Assignments

Far West Texas El Paso (WTEP) Regional Transportation Coordinating Committee

2022 – 2026 Regional Plan

1:30pm - June 17, 2021

Developing Goals and Objectives for 2022 – 2026

Six Groups

Attendees will be divided into five or six small groups (depending on attendance) to discuss proposed objectives for the 2022- 2026 Regional Plan. Group leaders will guide the 30-minute discussion within each group.

GROUP	GOAL	OBJECTIVES	GROUP LEADERS
A	1	Objectives 1,2,3,4,5,6	Sal Alonso
B	2	Objectives 1,2,3,4,5	Victor Reta
C	2	Objectives 6,7	Rosario Fernandez
C	3	Objectives 1,2,3,4	Rosario Fernandez
D	3	Objectives 5,6,7,8,9	Sonia Arceo
E	5	Objectives 1,2,3,4,5	Mary Nunez
F	4	Objectives 1,2	Yvette Lugo
F	6	Objectives 1,2,3,4.	Yvette Lugo

Participants are encouraged to brainstorm and submit additional goals and objectives.

Group Leader Instructions: Once in your group, review the assigned goals and objectives and make sure you are covering the correct ones for your group.

1. Ask the group members to review and discuss each goal and objective.
2. Should the objectives be carried over to the new regional plan for 2022 through 2026?
3. Should the wording change?
4. Are there new objectives that should be added?
5. If the group ends early, ask the members to review other objectives and report on them as well.

In the event we have **five** groups:

GROUP	GOAL	OBJECTIVES	GROUP LEADERS
A	1	Objectives 1,2,3,4,5,6	Sal Alonso
B	2	Objectives 1,2,3,4,5,6,7	Victor Reta
C	3	Objectives 1,2,3,4,5,6,7	Rosario Fernandez
D	3	Objectives 8,9	Sonia Arceo
D	6	Objectives 1,2,3,4	
E	4	Objectives 1,2	Mary Nunez
E	5	Objectives 1,2,3,4,5	Yvette Lugo

In the event we have **four** groups:

GROUP	GOAL	OBJECTIVES	GROUP LEADERS
A	1	Objectives 1,2,3,4,5,6	Sal Alonso
	4	Objectives 1,2	
B	2	Objectives 1,2,3,4,5,6,7	Victor Reta
C	3	Objectives 1,2,3,4,5,6,7,8,9	Sonia Arceo
D	5	Objectives 1,2,3,4,5	Yvette Lugo
	6	Objectives 1,2,3,4	

Group Assignments

Discussion Groups

Attendees will be divided into four groups to discuss proposed objectives for the 2022- 2026 Regional Plan. Group leaders will guide the discussion within each group.

The group discussions will last 30 minutes and will be followed by a presentation by you (the group leader) as to the discussions from your group.

GROUP	GOAL	OBJECTIVES	GROUPS
A	1	Objectives 1,2,3,4,5,6	*Sal Alonso
	4	Objectives 1,2	Martha Ortiz
			Jose Martinez
			NM Family Services
			Celia Rodriguez
			Flor Bermudez
B	2	Objectives 1,2,3,4,5,6,7	*Victor Reta
			Jose Macias
			Crystal Aguilar
			Oscar Ramirez
			Christina Paz
			Emilia Torres
C	3	Objectives 1,2,3,4,5,6,7,8,9	*Sonia Arceo
			M Jacobs
			Dan Marquez
			Laura Ponce
			Scott Whittle
D	5	Objectives 1,2,3,4,5	*Yvette Lugo
	6	Objectives 1,2,3,4	Harrison Plourde
			James Baca
			Luis E. Chew
			R Medina

*Group leader

Individuals who Attended

WTEP June 17, 2021

Planning Session Participants

I. Group session attendees:

1. Group 1
   a. Gabriela Lopez – EP MPO
   b. Lee Miller – ATG
   c. Martha M. Ortiz – Maximus
   d. R Mayorga – EP County
   e. Sal Alonzo – EP County
2. Group 2
   a. Christina Paz – San Vicente
   b. George Inostroza - MPO
   c. Munira Mithaiwala – ATG
   d. Oscar Ramiez – Habitat
   e. Victor Reta – City Socorro
   f. Crystal A – Access to Care (Verify group)
3. Group 3
   a. Alex – Amerigroup
   b. Ben Magallon - ATG
   c. Jeff Howell – EP MPO
   d. Laura Ponce – BRAVO
   e. MunozVX – Venessa Munoz
4. Group 4
   a. Andrea R - Amistad
   b. Emma Martinez
   c. Call in user No. 1
   d. Luis Chew – Volar
   e. Miguel Palomar – Volar
   f. Roberto Wallace - VIBA
   g. Rosalva Hernandez – County EP
   h. Rosario F - Amistad
   i. Yvette Lugo – AAA

II. WTEP Agencies / Companies that participated.

1. Big Bend Community Action Committee
2. Maximus
3. AAA
4. EL County - Transportation
5. EP County - Social Service Programs
6. Access 2 Care
7. San Vincente

8. Habitat for Humanities
9. Superior Health Plan
10. Davita Dialysis
11. City Socorro
12. El Paso Metropolitan Planning Organization
13. Amerigroup
14. Project BRAVO
15. Volar – CIL
16. Viba Transportation
17. Bien Vivir – Health and social service agency

III. Agencies / Companies that said they would participate, but in the end, did not. Several followed up stating that at last minute something came up at their agency / business and could not participate. They will continue to receive info re the Regional Plan.

1. City EP – Sun Metro & Paratransit – Julio Perez
2. Town of Vinton – Town Council Member – Sonia Arceo
3. MV Transportation
4. Pdnchildrens
5. NM Family Services
6. South Central NM Regional Transit – David Armijo
7. HHS – Access Eligibility Services Community Support – Patsy Jaramillo

IV. Attendees for June 17th Planning Session

Email Address	Name:
yvettel@riocog.org	Yvette Lugo
mjacobs@projectbravo.org	Mona Jacobs
ramval66@yahoo.com	Oscar Ramirez
rfernandez@projectamistad.org	Rosario Fernandez
EElam@emailatg.com	Ed Elam
christina.paz@sanvicente.org	Christina Paz
swhittle@projectamistad.org	Scott Whittle
aramirez@projectamistad.org	Andrea Ramirez
Vreta@costx.us	Victor Reta
rosalhernandez@epcounty.com	Rosalva Hernandez
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lechew@volarcil.org	Luis Enrique Chew
miguelp@volarcil.org	Miguel Palomar
lponce@projectbravo.org	Laura Ponce
marthaortiz@maximus.com	Martha Ortiz
rosalhernandez@epcounty.com	Rosalva Hernandez
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manager@vibatransport.com	Roberto Wallace
munozvx@elpasotexas.gov	Vanessa Munoz
celia.rodriguez@davita.com	Celia Rodriguez

SEPTEMBER 23, 2021, PLANNING SESSION II

Resources used in the September 23, 2021; presentation of the initial draft plan are provided in the following pages.

Agenda

Far West Texas El Paso Regional Transportation Coordinating Committee (WTEP)

Agenda - Stakeholders Committee Meeting

September 23, 2021 Amistad Conference Center

3210 Dyer, El Paso, Texas 79930

I. Welcoming Comments — Celia Garcia, Amistad

II. Meeting Called to Order — Sal Alonzo, WTEP Board Chairperson

III. WTEP officers and Steering Committee Members

A. Officers

1. **Chairperson — Sal Alonzo – County El Paso**
2. **Vice Chair — Victor Reta – City of Socorro**
3. **Secretary — Sonia Arceo – Representative, Village of Vinton**

B. Steering Committee

1. **Rosario Fernandez — Amistad (resigned)**
2. **Mary Nunez — Big Bend Community Action Committee**
3. **Stacy Barnett — Amerigroup (resigned)**
4. **Yvette Lugo — Area Agency on Aging / Immediate Past Chairperson**
5. **Vacant**

IV. Introductions & WTEP Minutes for 6/17/21 — Xavier Banales

V. Presentation by Brewster County Judge Eleazar Cano (Introduced by Leila Melendez, CEO Rio Grande Workforce Solutions)

VI. Business items:

A. Bylaw Changes: See attached rationale regarding bylaw changes. This topic has been presented and discussed at prior WTEP meetings.

B. The 2022 through 2026 Regional Plan - Alliance Transportation Group (ATG) - Ben Magallon AICP, Deputy Project Manager and Transportation Planner; Jory Dille (PMP) Quality Manager & Director of Planning. Status regarding the work in progress to complete the 2022 through 2026 Regional Plan.

1. **Overview**
   a. **Why a Regional Plan?**
   b. **Review schedule for planning process**

2. **Review Plan Development**
   a. **Chapters 1-5 (Ben Magallon AICP). Summary of survey results from consumers, service personnel, and policy makers / management personnel.**

   b. **Gap Analysis (Ben Magallon AICP)**

   c. **Chapter 6. (Sal Alonzo, Yvette Lugo, Xavier Banales). Proposed 2022 through 2026 Vision, Mission, Goals and Operating Objectives** ***(Member organizations can submit edits and recommended changes until October 11, 2021. The final Plan will be presented to WTEP for final approval on November 18, 2021. Once approved, it will be sent to TxDOT for their review and approval.)***

   d. **Chapters 7-8 (Ben Magallon, AICP)**

3. **Open Discussion**

4. **Moving Forward with Implementation**
   a. **ATG's Tinneline Recommendations (Ben Magallon, AICP and Jory Dille, PMP).**
   b. **Prioritization Criteria Discussion (Ben Magallon, AICP and Jory Dille, PMP). (Tinne, Funding, Feasibility)**

VII. Announcements (Sal Alonzo)

A. Next WTEP Meeting – November 18, 2021. The 2022 through 2026 Regional Plan will be presented for board action.

B. Final edits and revisions will be made and forwarded to TxDOT prior to December 31, 2021. TxDOT may return the Plan for revisions.

If not currently a member of WTEP and would like to become more involved, let us know, or leave your name and email address at sign-in table.

VIII. Adjourn

Table I-3: Sept 23, 2021, WTEP Meeting Participants

Agency / Organization	Attendee	Title
Village of Vinton	Alfredo Lopez	City Representative
South Central NM RTD	David Armijo	Executive Director
El Paso County Fixed Route	Sal Alonzo	Transportation Engineer
El Paso County Fixed Route	Cristian Martinez	Transit Coordinator
Brewster County	Judge Eleazar Cano	County Judge
City El Paso Bicycle Program	Alfred Austin	Program Coordinator
Workforce Solutions	Leila Melendez	CEO
Texas HHSC	Humberto Martinez	Worker in Charge
Amistad – Lead Agency	Jerry Blanco	CFO
Amistad – Lead Agency	Dalia De Los Santos	Director HR
Aging Disability & Transportation Resource Center	Celia Garcia	Amistad COO Social Services
Project Bravo	Laura Ponce	Executive Director
Access 2 Care	Crystal Aguilar	Manager in Charge
City of Socorro	Yvonne Colon Villalobos	City Representative
Area Agency on Aging	Yvette Lugo	Executive Director
County El Paso	Javier Paz	Senior Policy Advisor
Bienvivir	James Baca	Executive Vice President
City of Socorro	Ivy Avalos	Mayor
El Paso County	Iliana Holguin	Commissioner District 3
Habitat for Humanity	Oscar Ramirez	Board member
LULAC District	Ignacita Ramirez	District Director
El Paso MPO	Jeff Howell	Senior Planner
El Paso MPO	Harrison Plourde	Assistant Director
Maximus	Martha Ortiz	Outreach Staff
Big Bend Community Action Committee	Mary Nunez	Transportation Director
El Paso Health	Edgar Martinez	Director of Member Services
Centro San Vicente	Christina Paz	Chief Executive Officer
Texas HHSC	Patsy Jaramillo	Program Manager
WTEP	Xavier Banales	Coordinator
Alliance Transportation Group	Ben Magallon	Planner
Alliance Transportation Group	Jory Dille	Planner
Volar Center for Independent Living *	Luis E. Chew	Executive Director
New Mexico Family Services *	Lourdes Torres	Executive Director
Rio Grande Council of Governments *	Annette Gutierrez	Executive Director
El Paso Sun Metro *	Ellen Smyth	Managing Director Sun Metro
El Paso Sun Metro *	Julio Perez	Acting Assistant Director of Operations

Media Advisory

Board of Directors

Chief Justice Yvonne T. Rodriguez
President

Jorge Vielledent
Vice President

Oscar Loy, Jr., CPA
Treasurer

Edythe Payán
Secretary

Enriqueta "Queta" Fierro
President Emeritus

Dan Olivas
President Emeritus

Alejandro Acosta

Dr. Ogechika Alozie, MD

Armando Armendariz

Viviane Arnold

Margie Resendez

Corporate Management Team

Andrea Ramirez
Chief Executive Officer

Celia Garcia
Chief Operating Officer
Social Services

Gerardo Blanco
Chief Financial Officer

Dalia De Los Santos
Director of Human Resources

Vianey Esparza
Community Relations Manager

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Media Advisory **FOR IMMEDIATE RELEASE** **September 21, 2021**

Amistad to Host Brewster County Judge as Keynote Speaker at Transportation Conference

Who: Amistad

What: 2021 West Texas El Paso (WTEP) Regional Transportation & Human Services Committee Conference

When: Thursday, September 23, noon to 5 PM – **Keynote Speaker, 1:45 PM**

Where: Amistad – 3210 Dyer St., 79930

Why: Brewster County Judge, Eleazar R. Cano will be the keynote speaker at the 2021 WTEP Regional Transportation & Human Services Committee Conference. He will speak on challenges faced by people in rural counties seeking health and social services in El Paso. Judge Cano graduated from St. Edwards University in Austin with a bachelor's degree in Criminal Justice and a master's degree in Education from Sul Ross State University in Alpine.

The goal of the conference is to complete the 2022 – 2026 Strategic Plan and approve the goals and objectives that they will be implemented over the next five years. The plan is based upon an assessment of the needs of transit dependent populations with special emphasis on older adults, persons with disabilities, persons with low incomes, veterans, commuters, and children.

The WTEP Regional Transportation & Human Services Committee is made up of transportation and nonprofit agencies whose purpose is to improve coordination of transportation services within six West Texas Counties: El Paso, Culberson, Hudspeth, Davis, Webster, and Presidio.

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Minutes from June 17th Meeting

Far West Texas El Paso

Regional Transportation Coordinating Committee (WTEP)

Stakeholders Committee Meeting

Minutes of the WTEP June 17, 2021 Board Meeting via Zoom

WTEP held its regular meeting on June 19, 2021, via a zoom conference that began at 1:30pm. A quorum was present to conduct business.

Participants included:

Yvette Lugo, Mona Jacobs, Oscar Ramirez, Rosario Fernandez, Christina Paz, Scott Whittle, Andrea Ramirez, Victor Reta, Rosalva Hernandez, Emilia Torres, Celia Garcia, Reyna Mayorga, Mary (Tita) Nunez, Maribe Palomo, Gabriela Lopez, George Inostroza, Jeff Howell, Crystal Aguilar, Miguel Palomar, Luis Enrique Chew, Laura Ponce, Martha Ortiz, Josie Macias, Gabriel Mendez, Celia Rodriguez, Roberto Wallace, Vanessa Munoz, Ed Elam, Ben Magallon, Emma Martinez, Lee Miller, Munira Mithaiwala.

Rosario Fernandez, (Amistad) welcomed the members and guests and introduced Chairperson Sal Alonzo who called the meeting to order and presented a welcoming message. Mr. Alonzo introduced Xavier Banales who followed up with an overview about the development of WTEP from its founding in 2006 to the present.

Following his presentation, Mr. Banales introduced Emma Martinez, Project & Transportation Planner, and Ben Magallon, Deputy Project Manager & Transportation Planner, from the Alliance Transportation Group (ATG) that has been contracted to coordinate the development of the WTEP 2022 through 2026 Regional Plan.

Emma Martinez and Ben Magallon reported that input from recipients of services as well as from providers of services were always good indications as to how agencies met their goals. To obtain feedback, surveys had been prepared and distributed to an audience between March and early May.

Survey results from nine providers of services and over 200 recipients of services were received. Two methods were used to collect the surveys: 1) paper surveys from clients served by these agencies, and 2) surveys via the internet.

Proposed 2022 – 2026 Vision, Mission, Goals, and Operating Objectives

West Texas El Paso Regional Transportation Coordination Committee

Regional Plan - January 1, 2022, through December 31, 2026

Vision

Persons within the West Texas / El Paso six-county region will have access to social services that include customer-centered, dependable, and convenient transportation.

Mission

Promote collaboration between transportation providers and health and human service organizations so that persons served experience an improved quality of life.

Goal I: Implement the WTEP Regional Health & Social Services – Public Transportation Coordination Plan through collaboration of services by member agencies.

Operating Objectives

1.1Ensure that WTEP is well managed and administered such that it operates within its bylaws and meets TxDOT's contract requirements.

1.2 Develop an Implementation Plan that guides member organizations to meet the region's goals and operating objectives.

1.3 Increase WTEP's membership by developing partnerships with transportation and health & human service organizations.

1.4 Encourage WTEP member organizations to share information regarding legislative and regulatory changes that can have a positive or negative impact on member organizations.

1.5 Identify and implement strategies designed to inform member organizations about their role in implementing the Regional Plan.

1.6 Identify and promote 'Best Practices' for transit and health and human service organizations such that services are improved.

1.7 Seek additional funds to support expenses generated by WTEP as it meets the Goals and Objectives of the Regional Plan.

Goal II: Promote collaboration resulting in continued and improved services to persons served.

Operating Objectives

2.1 Support the distribution of information to member organizations regarding funding opportunities (Section 5310 of the Federal Transportation Act - Enhanced Mobility of Seniors & Individuals with Disabilities - offered by FTA, TxDOT, or other funding sources)

2.2 Continue support to the Metropolitan Planning Organizations (MPO)by ensuring that Request for Proposals (RFP's)submitted for funding under FTA Section 5310 are within the scope of the Regional Plan.

2.3 Monitor and evaluate transportation services to dialysis centers and make recommendations that result in improved services.

2.4 Develop and promote strategies designed to increase transportation and health and human services to persons from Brewster, Presidio, Davis, Culberson, and Hudspeth Counties.

2.5 Continue to explore and present findings to appropriate entities as to having a metropolitan transportation system that combines city and county transit services into a single integrated service design.

2.6 Continue to support the delivery of transportation and health and human services to: Individuals with disabilities; Individuals 65 and older; People with low income; Individuals with limited English proficiency; Children; Veterans; People lacking transportation to and from employment; and Members of the public.

Goal III: Fill gaps in service through identification and assessment of changing mobility needs, increased efficiencies, funding opportunities, and new technologies.

Operating Objectives

3.1 Survey persons served such that gaps in services are identified and forwarded to appropriate organizations.

3.2 Survey transportation and health and human service organizations and identify ways in which WTEP can provide support to fill gaps in services.

3.3 Promote expansion of interstate transportation and health and human services with South-Central New Mexico Rural Transit District (SCNMRTD)and Family Services of New Mexico, that serve Las Cruces, Chaparral, and Sunland Park New Mexico.

3.4 Promote the creation of a user-friendly, single-entry phone and website access for passenger information for use by transit providers.

3.5 Encourage adoption of smart phone technology that uses trip data analytics to improve connectivity and real-time communications with consumers and thus improve passenger readiness and pickup efficiency.

GOAL IV: Maintain broad public knowledge of transit and social services throughout the six-county region.

Operating Objectives

4.1 Maintain www.gobusgo.org web site to inform the public about WTEP's vision, mission, goals, operating objectives, and related activities.

4.2 Conduct or participate in forums, seminars, community fairs or other means to inform the public about transportation and social service programs and events within the region.

4.3 Support transit consumer education programs that inform recipients of services about their responsibilities as passengers.

4.4 Inform policy makers about WTEP events and activities through presentations at board of directors' meetings (City Councils, Commissioners Courts, MPO, COG, etc.)

4.5 Update and continue supporting a multiagency marketing plan to promotes services offered by member organizations.

GOAL V: Promote efforts to maximize technical assistance and training to member agencies.

Operating Objectives

5.1 Promote collaboration of training events by member organizations such that training costs are decreased and an increased number of persons receive training.

5.2 Identify and support implementation of safety mobility training sessions for member agencies.

5.3 Support travel training programs that encourages greater use of fixed-route services for older adults, persons with disabilities, and other eligible persons.

5.4 Promote multiagency training sessions that offer CEU's or other certifications to attendees.

5.5 Encourage member organizations to review and update their disaster preparedness plans in anticipation of natural disasters, pandemics, civil disorder, etc.

Number Operating Objectives

Goal		Operating Objectives
I	Management of WTEP	7
II	Continued and improved services	6
III	Fill gaps in service	5
IV	Maintain broad public knowledge	5
V	Maximize technical assistance	5
	Total	28

NOTE: Comments, suggestions, edits can be sent via email to Banales@projectamistad.org, and are due by Friday, October 8, 2021.

Participating Organizations

Organizations attending WTEP Meeting on September 23, 2021

Presented and Discussed Proposed

Vision, Mission, Goals and Operating Objectives

For 2022 through 2026 Region Plan

1. Bienvivir (501 c 3 agency)
2. Habitat for Humanities (501 c 3 agency)
3. HHSC - Dept. Access & Eligibility Serv. / Comm. Support
4. El Paso MPO
5. Maximus (501 c 3 agency)
6. LULAC District IV
7. City of Socorro (Mayor)
8. Aging Disability & Transportation Resource Center
9. El Paso County Fixed Route Transit Program
10. Amistad (501 c 3 agency)
11. City of Socorro (Mayor and a City Representative)
12. South Central New Mexico Rural Transit District
13. County Commissioner (Iliana Holguin Pct 3)
14. County of El Paso Social Services Programs
15. Workforce Solutions
16. Area Agency on Aging
17. City of El Paso (Bicycle Program)
18. Project Bravo
19. Access to Care (Health Care Org)
20. Brewster County (County Judge)
21. Amistad (501 c 3 agency)
22. Village of Vinton (City Representative)
23. Big Bend Community Action Committee
24. El Paso Health
25. Centro San Vicente (501 c 3 agency)

Registered but could not attend at last minute (Meeting handout were sent to them)

1. Volar – CIL (501 c 3 agency)
2. Family Services of New Mexico
3. Council of Governments
4. El Paso Sun Metro
5. El Paso County Social Service Programs

DECEMBER 2, 2021, WTEP BOARD ACTION MEETING REGARDING THE 2022 – 2026 REGIONAL PLAN

The proposed 2022 – 2026 Regional Plan was presented for approval by the WTEP member organizations and forwarded to TxDOT in December 2021.

Agenda

Far West Texas El Paso Regional Transportation Coordination Committee (WTEP)

Agenda - Stakeholders Committee Meeting

December 2, 2021

I.	**Welcoming Comments**	**Xavier Bañales, Regional Plan Coordinator**
II.	**Meeting Called to Order**	**Sal Alonzo, WTEP Board Chairperson**
III.	**WTEP Officers and Steering Committee Members**	

A. Officers

1.	**Chairperson**	**Sal Alonzo – County El Paso**
2.	**Vice Chair**	**Victor Reta – City of Socorro**
3.	**Secretary**	**Sonia Arceo – Representative, Village of Vinton**

B. Steering Committee

1.	**Vacant**	**_____**
2.	**Mary Nuñez**	**Big Bend Community Action Committee**
3.	**Vacant**	**_____**
4.	**Yvette Lugo Chairperson**	**Area Agency on Aging / Immediate Past**
5.	**Vacant**	**_____**

IV.	**Introductions & Minutes for WTEP meeting 9/23/21**	**Xavier Bañales**
V.	**Business items**	**Sal Alonzo**

A. Appointment of Nominating Committee. Elections are scheduled for January 2022. The nominating committee will contact prospective members and submit a slate of nominees for board action at the January 2022 meeting. Nominations from the floor can also be presented.

B. Report from the MPO regarding schedule for release of 2022 Request for Proposals

C. Report from TxDOT Public Transportation Division regarding 2022 Call for Projects

D. Board Action regarding the 2022 - 2026 West Texas El Paso Regional Transportation Coordination Plan (AKA The Regional Plan)

1. **Overview of the process to complete the 2022 – 2026 Regional Plan**
2. **Timeline to approve the plan**
3. **Approval process**
4. **Activities following approval of the 2022 – 2026 Regional Plan**
5. **Vote on recommended Motions**

VI. Announcements (Sal Alonzo)

A. Next WTEP Meeting – January 20, 2022

B. If not currently a member of WTEP and would like to become a member organization, send request by email to: Banales@projectamistad.org

VII. Adjourn

Minutes – September 23, 2021

Far West Texas El Paso Regional Transportation Coordinating Committee (WTEP)

Minutes - Stakeholders Committee Meeting

September 23, 2021 Amistad Conference Center

3210 Dyer, El Paso, Texas 79930

I. Welcoming Comments were presented by Celia Garcia, COO Social Service Programs, Amistad

II. Sal Alonzo, WTEP Board Chairperson, called the meeting to order at 1:35pm. Because there were guests and newer members present, he reviewed the list of officers and steering committee members. There were:

A. Officers

1. Chairperson — Sal Alonzo – County El Paso
2. Vice Chair — Victor Reta – City of Socorro
3. Secretary — Sonia Arceo – Representative, Village of Vinton

B. Steering Committee

1. Rosario Fernandez — Amistad (resigned)
2. Mary Nunez — Big Bend Community Action Committee
3. Stacy Barnett — Amerigroup (resigned)
4. Yvette Lugo — Area Agency on Aging / Immediate Past Chairperson
5. Vacant

Mr. Alonzo reported that there were several vacancies and encouraged members to nominate board members and steering committee members for the upcoming 2022 year. Nominations will be accepted at the November 18th meeting.

III. Introductions & Minutes for 6/17/21 WTEP meeting. Xavier Banales, WTEP Regional Plan Coordinator, introduced members present (list is attached) and presented the minutes of the WTEP meeting on June 17, 2021. There were no additions or corrections to the minutes. Celia Garcia Moved to approve the minutes as presented; Yvette Lugo Seconded the Motion. Motion was approved.

IV. A presentation was made by Brewster County Judge Eleazar Cano. His main comments focused on the distances for constituents from Webster, Hudspeth, Presidio, Brewster, and Davis counties to receive health and social services due to the distances they must travel to obtain such services in El Paso or in Midland-Odessa. Judge Cano was introduced by Leila Melendez, CEO Rio Grande Workforce Solutions Borderplex.

V. Business items:

A. Sal Alonzo presented the action item regarding a proposed amendment to the bylaws. He reviewed the rationale for the amendment and asked for discussion. Since there was none, a Motion was presented to approve the proposed bylaw change by Celia Garcia and Seconded by Yvette Lugo. The proposed amendment was approved.

B. A status report was presented regarding the 2022 through 2026 Regional Plan. Presenters from the consultant firm Alliance Transportation Group (ATG) were introduced: Ben Magallon AICP, Deputy Project Manager and Transportation Planner; and Jory Dille (PMP) Quality Manager & Director of Planning.

An outline of their presentation follows:

1. Overview of ATG
   a. Why a Regional Plan?
   b. Review schedule for planning process.

2. Review Plan Development
   a. Chapters 1-5. Summary of survey results from consumers, service personnel, and policy makers / management personnel.

   b. Gap Analysis. Preliminary summary was presented with opportunity for comments.

   c. Chapter 6. (Presenters were - Sal Alonzo, Yvette Lugo, Xavier Banales). This portion of the report featured the 2022 through 2026 Vision, Mission, Goals and Operating Objectives. Each Operating Objective was presented. Members were informed that edits and recommended changes can be submitted until October 11, 2021. Further, that the final Regional Plan will be presented to WTEP for final approval at the next scheduled meeting on November 18, 2021.

   d. Chapters 7-8: Transportation Resources and Performance Measures

3. A discussion period followed and it was reported that once approved, the Regional Plan will be sent to TxDOT for their review and approval.

VI. Announcements: Sal Alonzo reported that the next WTEP Meeting is scheduled for November 18, 2021, and that the 2022 through 2026 Regional Plan will be presented for board action.

Further, that final edits and revisions will be made and forwarded to TxDOT prior to December 31, 2021. TxDOT may return the Plan for revisions.

VII. The meeting adjourned at 3:10pm.

Prepared: Xavier Banales

Coordinator 2022 through 2026 WTEP Regional Plan

Minutes – December 2, 2021 - Unofficial – Pending WTEP Board Approval

Far West Texas El Paso Regional Transportation Coordination Committee (WTEP)

Minutes - Stakeholders Committee Meeting

December 2, 2021

I. The meeting was called to Order by Sal Alonzo, WTEP Board Chairperson. He reported that a quorum was present to conduct business.

II. Xavier Bañales led the roll call of member organizations. The following member organizations were present (virtually). Amistad, County of El Paso, Metropolitans Planning Organization (MPO); Area Agency on Aging (AAA); HHSC; Project BRAVO, Volar Center for Independent Living; County of El Paso Social Services; Big Bend Community Action Committee (BBCAC); Habitate for Humanities, LULAC District IV;

III. Chairperson Sal Alonzo presided over the following business items:

A. Appointment of Nominating Committee. Elections are scheduled for January 2022. Mr. Alonzo reported that the nominating committee to be apponted today will contact prospective members and submit a slate of nominees for board action at the January 2022 meeting. Nominations from the floor can also be presented. The positions included: Chairperson, Vice Chairperson, Secretary, and five steering committee members.
After a brief discussion, the following members were appointed to this committee: Luis Enrique Chew (Volar), Mary Nuñez (BBCAC), and Yvette Lugo (AAA). Mr. Alonzo will serve as ex-oficio member. Xavier Bañales representing Amistad, the lead agency, will provide staff support.

B. The MPO presented a report regarding funding opportunities through the MPO. MPO staff reported that MPO funding requests are done for a two-year period. The next funding cycle will be in 2022 for the FY 2023 fiscal year. MPO staff present at the meeting were Harrison Plourde, Gabriela Lopez, Tim McDaniel, and Jeff Howell

C. Report from TxDOT Public Transportation Division regarding 2022 Call for Projects. Mr. Alfredo Gonzalez reported that a call for projects is underway and responses to the RFP are due in early February. Details regarding funds available are on the TxDOT website. Funds will be available for: Planning Assistance (49

U.S.C. 5304); Rural Transit Assistance Program (49 U.S.C. 5311(b)(3)), Rural Discretionary (49 U.S.C. 3511), Intercity Bus (49 U.S.C. 5311 (f)) and Urban Fleet Replacement Flexed Surface Transportation Block Grant Program (49 U.S.C. § 5307).

D. The presentation of the 2022 – 2026 Regional Plan was presented for board action. Mr. Bañales coordinated the presentation that included Yvette Lugo (AAA) and Sal Alonzo (El Paso County). Support was presented be The Alliance Transportation Group (ATG), the consultant firm providing research and technical support. Mr. Ben Magallon, (Transportation Planner) represented ATG. Copies of the Regional Plan had been delivered to member organizations and a second copy was sent electronically.

E. Key highlights included:
   1. As reported by Ms. Andrea Ramirez, CEO of the lead agency (Amistad), over 1,300 hours were used to complete the regional plan since work began twelve months ago. Agencies that participated in obtaining data, surveys, and editing the plan included AAA, El Paso County, VISTA, BBCAC, Amistad, as well as sixteen policy makers and uppermost management personnel from various member organizations. The sixteen participants are included in the first chapter of the plan.
   2. The plan contains the following chapters:
      a. Chapter I – Introduction to Coordination (Presented by Mr. Bañales)
      b. Chapter II – Transportation Resources (Presented by Mr. Bañales)
      c. Chapter III – Gap Analysis (Presented by Ms. Lugo)
      d. Chapter IV – Planning for Comprehensive Services (Presented by Ms. Lugo)
      e. Chapter V – Integrated Planning Processes (Presented by Ms. Lugo)
      f. Chapter VI – Vision, Mission, and Goals (Presented by Mr. Bañales)
      g. Chapter VII – Sustained Planning and Implementation (Presented by Mr. Bañales)
      h. Chapter VIII – Performance Measures (Presented by Mr. Bañales)
      i. Chapter IX – Vehicle Inventories (Presented by Mr. Bañales)
      j. Appendix
   3. A question-and-answer session followed each chapter. Several comments / questions presented were:
      a. Chapter I, page 6. Implies use of a tool to use re implementation, however, the tool does not appear in the Appendix.
      b. Chapter II page 6. NMDOT is included when listing transportation providers because of their proximity to West Texas, but more detail is needed as to type of services provided by NMDOT.
      c. Chapter III page 16. In the map on this page, consider including a second exhibit to show improvements made over time.
      d. Some of the maps used in the plan use wording that is too small and difficult to read by visually impaired persons. Consider increasing size of print in the exhibits and use none-glared exhibits.
      e. Chapter VII. This chapter focused on the implementation of the plan. Questions / comments included:

1. An implementation plan is referred to, but not included in the plan. Response – the implementation plan is developed after the Regional Plan is approved by TxDOT.
2. Who evaluates performance and what tool is used to evaluate the plan? Response – Self-evaluation is done by the regional planning committee (WTEP) through ongoing reviews done at regular meetings. TxDOT receives reports prepared by the lead agency and WTEP works closely with TxDOT staff who provide support to our region. Periodic surveys are done at various times to receive feedback from recipients of services.
3. The word 'handicapped' appears on at least two places. Should use 'person with disability' or other 'person-first language'. Response – change in terminology will be made.
4. What is the timeframe to complete the plan? Response – The goal is to submit the plan to TxDOT by 12-31-21.
5. What is the timeframe to implement the plan? Response – As soon as the plan is approved by TxDOT, implementation will follow.
6. Chapter VII page 3 implies that an implementation plan has 'been developed', however, this is not the case. What is status? Response - the language will be changed to reflect that the implementation plan will be developed as soon as the regional plan is approved.
7. Clarity is needed as to how gaps in services are to be addressed. Response – Clarity is important, and language will be reviewed before the plan is submitted.

4. Upon completion of the Q&A session, the following motion was presented by Yvette Lugo and a second was made by Mary Nuñez.

"Move that the Far West Texas El Paso Regional Transportation Coordination Committee (WTEP) approve the 2022 – 2026 Regional Plan presented at this meeting to include additions, clarifications, and edits presented at this meeting."

The motion was approved unanimously.

Mr. Bañales stated that copies of the final plan will be sent to member organizations as soon as possible.

Mr. Alonzo stated that the next WTEP meeting is scheduled for January 20, 2022, and encouraged persons interested in serving in an officer position or in the steering committee to inform him or Mr. Bañales by email. Also, if not currently a member of WTEP and would like to become a member organization, send an email to Banales@projectamistad.org and request membership information.

The meeting adjourned at 4:50.

Figure I-C: Interactive Polling Results from 03/24 WTEP Meeting

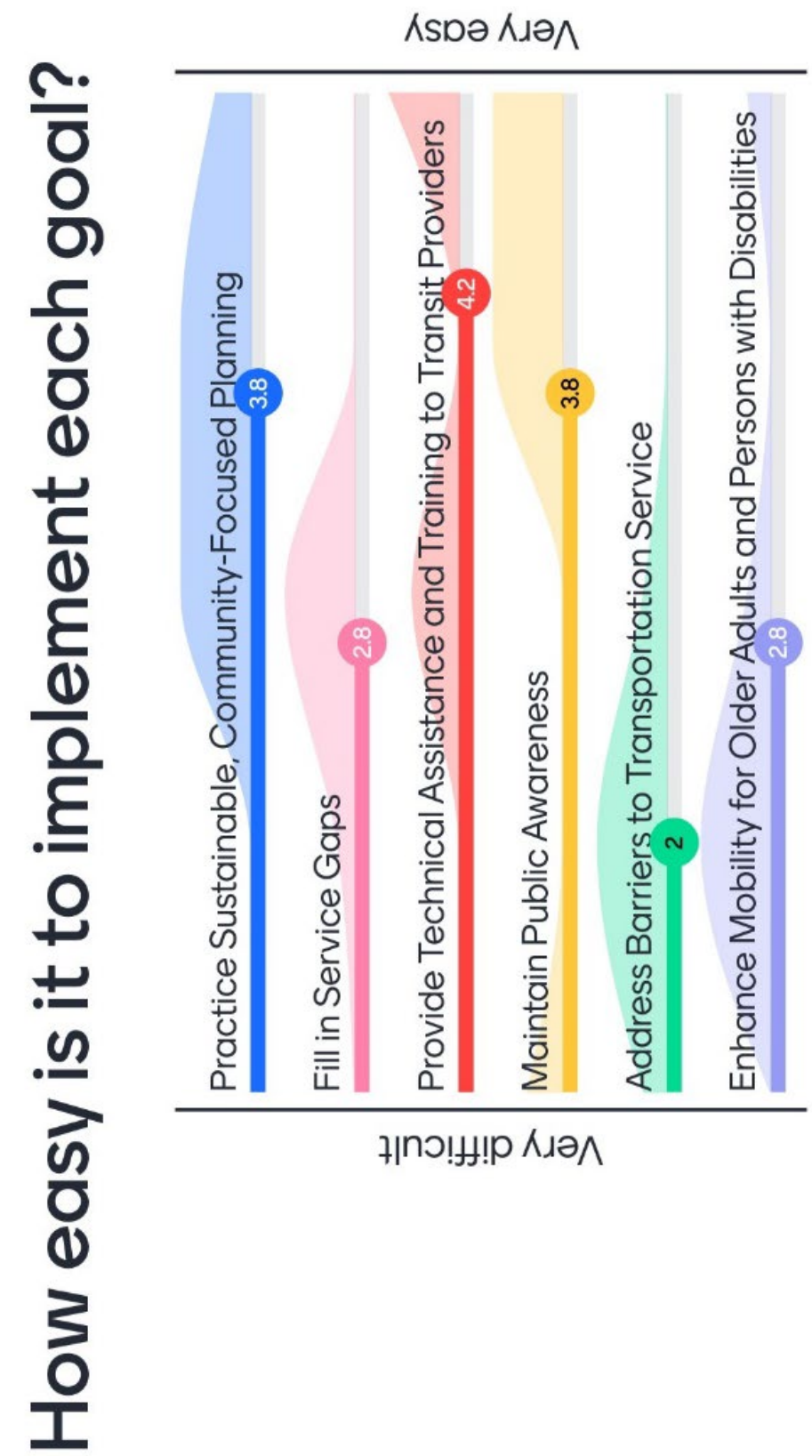
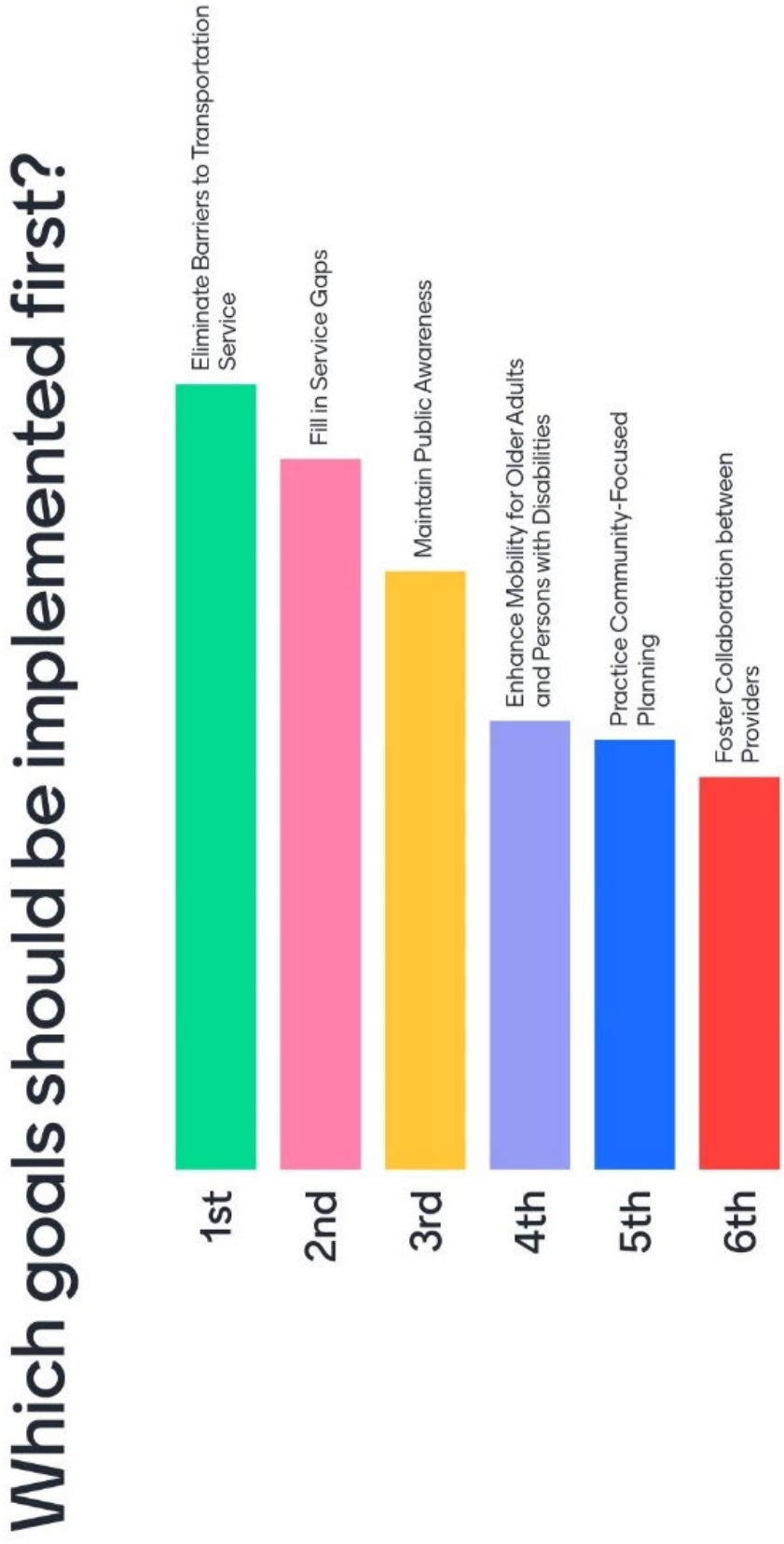
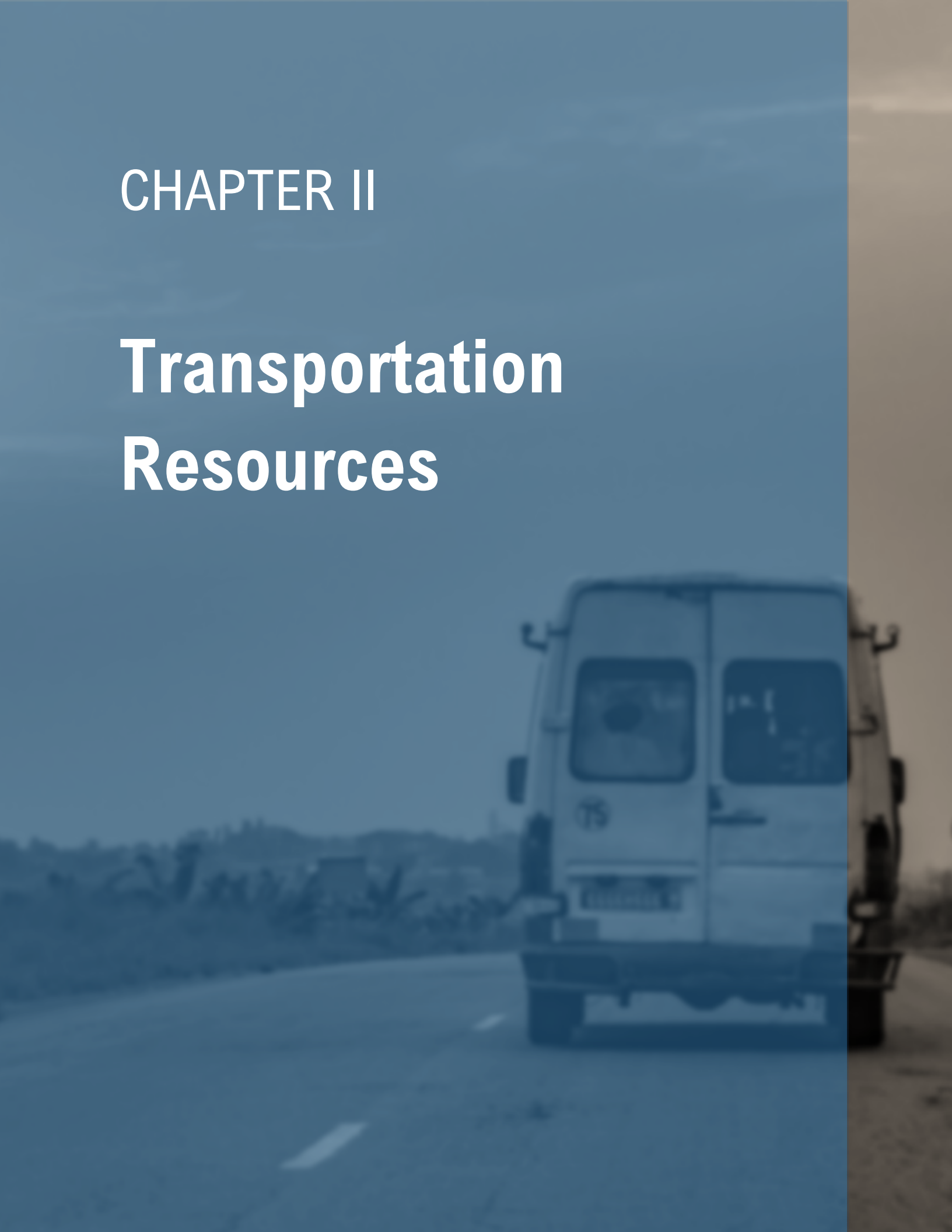


Figure I-D: Interactive Polling Results from 03/24 WTEP Meeting



CHAPTER II

Transportation Resources



INVENTORY METHODOLOGY

One of the components of coordinating public transportation and health/human services is determining the current degree of coordination amongst existing transportation services as well as those services in recent years. This inventory aims to be as comprehensive as possible with regard to cataloging transportation services relevant to the public transportation and health/human services coordination process. The first step in compiling a comprehensive list of services was by reviewing resource materials that had information that could still be relevant today. Among these were:

- *Texas A&M Transportation Institute's Transit District Profiles*. This was prepared to document all transportation services described for the six counties of the Far West Texas region.
- Website - *Myvetride.org*. The project team used an inventory website called myvetride.org (now decommissioned) to identify additional transportation services in the six-county area. The myvetride.org site provided an inventory of transportation services organized by categories such as fixed route, demand response, medical transportation, etc.
- The *Comprehensive Inventory of Transportation Resources in Far West Texas/El Paso, dated June 23, 2016* prepared by WTEP.
- *Review of Statewide Perspectives from the 2017-2021 Regionally Coordinated Transportation Plans* (TxDOT project 409256-106) dated November 29, 2017.
- *Website Gobusgo.com.* This is the WTEP website that contains historical information, minutes from meeting, information about related activities within the region, a copy of the Bylaws, and other information germane towards developing a new regional plan.
- Project Amistad's *Aging Disability & Transportation Resource Center's Resource Directory.* This 129-page bilingual directory of health and human service agencies lists over 150 social service entities within the region, many of which are WTEP member organizations.

The services that were identified as providing coverage within the six-county area were further researched to obtain additional information and determine whether these services are still in operation. The project team conducted additional research to identify other transportation service providers that provide coverage to the region and added any relevant services to the inventory. The inventories include the following information that was available:

- Resource/service name
- Entity providing the service
- Entity type (e.g. private company, non-profit, etc.)
- Counties served
- Service classification (based on the classifications used in the 2017 Coordination Plan)
- Service type(s) (e.g. fixed route, demand response, nonemergency medical transportation, etc.)
- Service mode(s) (e.g. inter-city bus, van, taxi, etc.)
- Service area
- Service schedule
- Notes
- Sources

Limitations

Some of the sources used to identify transportation services included providers that are no longer operating, based on information found online. Other identified services had little-to-no available information online, making it difficult for the project team to discern whether these services still exist. The project team included these services in the inventory along with notes to clarify their unknown or unconfirmed status.

Given the limitations, it is possible that every relevant transportation service was unable to be identified for inclusion in this inventory. Stakeholders and service providers with local knowledge contributed to this inventory. They were able to confirm existing services and provide information about services missed in the original service identification process. These local experts were also able to provide more detailed service information than what was available to the project team through online searches, creating a completer and more accurate inventory.

Inventory Use

Once the transportation resource inventory is finalized, it can be used to ascertain the degree of existing transportation coordination in the Far West Texas region. It can also be used to provide information critical to identifying gaps in service coverage within the region.

INVENTORY FINDINGS

Public Fixed Route

Sun Metro, the City of El Paso's mass transit program, is the main public fixed transit provider in El Paso County. Sun Metro provides more than 10 million trips each year in a service area that includes 251 square miles. As of September 30, 2021, it had a fleet of 161 buses and 259 drivers. In recent years, Sun Metro completed its goal of using Compressed Natural Gas (CNG) in all its fleet to reduce pollution and obtain greater efficiency in its operation.

Until recently, the city outsourced the management and operation of its transit program but has restructured its operation and now manages and operates the Sun Metro Mass Transit Program. Sun Metro's Citizen's Advisory Committee provides feedback as to the services it provides. Through this committee the public uses their first-hand knowledge to recommend service enhancements and give feedback to Sun Metro's management.

The County of El Paso Transit Program is taking the first step in transitioning from a flag-down system to a fixed route system. The County is in the midst of installing 36 full passenger shelters, 49 bus bench sites and signage for 39 additional bus stops along the county's six-routes.

The County's Transit Program operates six fixed routes whose ridership is primarily made up of persons who live just outside the City of El Paso. Some of these communities are incorporated towns, while others are smaller unincorporated communities. The most current ridership figures for El Paso County shows annual ridership of 70,176.

The County has a fleet of 24 buses of which11 use CNG and are operated by 17 drivers. The management of the County's transit program is outsourced to First Transit, a for-profit corporation that operates similar transit programs throughout the nation. The County also manages a direct round trip bus program that is operated by All Aboard America. This route operates daily between El Paso and Las Cruces New Mexico, a distance of 40 miles one way. This service was established through a cooperative agreement between New Mexico DOT and TxDOT. Annual ridership has exceeded 18,000 and fluctuates during school semesters.

Big Bend Community Action Committee (BBCAC) is a nonprofit agency headquartered in Marfa Texas and a member of WTEP. It is the Community Action Program (CAP) that serves the five counties east of El Paso, as well as other counties in West Texas. It provides services such as job training, health care, housing, and economic development. BBCAC reaches low-income families and addresses their multiple needs through developing partnerships with other community organizations and involves low-income clients in the agency's day-to-day operations.

In 2007, BBCAC became a subcontractor with West Texas Opportunities (WTO), the Rural Transit District headquartered in Lamesa, Texas that serves counties in the greater Midland – Odessa area. Since these two agencies are adjacent to each other and they overlap their service area, they agreed to partnered and thus increase efficiency, services, and support for each other. As the Lead Agency, WTO has taken the initiative and has responded to grant requests whereby both entities have been received funding for various programs.

This partnership has proven to be successful in increasing services in the rural counties. Funds received have supported programs though Section 5311 that provides funding for public transportation in non-urbanized areas that have fewer than 50,000 residents, and Section 5310 that serves older adults and persons with disabilities. Funds awarded through this partnership include:

- A new office building for BBCAC headquarters in Marfa, TX, (Presidio County)
- Thirty-one vehicles (leased to BBCAC)
- Vehicle shelters built in Presidio and in Marfa
- Remodeling buildings in Presidio and Marfa
- New automatic gates installed in Presidio and Marfa
- Continued and expanded services to rural communities throughout the five-county area served by BBCAC

BBCAC has centers in Marfa, Alpine, Presidio and Van Horn. Center directors from Marfa provide outreach services to Jeff Davis County, (Ft. Davis and Valentine). The Alpine Center director provides outreach services to Alpine, Terlingua, Lajitas and Marathon, while the Van Horn Center director serves Hudspeth County (Sierra Blanca, Dell City, Ft. Hancock). The Presidio Center director provides outreach services to the towns of Redford, Candelaria, and Shafter. BBCAC provides demand response transportation services to persons within the region who qualify for nonemergency medical transportation.

Because it is centrally located within the region, it also contracts with other entities such as West Texas Opportunities headquartered in Lamesa, Texas. BBCAC has 11 vehicles and six drivers (plus a back-up driver) to serve the five counties in West Texas. As mentioned, the BBCAC office is in Marfa, Texas. Their location is used by **All Aboard America**, a commercial bus operator that serves the region.

The All Aboard America Bus Schedule begins in Presidio, Texas

9am	Leaves Presidio, Texas
10am	Arrives in Marfa
10:15am	Leaves Marfa to Odessa / Midland

Arrives in Odessa / Midland; Begins return trip to Marfa

1:15pm	Arrives in Marfa
1:30pm	Leaves Marfa to Presidio
2:30pm	Arrives in Presidio

Late afternoon schedule:

4:30pm	Arrives Marfa from Presidio
4:50pm	Leaves Marfa for Odessa / Midland

Arrives Odessa / Midland; Begins return trip to Marfa

10:15pm	Arrives Marfa
10:30pm	Leaves Marfa to Presidio
11:30pm	Arrives Presidio

Towns served through this route include Presidio, Marfa, Alpine, Ft. Stockton, Crane, McCamey, Odessa, and Midland.

The **South-Central Regional Transit District** (SCRTD) primarily operates in two southern New Mexico counties (Dona Ana and Otero Counties), but because several towns are located just outside El Paso County (Chaparral, Anthony, Sunland Park, Santa Teresa), some of the ridership is made up of persons traveling from El Paso to and from southern New Mexico.

Additionally, some students from El Paso who attend New Mexico State University located 35 miles away in Las Cruces, use the SCRTD. Through a partnership with the City of El Paso, SCRTD has access to the Sun Metro transfer station in West El Paso and thus riders can transfer to Sun Metro and to El Paso County Transit buses and travel to other parts of the city and county.

Table II-1 shows ridership from October 2020 through September 2021. As with other services, the pandemic affected the ridership during this period.

Table II-1: SCRTD Annual 2021 Fiscal Year Ridership

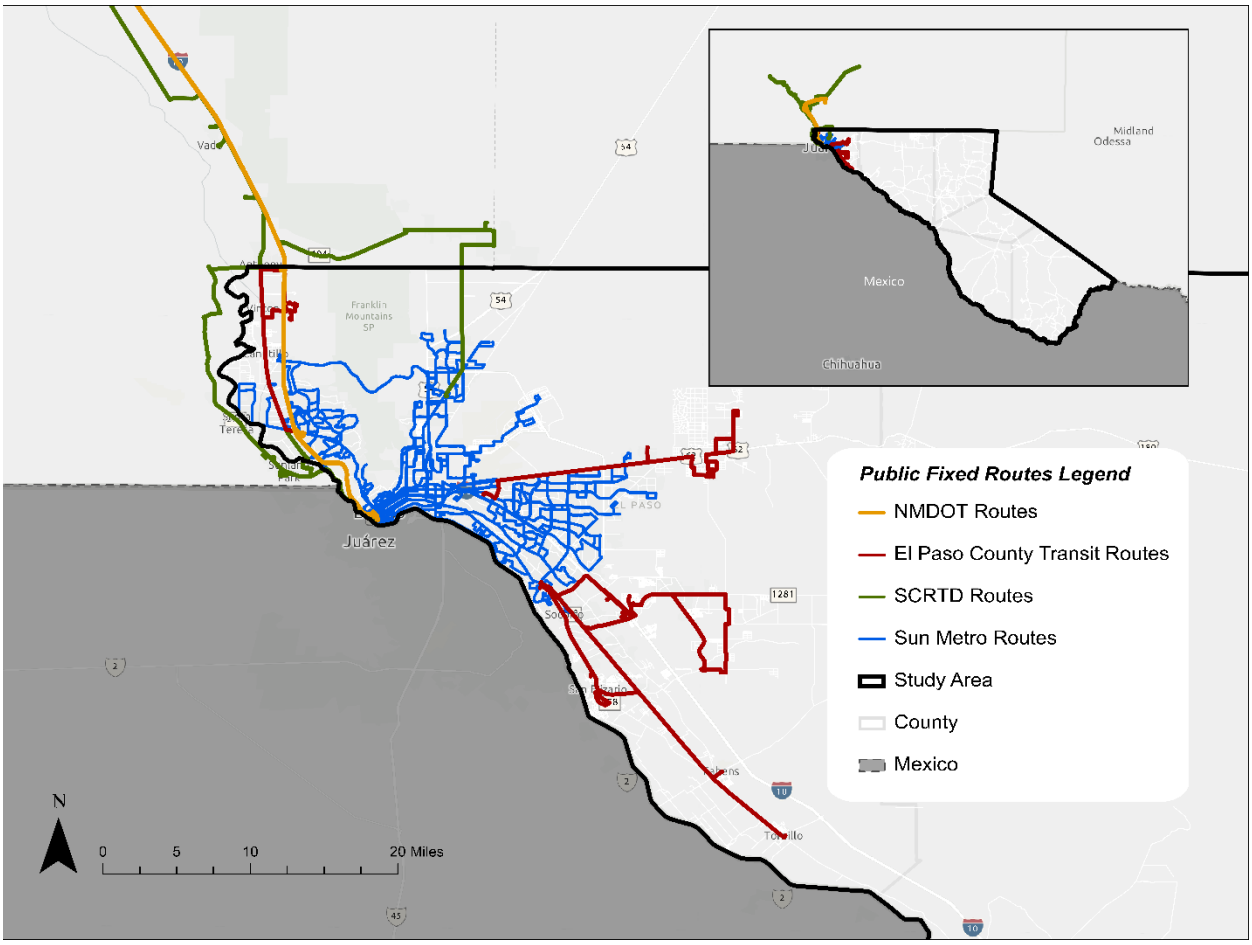
Period	Unlinked Trips
Oct-2020	5883
Nov-2020	4004
Dec-2020	5107
Jan-2021	4131

Feb-2021	4570
Mar-2021	5342
Apr-2021	6184
May-2021	6003
Jun-2021	5630
Jul-2021	5251
Aug-2021	6385
Sep-2021	6507
YTD	**64997**

The **New Mexico Department of Transportation (NMDOT)** offers a Park and Ride Gold Route, which is partially funded by TxDOT through the County of El Paso. This route provides a round trip service primarily between Las Cruces and El Paso.

A map of the public fixed routes is shown in Figure II-A on the following page.

Figure II-A: Public Fixed Routes in Study Area



Public Demand Response Service

Sun Metro LIFT, the paratransit program for the City of El Paso, is the main public provider of demand response services in the city. The agency utilizes 61 paratransit vehicles operated by MV Transit; a paratransit provider contracted by the City of El Paso. Prior to the COVID19 pandemic, the annual ridership averaged 310,000 trips. However, since the start of the pandemic, ridership has decreased to approximately 180,000 trips. The decrease is largely attributed to the COVID pandemic.

Vamanos Vanpool. The County of El Paso partners with Enterprise to operate a vanpool commuter service called, "Vamanos Vanpool." Riders sign up to receive rides on a recurring schedule and then pay a monthly fare, providing alternative methods for riders to get to work at peak times. The service is limited to travel within the County and by the demand for a vanpool in a certain area or at a certain time, and riders are required to sign up for recurring service.

The most recent figures show ridership at 235,443 for a twelve-month period.

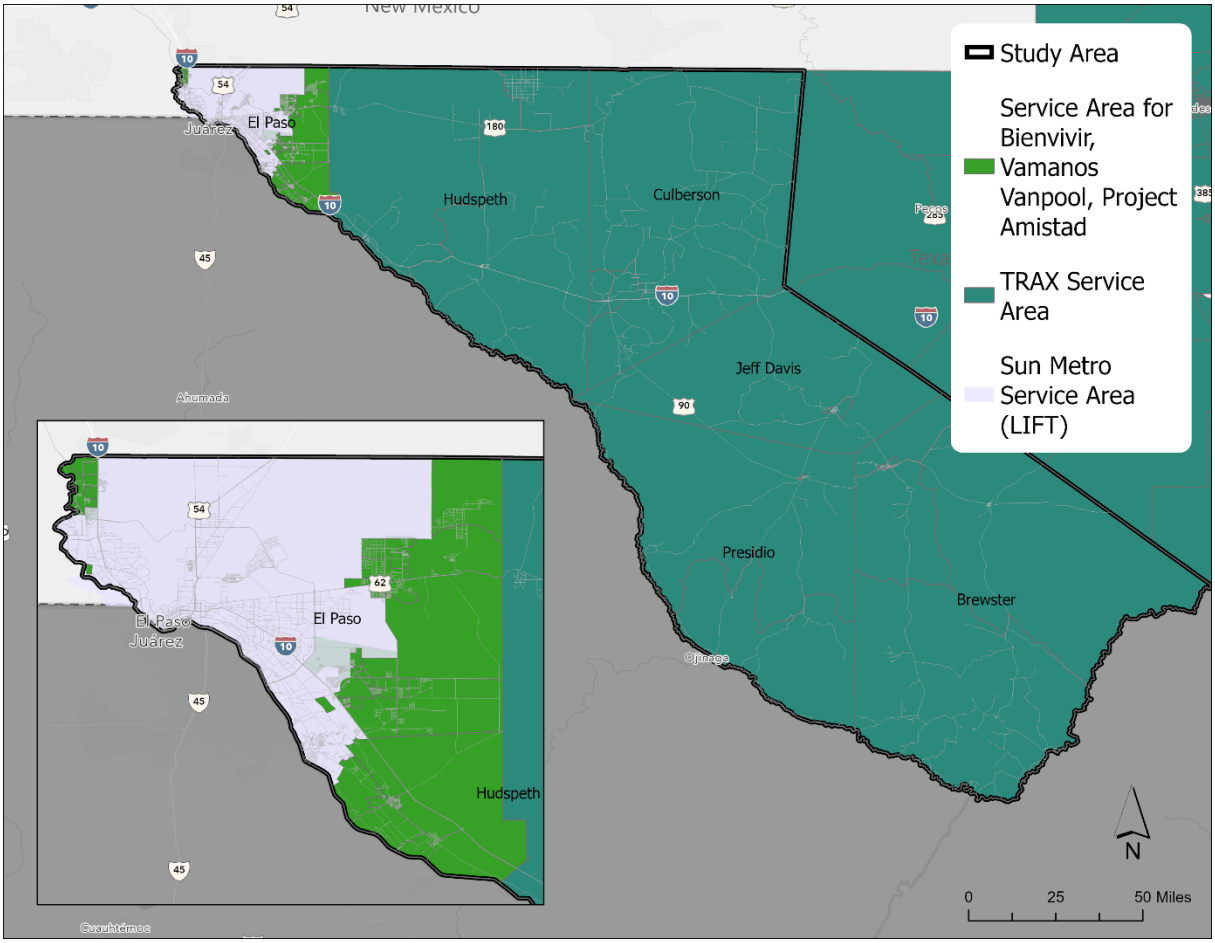
West Texas Opportunities (WTO) located in Lamesa, Texas is a nonprofit agency and is the contracted transportation provider for the Permian Basin Rural Transit District. Five of the counties within our region (Hudspeth, Culberson, Brewster, Presidio, and Jeff Davis counties) are among the 22 counties served by WTO, and thus is included in the WTEP Regional Plan.

WTO also contracts Big Bend Community Action Committee (BBCAC) to provide nonemergency medical transportation, and demand-response transportation services. The daily operation is completed by WTO with support from BBCAC. The number of passengers transported by BBCAC are incorporated into the total ridership figures for BBCAC.

Amistad offers a variety of transportation options to residents living in the Far West Texas region. The agency's fleet of more than 42 vehicles has become a constant presence on streets and highways in the far west region including El Paso and the Big Bend area. The agency transports thousands of elderly residents and persons with disabilities to their medical destinations each week.

Amistad provides transportation to thousands of persons through various contracts and partnerships with the City and County of El Paso, TxDOT, Area Agency on Aging and various local agencies. More information about Amistad appears later in this report.

Figure II-B: Demand Response Service in Study Area



Private, Non-Profit, Community-Based Organizations

PRIVATE ORGANIZATIONS

With a plethora of private organizations available to the public, there is a range of transportation options available to persons in West Texas. One such option is **Amtrak**. Amtrak offers free online and phone booking accompanied by competitive ticket prices.

Greyhound is another provider of transportation in the rural counties. It operates fixed route services five days per week and allows users to reserve a ride at any point along the route. It serves multiple surrounding counties, such as Brewster, Culberson, Hudspeth, Jeff Davis, Presidio.

NON-PROFIT AND COMMUNITY ORGANIZATIONS

The transportation resources mentioned above connect people with health and human services agencies. A resident may need transportation to access medical care, job training, housing assistance, or to meet other health or social service needs. The Veterans Affairs (VA) clinic or a dialysis treatment center are both great examples of these types of services agencies. A small sample of nonprofit agencies are listed below.

Amistad is one of the highest scoring non-profits for their quality of service; the organization provides valuable service to residents throughout the study area, particularly those in the target population. This non-profit operates seven days a week, provides accessible service to persons with disabilities, and offers bookings through their call center. Amistad's service area covers the entire six-county region. Until 2020, it was the Managed Transportation Organization (MTO) serving over thirty counties in West Texas and the Panhandle. Unfortunately, the Texas legislature passed legislation that eliminated all MTO's within the state and resulted in reducing Amistad's coverage area.

Amistad operates a number of the social service programs that include guardianship, veterans' programs, employment, family counseling, utility assistance, referral services, money management, and other social service programs. Information about Amistad's programs can be found in their website - WWW.Projectamistad.org.

Bienvivir operates an all-inclusive community-based health-care program established to serve frail and elderly persons in El Paso County. It serves persons who are Medicaid and Medicare eligible and offers comprehensive health services at its three facilities. It operates seven days a week and provides door-to-door transportation to its members.

Project BRAVO, the El Paso Community Action Program, offers COVID-19 relief, weatherization, housing programs, adult basic education, patient assistance, and a myriad of community services for low-income families. Project BRAVO was established in 1965 and serves El Paso County.

Rio Grande Area Agency on Aging (AAA) is administered by the **Rio Grande Council** of Governments and funded through the Texas Health and Human Services Commission in accordance with the Older Americans Act.

The **Rio Grande** AAA serves individuals 60 years of age and older and their families living in the same counties that makeup the WTEP region (El Paso, Hudspeth, Culberson, Jeff Davis, Presidio and Brewster). AAA contracts with various nonprofits to provide an array of social services and monitors their delivery of services to ensure they comply with the contract requirements.

El Pasoans Fighting Hunger is a human services agency that operates a drive-through food pantry and advocates for policies that affect hunger relief.

Workforce Solutions Borderplex (WSB) advances education, employment, entrepreneurship, and economic development prospects in support of global competitiveness and regional prosperity. The organization's service region covers the same six-counties served by WTEP (Brewster, Culberson, El Paso, Hudspeth, Jeff Davis, and Presidio counties). WSB helps job seekers find employment and helps businesses hire employees.

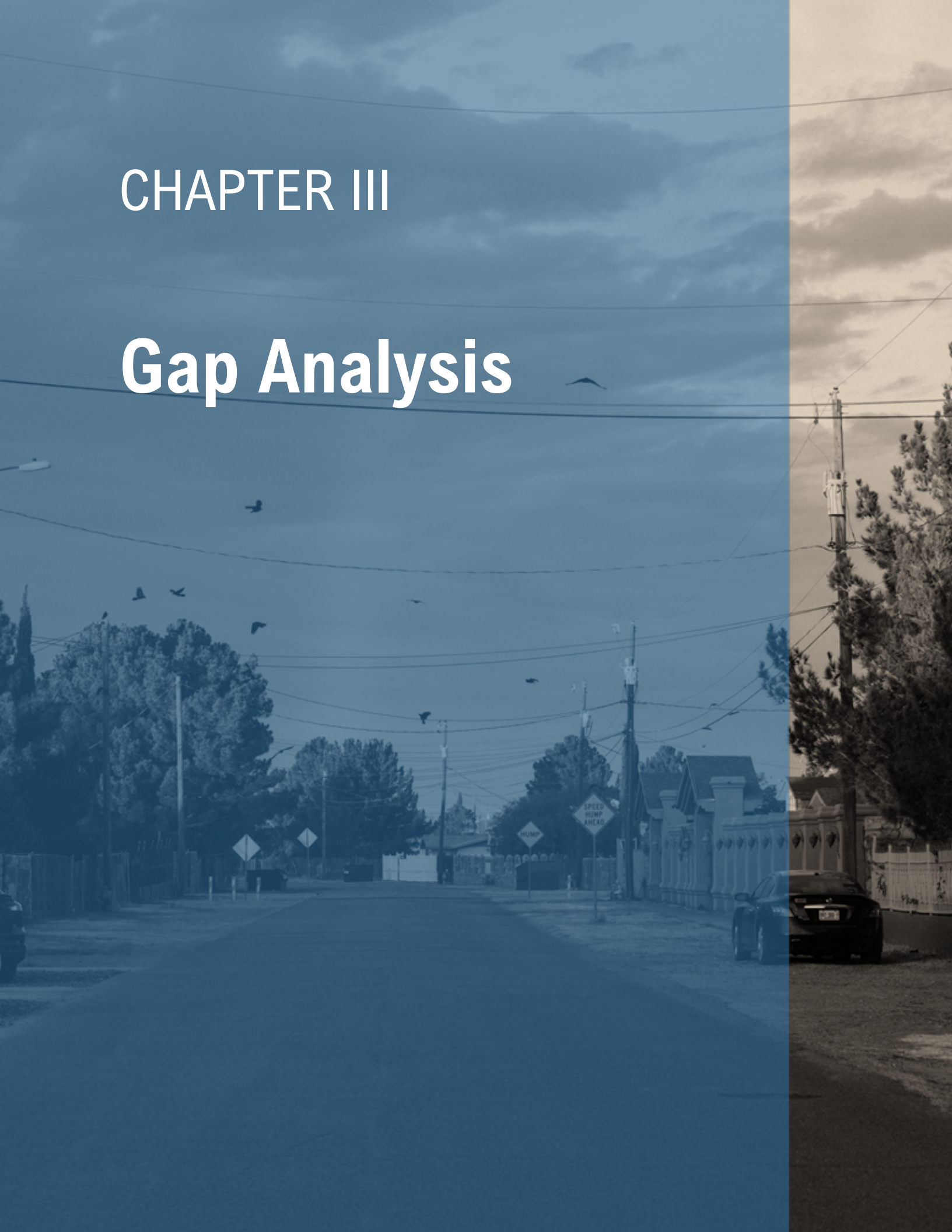
Amistad's Aging, Disability & Resource Center (ADTRC) has published a Resource Directory listing over 150 nonprofit agencies and organizations that provide an array of health and social services. The directory is noted in the Appendix and is available digitally through the Amistad website: www.Amistad.org.

This inventory is provided in Spanish and English and contains contact information for a comprehensive list of services as shown in ***Table II-2***.

Table II-2: Summary of Services Listed in ADTRC's Community Resource Inventory

Services Listed			
Adult day care centers	Hospice services	Thrift stores	Consumer protection disability rights
Family advocacy programs	County hospitals	Salvation army	Low-cost pharmacies
AIDS/HIV / SIDA/VIH Testing and treatment services	Affordable apartments	Transportation services	Hospices
Animal control	Housing programs & long-term housing	Veteran services	Transportation assistance registry services
Behavioral health counseling	Various hotlines	Victims of crime services	District attorney
Alzheimer's services	Immigration services	Attorney general	Nursing homes
Services for the blind	Civil rights	Vital statistics	Emergency services & others
Cancer foundation	Family violence services	Volunteer services	Support groups & others .
Chamber of commerce	Public libraries	Assisted living facilities	Dental clinics
Primary health centers	Licenses / permits	AIDS/HIV / SIDA/VIH Case management services	Medical eligibility services
Urgent care & others	Money management services	Pet food pantries	Public safety offices
Consumer services	Nutrition services	Substance abuse treatment centers	Meals on wheels
Deaf/hearing impaired services	Pharmacies	Autism services	Rural health services
Impaired	Protective services	Breast & other cancer resources	Naturalization

Services Listed			
Driving services	Recreation centers	Comprehensive care	Dispute resolution services
Education	Rehabilitative services	Disability Services	Financial assistance services
Emergency rescue	Senior centers	Driving courses	Police victims Services & other
Environmental services Waste management	Senior health services	Emergency animal cruelty & other	Sheriff's headquarters
Services for the blind	General senior services	Solid waste	Tax services
Financial assistance services	Social services	Food pantries	Theft prevention
Food stamps	Shelters	Private hospitals	Advocacy agencies
Home health providers	Social security offices	Apartments for seniors	



CHAPTER III

Gap Analysis

GAP ANALYSIS

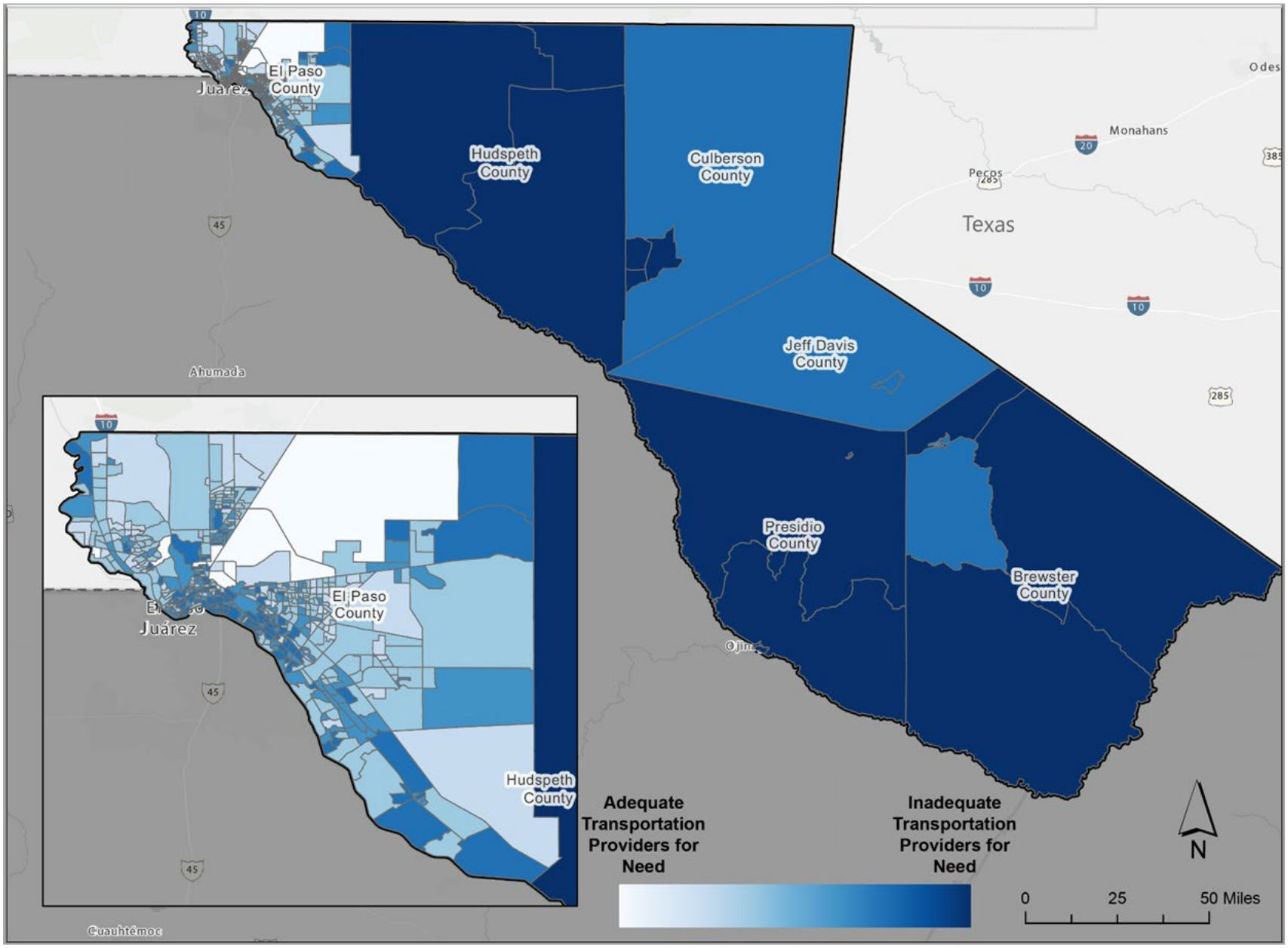
A gap, for the purpose of this project, occurs where there is high need for transportation and a low amount of available resources, revealing underserved areas across the Far West Texas Region. Some of these were known, having been identified in the previous plans developed for the region. Others appeared through the introduction of new data and the discussion of service with project stakeholders. Regions identified in this analysis generally included areas where 1) transportation resources are needed, and 2) transportation resources are lacking.

Gap and Overlap Identification Methodology

To conduct a thorough identification of transportation gaps and overlaps in the region, the ATG project team considered both service *area* and service *quality.* After mapping the service area for each provider to visualize any existing service coverage gaps (shown in the Figure III-A below**)**, the ATG project team aimed to quantify the rider's experience with each provider. The quality-of-service indicators included: ***service times, ADA access, ease of use,*** and ***cost.***

**Data gathered to conduct this gap/overlap identification was predominantly pulled from 2019 American Community Survey (ACS) as it was the most complete set of data closest to the outset of the study. The 2020 Decennial Census results have not been published at the adoption point of this plan.*

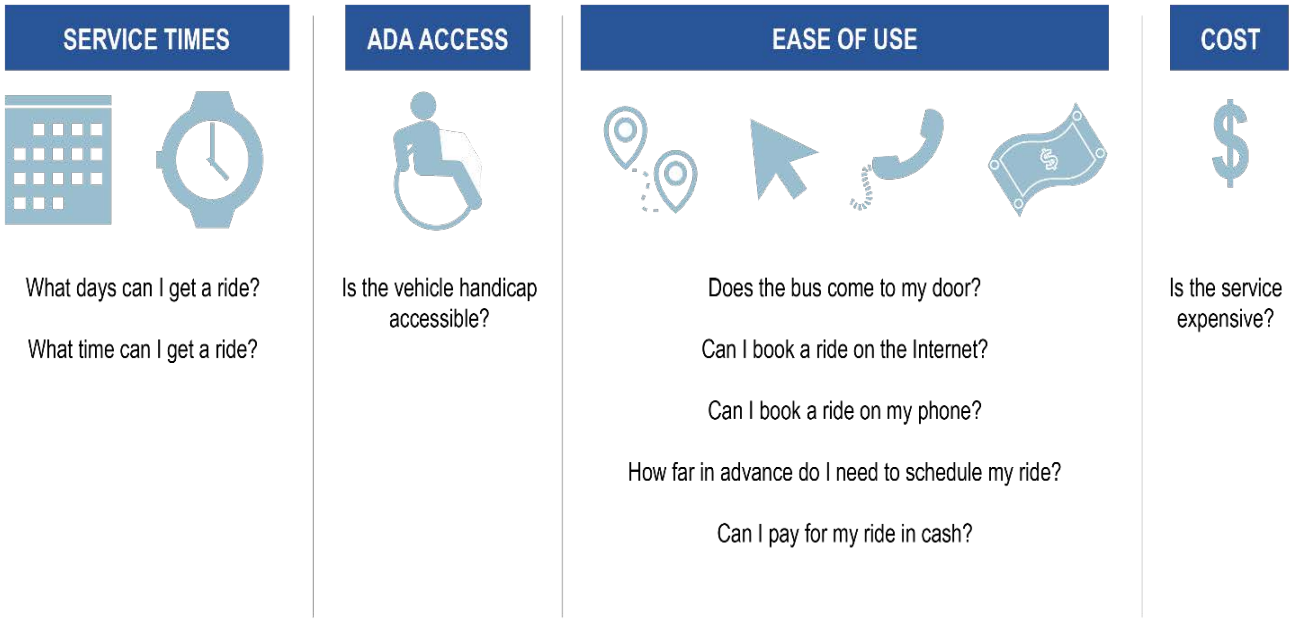
Figure III-A: Transportation Providers and Level of Need



Transit providers were awarded points correlated to the quality of service in each indicator based on the questions shown below in **Figure III-B.** The following section of this chapter details how points were awarded for each indicator.

SERVICE TIMES

Figure III-B: Quality of Service (QOS) Gaps Analysis Indicators



Availability of service times is especially important in the Far West Texas Region. The geographic area is very large, and trips can take a long time—causing some riders to leave early in the morning or return late at night on both weekends or weekdays, depending on the type of human services appointment they need to access. To analyze the level of availability for each service provider, two questions were asked: "What **days** can I get a ride?" and "What **times** can I get a ride?" Providers received a maximum of five points for having service available every day of the week, while they received one point for each part of the day service was available. Table III-A and Table III-B show the points awarded for each aspect of service availability.

Table III-A: Service Availability Point System for Days of the Week

Days of the Week	Point Scale (Points Added to Cumulative QOS Score)
0-2 Days	1 Point
3-4 Days	2 Points
5 Days	3 Points
6 Days	4 Points
7 Days	5 Points

Table III-B: Service Availability Point System for Times of Day

Times of Day	Point Scale (Points Added to Cumulative QOS Score)
4:00 am – 6:00 am	1 Point
6:00 am – 9:00 am	1 Point
9:00 am – 12:00 pm	1 Point
12:00 pm – 3:00 pm	1 Point
3:00 pm – 5:00 pm	1 Point
5:00 pm – 8:00 pm	1 Point
8:00 pm - Midnight	1 Point
Midnight – 4:00 am	1 Point

Partial Credit for Service Availability

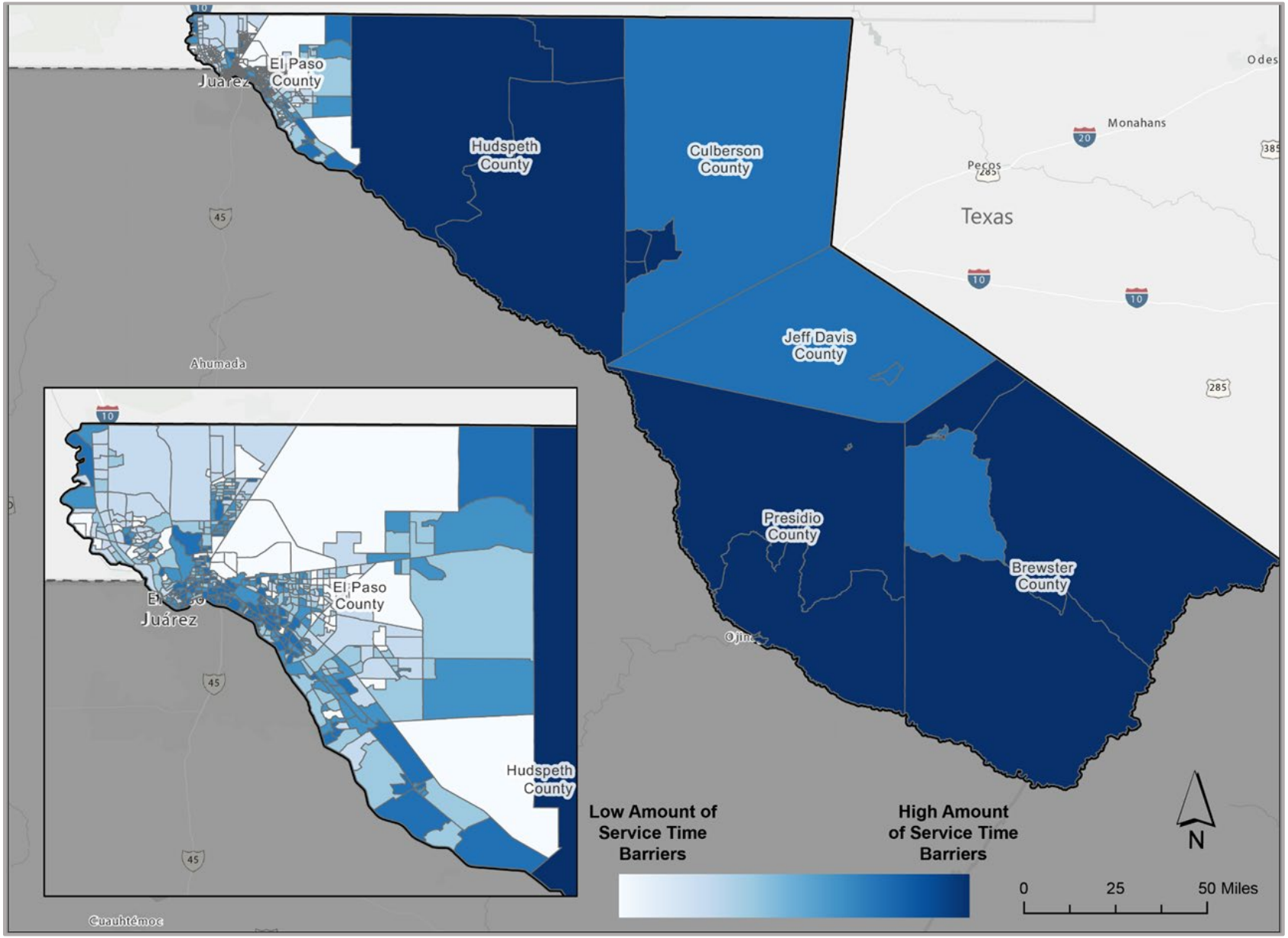
Occasionally, the ATG project team awarded partial points for time-of-day because service was available for a wide span but varied by either route or location. For instance, some routes cover a large geographic area and may only be available at certain times depending on where along the route a rider was located. The All Aboard America Presidio Route was an instance where partial point were appointed to a service. It runs twice a day and would be available in the morning to riders at the termination of the route. However, if a rider needed to leave in the middle of the day, that would only be possible if the rider were leave in the middle of the route. The team awarded this provider two time-of-day points total (since that would be the experience true to most riders) and the two points were spread across all time spans, meaning each time span received 0.25 points.

Service Availability Scores

Most often, routes with a larger geographic span had the lowest service availability scores. For example, Amtrak has fewer options for departure dates and times than a local bus or paratransit service. Taxi and shuttle services emerged as providers with the highest availability scores because they typically operate 24/7. Non-profit and public providers fell in the middle range of service availability scoring.

A map of service time availability scores and need is shown in **Figure III-C.**

Figure III-C: Map of Service Time Availability



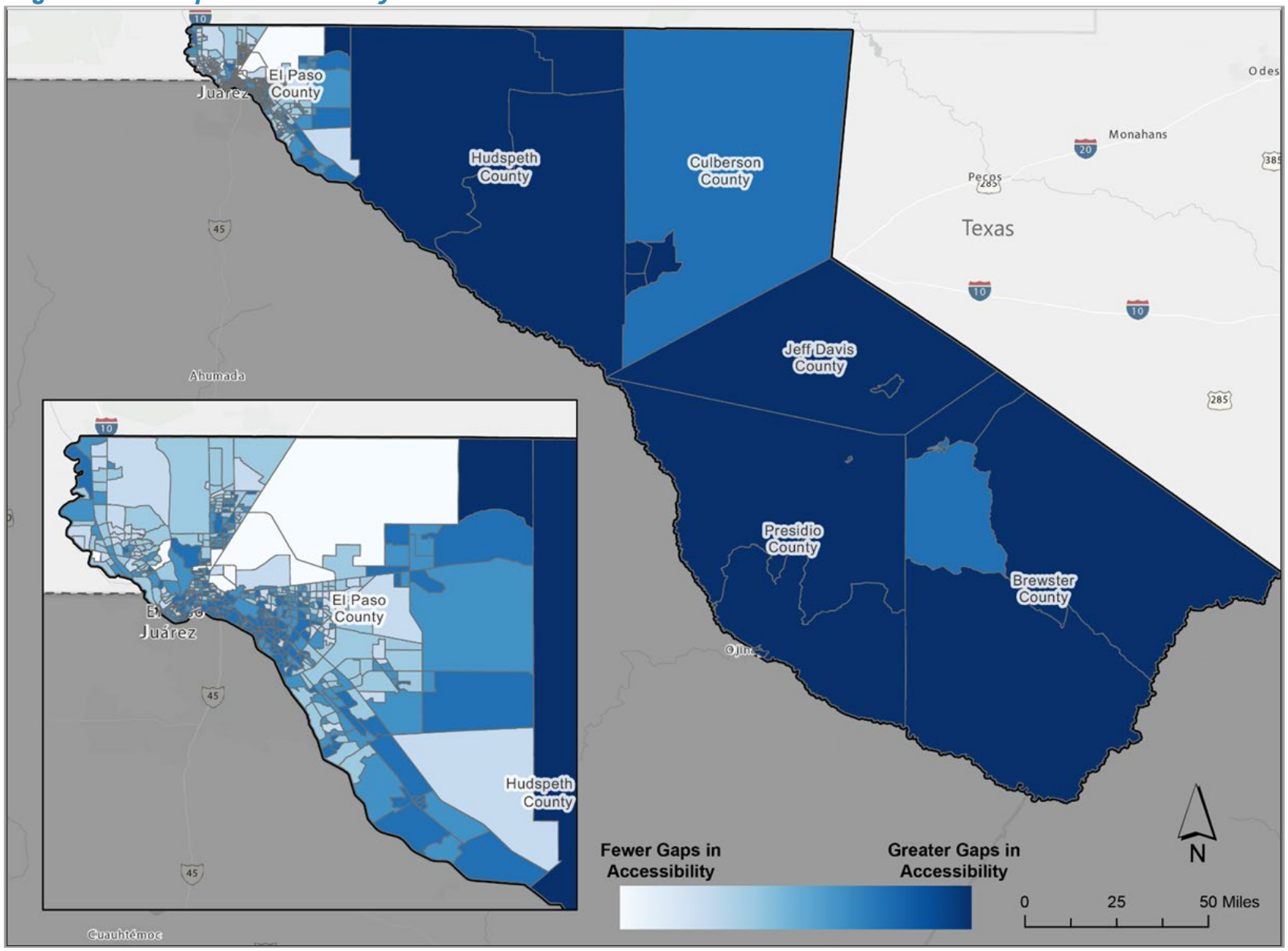
ADA ACCESS

Many riders in the Far West Texas region need assistance when traveling. The ATG project team awarded one point to providers for having vehicles with wheelchair lifts or ramps and zero points for providers who did not have any ADA accessible vehicles. Due to ADA regulations, most providers offered ADA accessible vehicles. Private providers (who are subject to fewer regulations) were less likely to provide accessible vehicles, although several of them did.

Additionally, door-to-door pick up and drop off can make the service easier to use and provide another layer of accessibility. The analysis of door-to-door service is discussed later in the ease-of-use section of this chapter.

Figure III-D shows the map of accessibility and need in the Far West Texas Region.

Figure III-D: Map of Accessibility and Need



EASE OF USE

The ease-of-use indicator was multifaceted. The descriptions below show how the points were awarded for each provider based on whether the provider offered door-to-door service; how much notice was needed to book a ride; whether riders could book trips on the Internet and telephone; and whether the provider accepted fare payment in cash.

Door to Door Service

The level of door-to-door service is important for many within the target populations (people with disabilities and older adults), because many would need door-to-door service to be able to use the service altogether. The provider received five points if door-to-door service was provided for human services appointments or for a wide range of trip purposes. In the rare occasion that door-to-door service was provided for a specific trip purpose that was not human-services related, the provider received two points. Providers that did not offer any door-to-door service received zero points. **Table III-C** shows the levels of points awarded to each provider for their door-to-door service.

Table III-C: Ease of Use Points Awarded for Door-to-Door Service

Door to Door Service Levels	Point Scale (Points Added to Cumulative QOS Score)
Complete door-to-door service within the service boundaries	**5 points**
Door-to-door service for a specific location or reason that is not human services related (i.e., an airport shuttle)	**2 points**
Does not have door-to-door service	**0 points**

Taxicab services and paratransit providers scored highest for door-to-door service. Fixed route services scored lower by default.

Booking Rides Online and Via Telephone

While many people may prefer calling to book a ride, others prefer the ability to book rides from their computer or even a smartphone. Ideally, providers would offer a means for booking rides online or via telephone—catering to riders on both sides of the digital divide. Providers received one point for offering either method of booking rides. Occasionally, providers received partial points if the method of booking online existed but was not easy to use (i.e. if rides must be booked through email instead of a user interface or if the only option to book a ride online was to buy the more expensive monthly pass instead of a single ticket). Similarly, some providers added on a fee for rides booked over the phone, so correlating providers were docked half a point. **Table III-D** shows the points awarded for methods of booking rides.

Table III-D: Booking Rides Points

Method of Booking a Ride	Point Scale (Points Added to Cumulative QOS Score)
Able to book a ride online	**1 point**
Able to book a ride via telephone call	**1 point**

The ability to book a ride on the Internet was much more difficult than expected; more than 65 percent of providers had no option for online booking. Many of these providers were non-profits or public providers. Thus, web development may be a lower priority because resources are often limited for non-private agencies. Large bus companies, Amtrak, and a handful of taxi services led the way for online booking. However, of the 34 percent of providers who *did* offer online booking, several providers received a half-point deduction for requiring larger purchases online or adding fees for online tickets. On the other hand, 88 percent of providers allow riders to book via telephone. A few providers received a half-point deduction for adding fees to tickets that were purchased over the phone.

Ease of Scheduling

Regardless of how users book a ride, *when* they can book a ride can also be a barrier to using the service. Some transit providers require more notice than others and each provider received points based on how many options they offered riders for when to book a ride. **Table III-E** below shows the points awarded for each tier of the ease-of-scheduling indicator.

Table III-E: Ease of Scheduling Point System

Ease of Scheduling	Point Score (Points Subtracted from Cumulative QOS Score)
Scheduling On Demand	**4 Points**
Must Schedule a Day or 2 in Advance	**3 Points**
Must Schedule a Week or More in Advance	**2 Points**
Must Be on a Recurring Schedule	**1 Point**

Vanpools, which are mostly used for the purpose of commuting, scored lowest in ease of scheduling because riders must sign up a month at a time and participate in a recurring schedule. A recurring riding schedule is not very conducive for riders who need to get to human services appointments that may vary by time or day of the week.

Some non-profit providers scored on the lower end as well because they require more than a week's notice but other non-profits allowed riders to book just a few days ahead of time. Taxi services or fixed route buses scored highest because riders would be able to pay for a bus ticket or call a cab on demand.

Ability to Pay in Cash

Transportation providers who do not accept cash payments may force bankless riders to find a ride elsewhere. Particularly, riders with low-incomes or unhoused riders would be greatly affected by having to pay for tickets with a credit or debit card. Thus, providers who allow riders to pay in cash were given one point, as shown in **Table III-F.**

Table III-F: Fare Payment Point System

Fare Payment Method	Point Score (Points Added to Cumulative QOS Score)
Able to Pay in Cash	**1 Point**
Not Able to Pay with Cash	**0 Points**

Approximately 81 percent of local providers do allow riders to pay in cash. A few providers did not offer information about paying in cash either on their website or via a phone call, so they received a half-point deduction. For example, several online forums revealed that paying for an Amtrak ticket in cash can be very confusing and riders may be refused service. Larger bus companies or employee-specific transportation services were most likely to refuse cash payment.

Total Ease-of-Use Scores

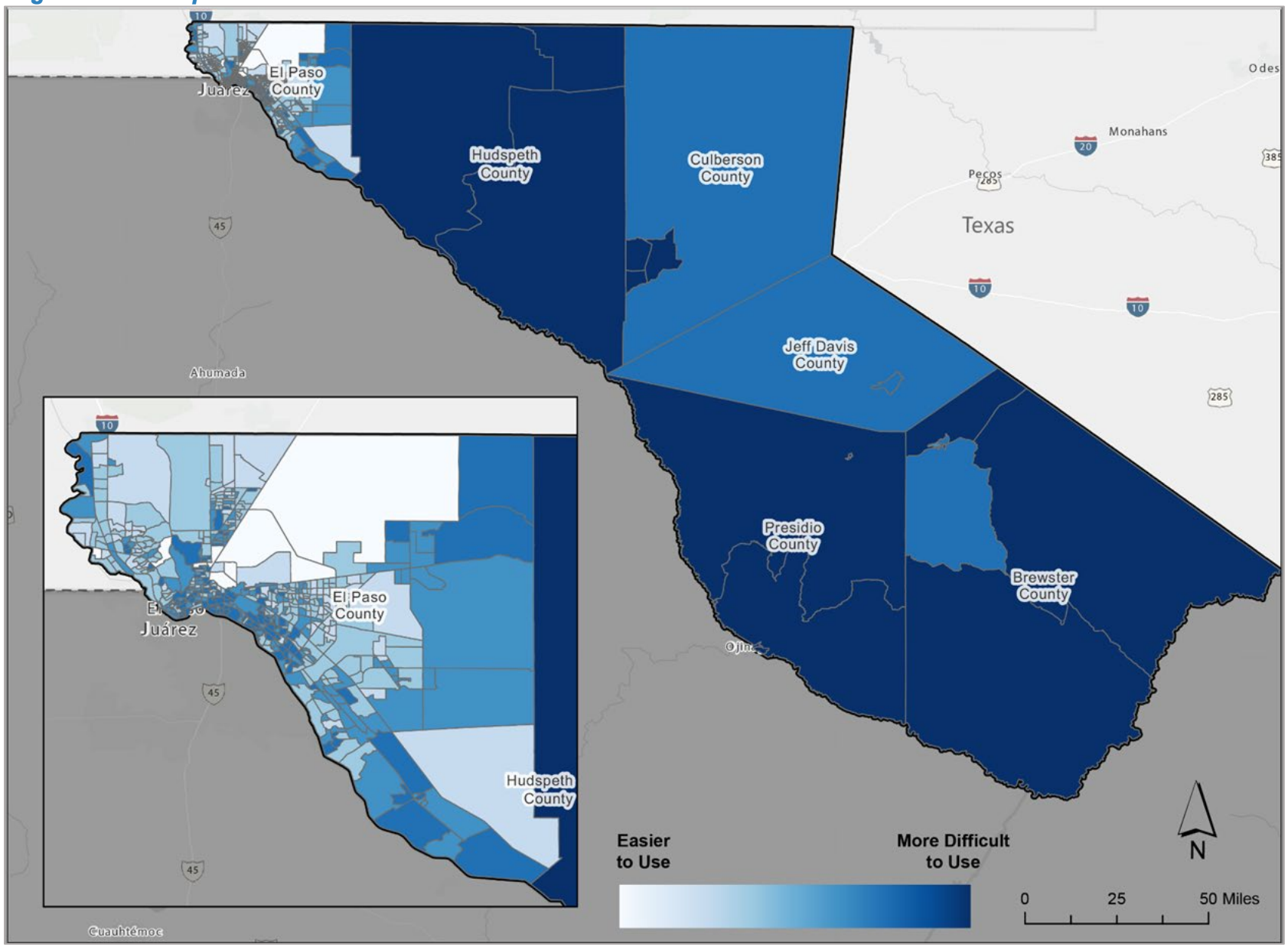
Overall, the transit providers who scored highest for ease-of-use were taxi services. While taxis are expensive, the ability to call for a cab on demand, receive door to door service, book by web or telephone, and pay for cab fare in cash makes it the most convenient option.

Following taxi service providers, non-profits were a close second for high ease-of-use scores. Many non-profits also offer door to door paratransit service, allow flexible ride scheduling, and provide opportunity for riders to pay in cash.

Large bus companies were some of the lower scoring providers on the list. Many of them were more difficult to book online and/or via telephone and not all services allow cash payments. Additionally, these types or organizations do not offer door to door service.

The ease-of-use scores and need are displayed in **Figure III-E** below.

Figure III-E: Map of Ease of Use Scores and Need



COST

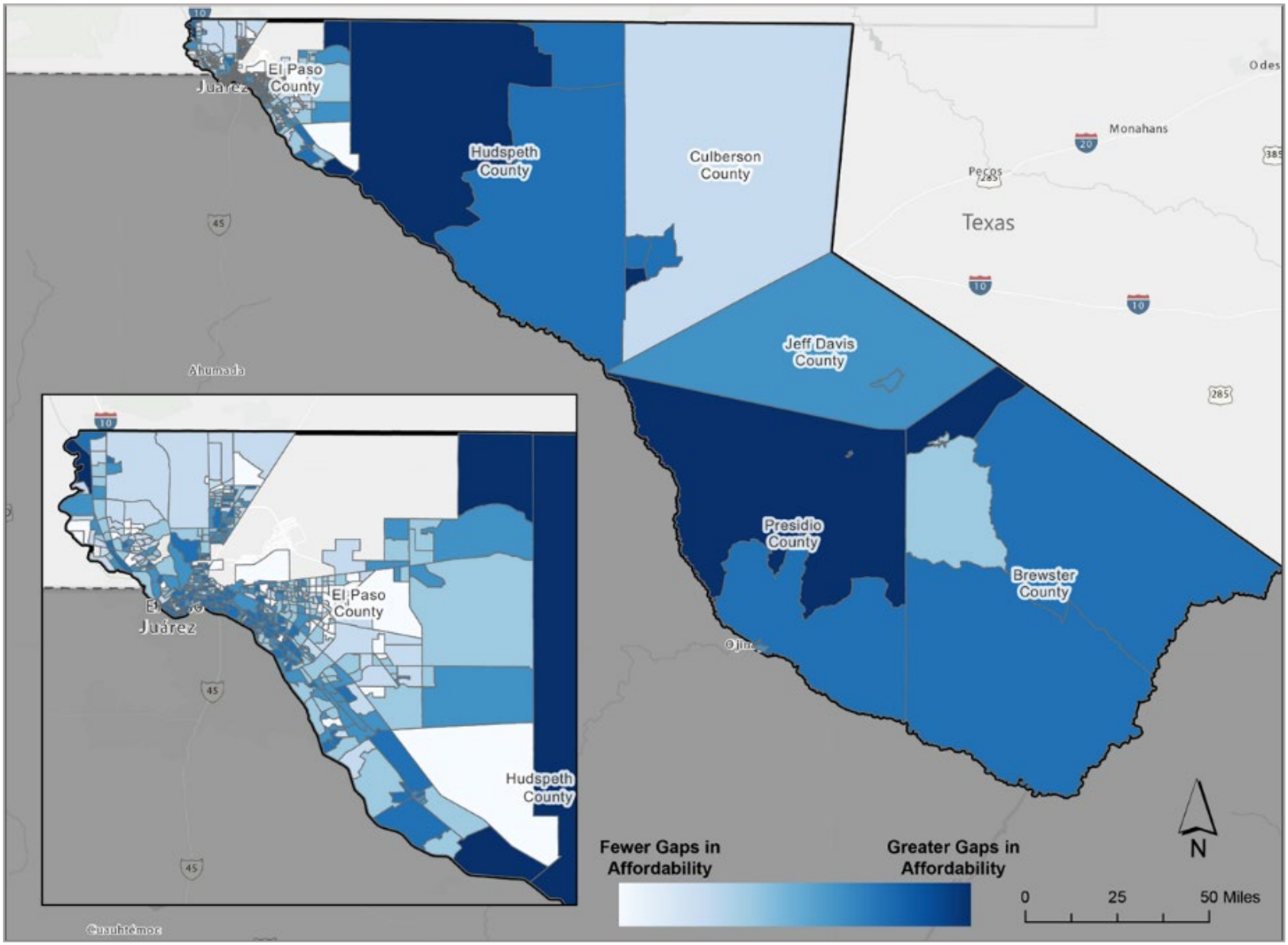
Even if transportation service was available through every block group in the Far West Texas Region, the ability for riders to use it may depend on the cost of fare. The ATG project team analyzed the cost of fare for each provider and compared them based on cost per mile. This was done to normalize the data across all different types of providers (i.e., a local bus ticket versus an Amtrak ticket that covers hundreds of miles). **Table III-G** shows how cost per mile was assigned to each provider.

Table III-G: Cost Per Mile Tiers

Cost Per Mile	Point Score (Points Subtracted from Cumulative Score)
Less than $0.25 per mile	**$**
$0.25 to $0.50 per mile	**$$**
$0.51 to $1.50 per mile	**$$$**
$1.51 to $2.00 per mile	**$$$$**
More than $2.00	**$$$$$**

Not surprisingly, taxis were the costliest of all transportation providers. Vanpools and shuttle services followed closely behind, with large bus companies falling in the middle. Non-profit and public transportation providers were the most cost-efficient forms of transportation per mile. **Figure III-F** shows the affordability scores and need in the study area.

Figure III-F: Map of Affordability Scores and Need



Analysis Results

Once all the providers were analyzed for their quality of service, they were sorted by their cumulative quality of service (QOS) scores. Several non-profits led the way with the overall highest QOS scores. Taxi cabs, due to their availability, and non-profit or public services were the next highest scoring providers. The lowest QOS scores were large bus companies and company-specific providers.

RESULTS

Each provider's QOS score was assigned to the block groups in which they provide service, allowing the ATG project team to visualize block groups that:

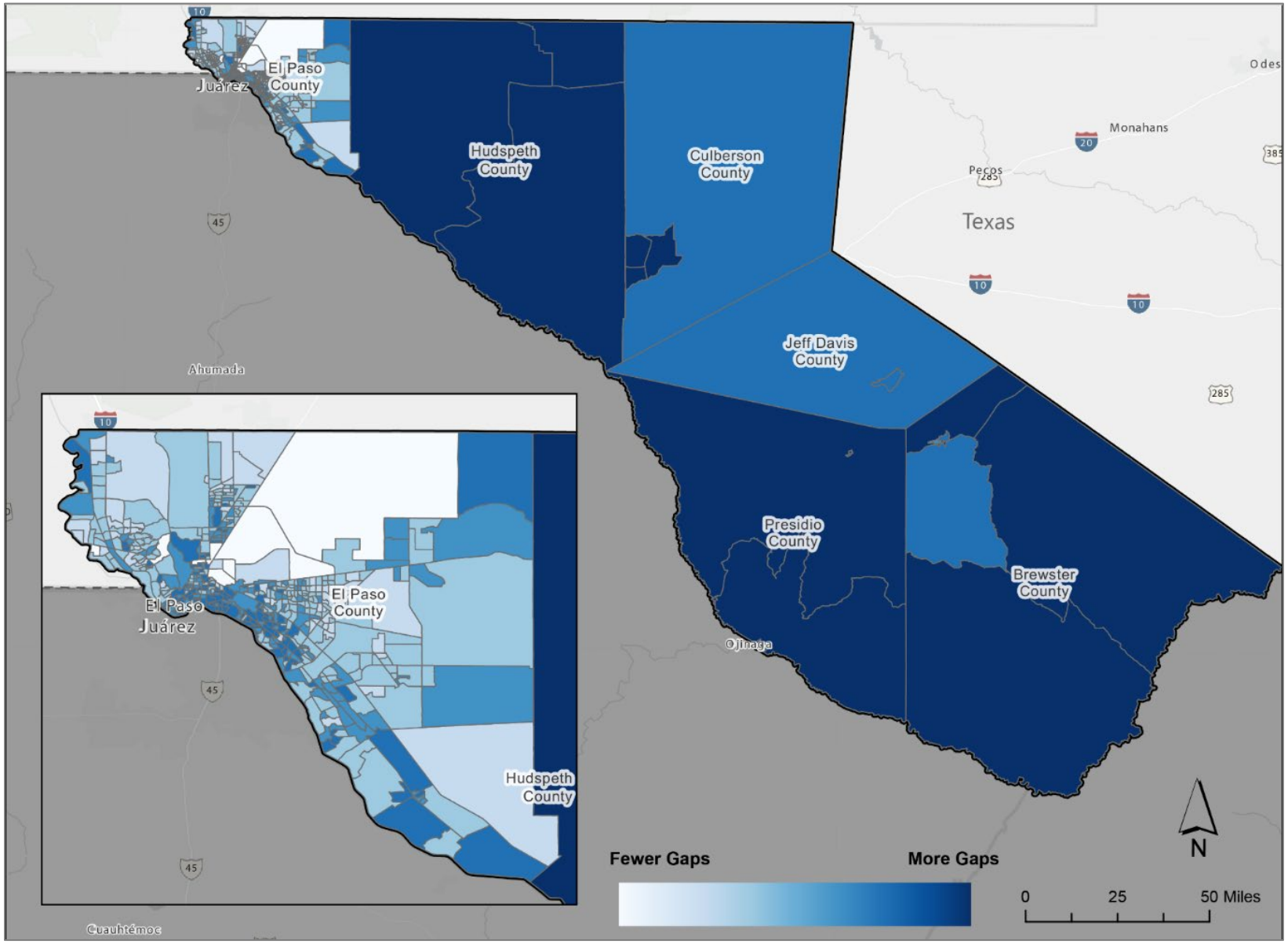
1. receive service from multiple providers,
2. have a high QOS, and
3. need transportation resources.

The ATG project team normalized the cumulative QOS scores by dividing by the TNI scores.

Figure III-G shows the result below; the more rural areas in the Far West Texas region show great need for transportation resources but do not have access to high quality transportation resources like much of the population in El Paso County. It should also be noted that population density was considered during the gap analysis. While there are less people in the rural areas of the study area, the need was great enough to show a gap in that region.

Additionally, some areas in El Paso County could still be improved. The areas along the U.S. Mexican border at the southeastern side of the county appear to have less access to high quality transportation resources, as well as some of the denser areas near the heart of the city.

Figure III-G: Transportation Resource Gap in the Far West Texas Region (Compared to the Need in Each Block Group)



CONSEQUENCES OF GAPS AND DUPLICATION

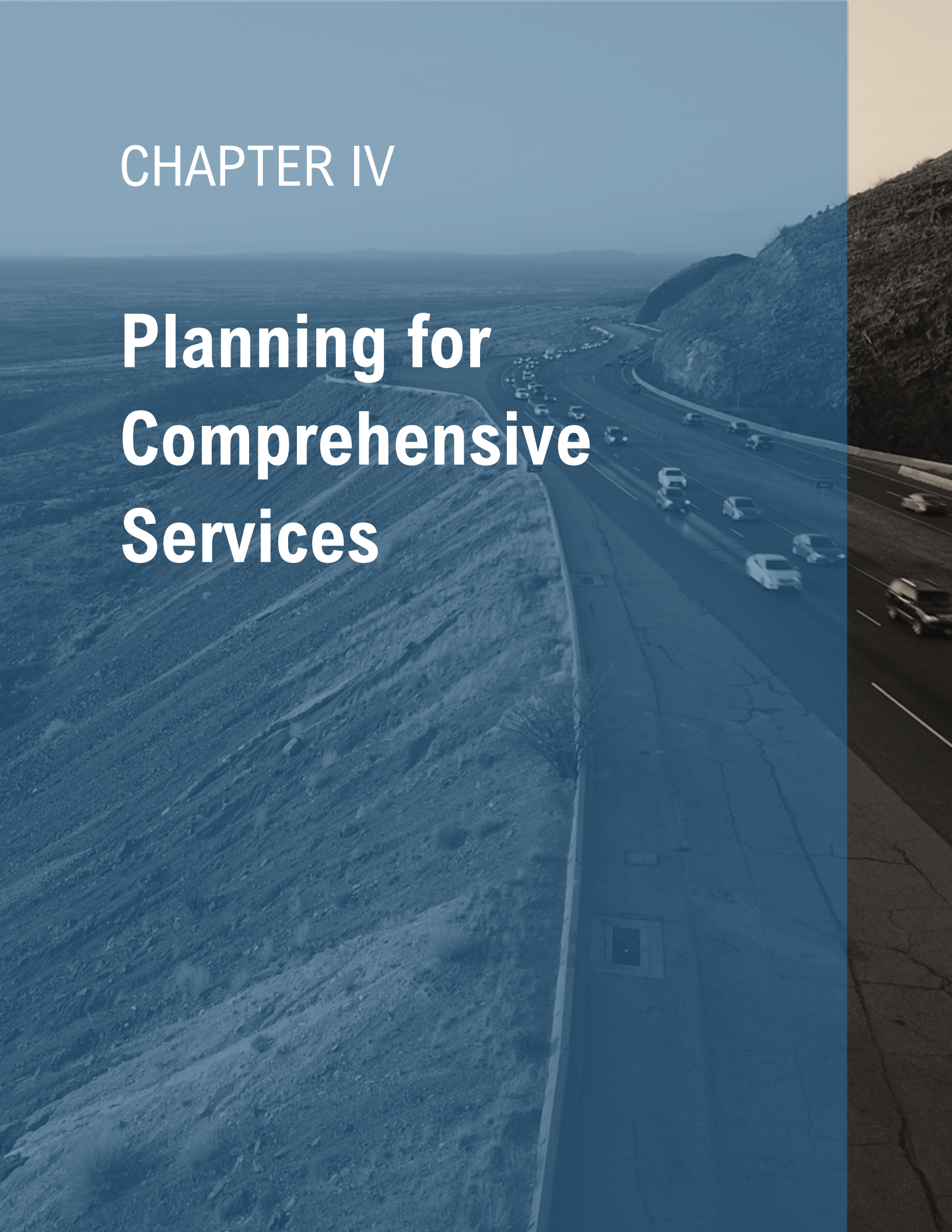
Gaps in transportation resources can result in less mobility, especially for older adults and people with disabilities. In the worst cases, individuals may lack access to critical human services altogether due to the gap in transportation resources. Reviewing gaps helps highlight opportunities for municipal transportation systems to best serve their constituents. Gap analysis can also illuminate possible missed opportunities to potentially provide additional public resources.

However, when transportation resources are improved and the gap begins to close, the physical and social health of the population improves. The presence of ample transportation resources in a community generally corresponds to a number of positive outcomes: better access to jobs and workers, a more fluid labor market, increased access to health and human services, improved mental health, and overall improved quality of life. Thus, a key purpose of this gap analysis is to identify, understand, and successfully fill transportation gaps in the Far West Texas area – and hopefully offer a better quality of life to all riders.

As such, this analysis has provided a backdrop for discussion in the review of previous plan goals and operating objectives. The analysis along with stakeholder feedback has informed the development and prioritization of the new goals and operating objectives. These operating objectives, further discussed in Chapters V - VIII are designed to address or mitigate gaps and overlaps as much as is practicable, considering funding, feasibility, and time to implement.

CHAPTER IV

Planning for Comprehensive Services



COMPREHENSIVE PLANNING AND COORDINATION

The process of integrating transportation planning with health and human service programs, workforce programs, and other FTA funded programs requires a comprehensive approach. To be comprehensive, this coordination process integrates these aforementioned programs by involving their stakeholders and program requirements through a number of methods described in this document. The prime example of this integration of services is the establishment of the Far West Texas / El Paso Regional Human Services Committee, or WTEP. The committee will serve to continue the conversation of the HHSTP in the region as they meet regularly and are composed of a diverse set of transportation providers and human service agencies. The continued work of the WTEP committee will help ensure key community partners stay involved.

WTEP has a strong history of collaborating with community partners. In July 2019, WTEP sponsored a Public Transportation Conference in July of 2019 with the express purpose of bringing human service agencies and transportation providers to the same table to identify gaps in services, unmet needs, and inefficiencies. This conference was attended by 79 persons representing 33 distinct agencies (shown in Table IV-1) representing one or more of the categories shown in Figure IV-A.

Figure IV-A: Public Transportation Conference Attendees

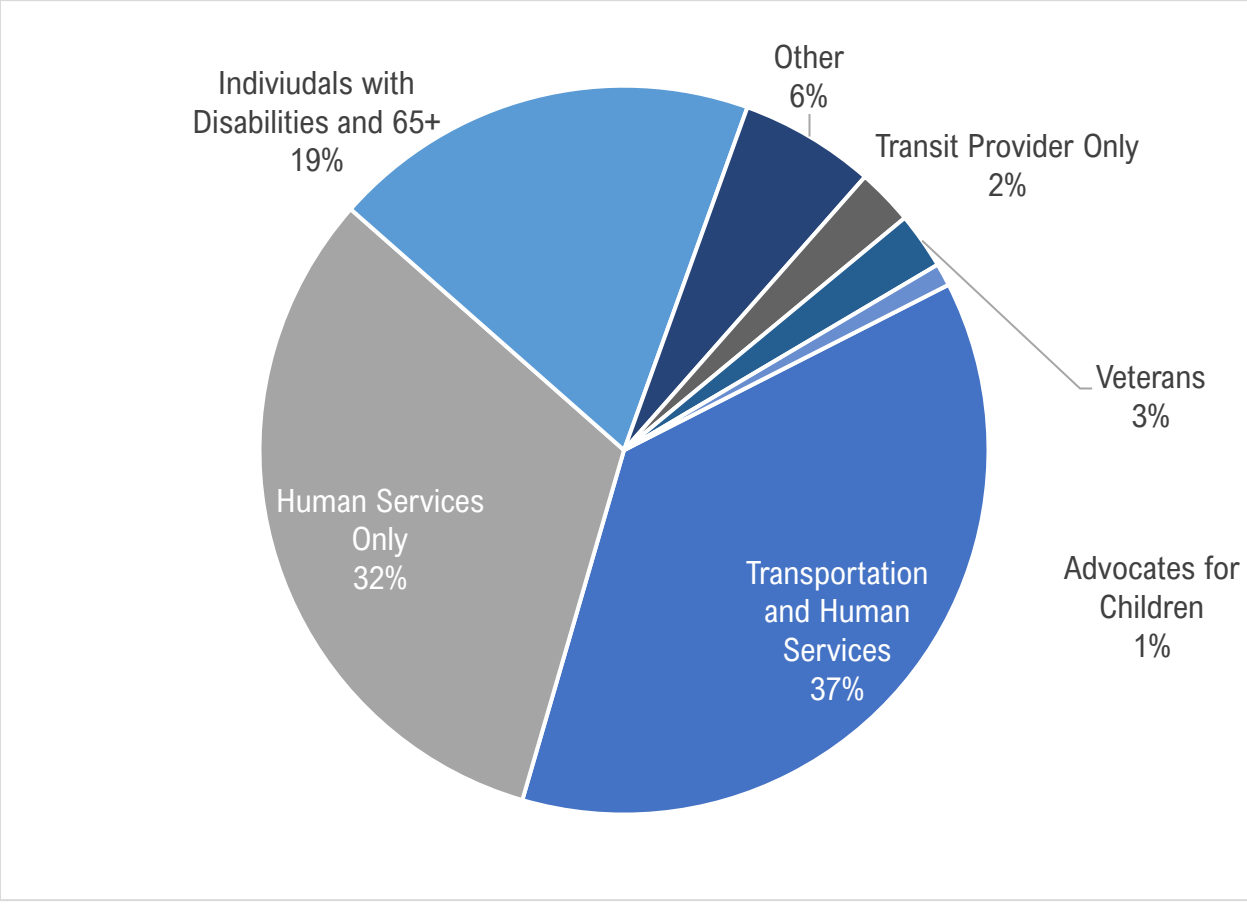


Table IV-1: July 2019 Public Transportation Conference Attending Agencies

Agencies		
Amistad	MCNA Dental Plan	Ambient Logistics
Texas Department of Transportation	Superior Health Plan	2-1-1 Texas-Rio Grande Area
City of El Paso Streets and Maintenance	El Paso VA Healthcare System	Rio Grande Area Agency on Aging
City of Socorro	Caring Partners Home Care	Department of Access and Eligibility Services-Community Supports Section
County Commissioner, Pct 4	DaVita	Department of Access and Eligibility Services-Community Supports Section Division of Medical and Social Services
El Paso County Transit Program	DaVita Cielo Vista	Paso del Norte Children's Development Center
El Paso County Social Services	DaVita Mesa Vista	Project Vida Health Center
EP County Commissioner Precinct 3	DaVita Transmountain	Volar Center for Independent Living
Village of Vinton	DaVita Upper Valley Dialysis	Bienvivir, Inc.
Adult Protective Services	Fresenius Kidney Care	Big Bend Community Action Committee, Inc.
Amerigroup	US Renal Care	Sun Metro LIFT
El Paso Health	US Renal Care East El Paso	U.S. Department of Commerce/Bureau of the Census
Superior HealthPlan	Nurses Care Home Health	Veterans Administration
Texas STAR Medicaid Program		

The conference allowed WTEP to fulfill one of the regional transportation coordination goal objectives to "*Conduct forums or facilitate other means to inform transit providers, health and human service organizations and other stakeholders of transportation funding opportunities and encourage collaborative projects that are consistent with the Regional Plan and priorities.*"



Eric Gleason, TxDOT Transit Director

Eric Gleason, TxDOT Transit Director was the keynote speaker before the West Texas El Paso 2019 Transportation / Social Services Conference attended by over 100 WTEP members and guests.

By facilitating these types of events WTEP has provided an environment in which coordination and comprehensive integration of services is encouraged. The Health & Human Services Transportation Plan (HHSTP) supports this process through the documentation of goals, objectives, and progress toward meeting them.

WTEP accomplishes planning for comprehensive services through the development and publication of a Community Resource Inventory published by Amistad's Aging, Disability & Transportation Resource Center (ADTRC). The inventory is published to assist the community, as well as health professionals and social workers in finding comprehensive services for the elderly and persons with disabilities.

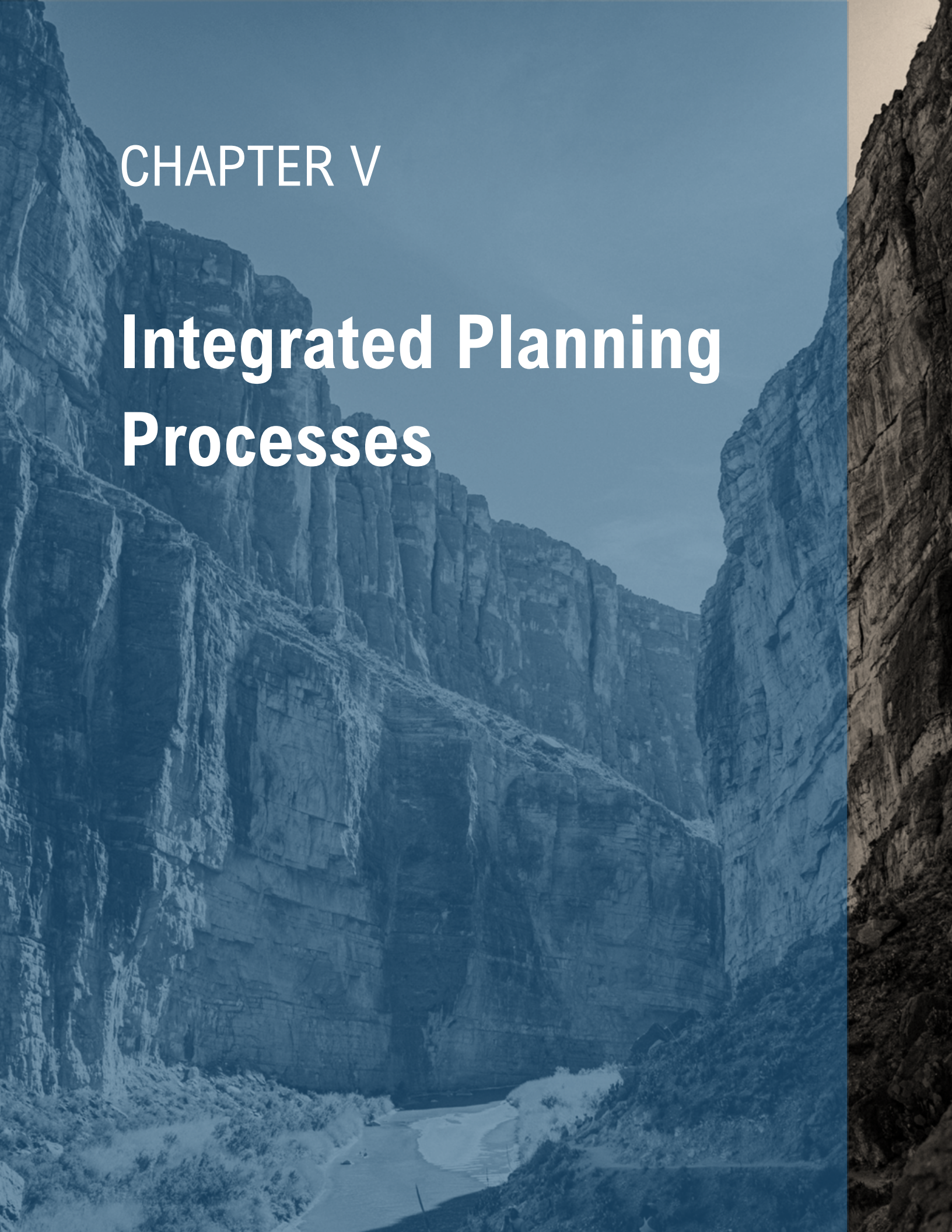
This inventory is provided in Spanish and English and contains contact information for a comprehensive list of services as shown in Table IV-2, and is included at the end of the regional plan.

Table IV-2: Summary of Services Listed in ADTRC's Community Resource Inventory

Services Listed			
Adult day care centers	Hospice services	Thrift stores	Consumer protection disability rights
Family advocacy programs	County hospitals	Salvation army	Low-cost pharmacies
AIDS/HIV / SIDA/VIH Testing and treatment services	Affordable apartments	Transportation services	Hospices
Animal control	Housing programs & long-term housing	Veteran services	Transportation assistance registry services
Behavioral health counseling	Various hotlines	Victims of crime services	District attorney
Alzheimer's services	Immigration services	Attorney general	Nursing homes
Services for the blind	Civil rights	Vital statistics	Emergency services & others
Cancer foundation	Family violence services	Volunteer services	Support groups & others .
Chamber of commerce	Public libraries	Assisted living facilities	Dental clinics
Primary health centers	Licenses / permits	AIDS/HIV / SIDA/VIH Case management services	Medical eligibility services
Urgent care & others	Money management services	Pet food pantries	Public safety offices
Consumer services	Nutrition services	Substance abuse treatment centers	Meals on wheels
Deaf/hearing impaired services	Pharmacies	Autism services	Rural health services
Impaired	Protective services	Breast & other cancer resources	Naturalization
Driving services	Recreation centers	Comprehensive care	Dispute resolution services
Education	Rehabilitative services	Disability Services	Financial assistance services
Emergency rescue	Senior centers	Driving courses	Police victims Services & other
Environmental services Waste management	Senior health services	Emergency animal cruelty & other	Sheriff's headquarters

Services Listed			
Services for the blind	General senior services	Solid waste	Tax services
Financial assistance services	Social services	Food pantries	Theft prevention
Food stamps	Shelters	Private hospitals	Advocacy agencies
Home health providers	Social security offices	Apartments for seniors	

Through the maintenance and execution of this updated plan, users have and will continue to work with health and social service agencies, transit providers, Veterans organizations, workforce agencies, and other organizations to promote the integration of services. The plan for moving forward is provided in greater detail in Chapter VI Vision, Mission, Goals, and Operating Objectives.



CHAPTER V

Integrated Planning Processes

RELATED PLANNING EFFORTS

This chapter provides a review of other existing plans regarding transportation in the Far West Texas region. A key part of collaboration between municipal boundaries is ensuring the HHSTP goals align with the goals of other planning entities in the region, making it easy to coordinate. Described below, each of the following plans helped lay a foundation for goals and objectives in the HHSTP.

Statewide Planning

TXDOT STRATEGIC PLAN 2021-2025

The Texas Transportation Commission adopted the TxDOT 2021-2025 Strategic Plan in May 2020. The plan includes the mission, vision, goals, objectives, and "budgetary structure" that will guide transportation development in Texas over the next five years. Additionally, the plan provides an implementation plan and performance measures to ensure the goals of the plan are achieved. The seven strategic goals for the TxDOT 2021-2025 Strategic Plan include:

- Strategic Goal 1: Promote Safety
- Strategic Goal 2: Deliver the Right Projects
- Strategic Goal 3: Focus on the Customer
- Strategic Goal 4: Foster Stewardship
- Strategic Goal 5: Optimize System Performance
- Strategic Goal 6: Preserve our Assets
- Strategic Goal 7: Value our Employees

TEXAS TRANSPORTATION PLAN (TTP) 2050

The Texas Transportation Commission adopted the Texas Transportation Plan (TTP) 2050 in 2020 to serve as TxDOT's long-range, performance-based transportation plan (LRTP). The TTP addresses the statewide planning requirements under the current federal surface transportation act – Fixing America's Surface Transportation (FAST Act), and Title 43, Texas Administrative Code, Chapter 16.

The TTP 2050 was developed through a collaborative process of metropolitan planning organizations and communities, as well as city, county, transit, stakeholder, and private company officials. The TTP 2050 guides planning and programming decisions for the development, management, and operation of the statewide, multimodal transportation system in Texas over the next 30 years.

The plan lists the following goals which appear consistent with the objectives of human services transportation coordination:

- Safety
  - Use education and outreach to promote safe driving, bicycling, and pedestrian activities
- Optimize System Performance: Movement of People and Goods
  - Enable reliable travel times
  - Increase travel options/connections
  - Increase access to jobs, services, and activity centers
  - Leverage transportation assets to support economic growth and vitality
- Focus on the Customer: Communicate Effectively
  - Communicate effectively with the public and partners
  - Be accountable and transparent in decision-making
  - Encourage feedback from the public and stakeholders
  - Improve communication and coordination with all planning partners and stakeholders
- Foster Stewardship: Protect and Preserve the Human and Natural Environment
  - Enhance communities' quality of life through infrastructure and design choices
  - Design a resilient and future-focused transportation system

UNIFIED TRANSPORTATION PROGRAM (UTP)

The 2022 Unified Transportation Program (UTP) identifies planned investments in infrastructure improvements over the next 10 years that address TxDOT's strategic goals (as listed above). The UTP is a mid-range transportation plan that links statewide and rural transportation plans to the Statewide Transportation Improvement Program (STIP) and other short-term investment programs. Specifically, the UTP lists projects and programs planned for construction and/or development within the first 10 years of the Texas Transportation Plan (TTP) 2050.

Project development includes activities such as preliminary engineering work, environmental analysis, and right-of-way acquisition and design. It is a critical tool in guiding transportation project development within the long-term planning context. In addition, it serves as a communication tool for stakeholders and the public in understanding the project development commitments TxDOT is making.

The overall goals of the 2022 UTP include the following:

- Promote safety; reduce crashes and fatalities
- Preserve our assets; maintain and preserve transportation system conditions
- Optimize system performance enhance mobility, reliability, and connectivity, and mitigate congestion

In the El Paso district, planned projects center on addressing congestion and improving mobility. In rural areas of the El Paso TxDOT district, the focus is on connectivity, safety, and maintenance, due to aging infrastructure. The following projects will be prioritized in the El Paso district:

- Improvements to the I-10 corridor in El Paso to mitigate congestion, also known as "Reimagine I-10"
- Maintenance on rural roads that were not built to receive the recent influx of heavy freight traffic, particularly on heavily used energy sector corridors
- Creation of a new Borderland Expressway: a highway for freight, military, and long-distance commuters with an option to bypass El Paso and the Franklin Mountains
- Improvements to FM 2185 in Culberson County to create an extension of an existing rural roadway that provides safety, reliability, and mobility throughout the energy sector

2021-2024 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

The Statewide Transportation Improvement Program (STIP) is the programming document for prioritizing and scheduling projects. The Highway Safety Improvement Program (HSIP) projects are included in the STIP, and other road safety projects also may be included utilizing state funds.

While the STIP does not contain goals and performance measures, it is based on a set of needs set out in the TTP, which are mentioned in the description above.

TEXAS STRATEGIC HIGHWAY SAFETY PLAN 2017-2022

The Texas Strategic Highway Safety Plan (SHSP) creates a process for strategically investing in roadways and programs that will ultimately increase the safety of transportation infrastructure in the state of Texas and make progress towards the vision of zero fatalities (Vision Zero). Through processes of stakeholder engagement, data analysis, and priority setting, this plan was able to identify areas of concern:

- Distracted driving
- Impaired driving
- Intersection safety
- Older road users
- Pedestrian safety
- Roadway and lane departures
- Speeding

The plan then sets realistic performance targets (based on data analysis) and aspirational targets to help improve these areas of concern and make progress towards Vision Zero. Additionally, statewide efforts are reviewed to create a uniform effort that connects and aligns goals from different planning partners throughout the state.

TEXAS TRANSPORTATION ASSET MANAGEMENT PLAN, 2019-2023

The Federal Highway Administration (FHWA) requires all states to develop a *Transportation Asset Management (TAM) Plan*. The purpose of developing TxDOT's group TAM Plan is to assist the department in achieving and maintaining a state of good repair (SGR) for all public transportation assets, setting standards and performance targets for managing and maintaining both the state's bridge and pavement systems as well as vehicle assets. The state of Texas is required to meet the following requirements in accordance with the MAP-21 Act and Fixing America's Surface Transportation Act (FAST Act):

- Description of National Highway System (NHS) pavement and bridge assets inventory
- Statement of the asset management objectives and performance measures
- Performance gap identification
- Life cycle planning (LCP)
- Risk management analysis
- Financial plan for a minimum of 10 years
- Investment strategies

The Texas Department of Transportation (TxDOT) is the entity responsible for publishing the TAM Plan. TxDOT must abide by or build upon the standards and performance measures set forth by FHWA, which then fall upon the local transit agencies throughout Texas to use during the adoption of their agency specific TAM Plans and other transportation plans. The latest Texas TAM Plan was adopted in 2019, its planning process resulted in the following seven priorities: 1) Deliver the right projects, 2) Focus on the customer, 3) Foster Stewardship, 4) Optimize system performance, 5) Preserve our assets, 6) Promote safety, and 7) Value our employees.

Regional Planning

BORDER DISTRICT TRADE TRANSPORTATION REPORT, 2021

This report details border trade activity for TxDOT's three border districts – El Paso, Laredo, and Pharr – to identify transportation needs and develop strategies and investments that support safe and efficient movement of United States (US) and Texas trade with Mexico. The report provides figures on let project cost and type, highlighting areas of need for future analysis.

US 67 CORRIDOR MASTER PLAN

US 67 between Interstate 10 (I-10) west of Fort Stockton and the Port of Entry (POE) in the City of Presidio is a far-reaching route that travels through multiple towns and varied landscapes. Travelers on the US 67 corridor are often tourists or freight carriers, and the corridor is also used by people traveling to and from towns (including those from the Far West Texas / El Paso Regional Transportation Coordination Committee, or WTEP). US 67 provides access to the cities of Alpine, Marfa, and Presidio as well as Big Bend National Park, Sul Ross State University, the Marfa Lights viewing area, Big Bend Ranch State Park, Fort Leaton State Park, and Fort Davis.

Built in the 1930s and 40s, the US 67 corridor is under-prepared for the increased traffic growth in the area. To retrofit the route for the growing population, freight traffic, and tourism, the plan includes the following goals:

- Improve safety
- Improve emergency response
- Promote sustainability
- Maintain a state of good repair
- Support economic development
- Enhance multimodal connectivity
- Improve mobility

County Planning

EL PASO COUNTY TRANSIT PLAN

While working diligently for the past two years to improve and expand transit services, the El Paso County Transit plan has created guidelines and priorities to improve bus service, bus stops, and bus shelters throughout the county. The County was in the midst of the El Paso Transit Regional Study (Phase 2) during the development of this HHSTP. Proposed route changes included expanded service for deviated fixed routes, transitioning from a flag-down system to a fixed-route system, options to call ahead and request a trip, and increased frequency during peak travel times. All proposed changes were posted on an interactive story map to further engage the public and stakeholders in the hopes of making public transportation a valuable resource for every resident.

Of major importance is the conversion from the use of gasoline to compressed natural gas (CNG) to reduce the use of carbon-base fuel and increase efficiency. The conversion is underway and is expected to be completed over the next two years.

CULBERSON COUNTY COMPREHENSIVE PLAN 2020-2030

Culberson County recognized that for the county to successfully grow and evolve, the "transportation network must grow with it". With transportation connectivity as a high priority in the Culberson County Comprehensive Plan 2020-2030, they identified three distinct needs necessary to improve transportation within their county:

- Need for expanded roadway connectivity throughout the county
- Need for road improvements in the Northeast part of the county, where the energy sector is outpacing county infrastructure improvements
- Need for better, updated equipment and machinery for maintaining county roads

With an emphasis on establishing plans that address flooding issues, the county plans on tackling these needs by dividing existing forms of transit into three separate categories. The plan focuses on roadways, railways, and airports to create one, cohesively improved transportation network.

Local Municipality Planning

EL PASO METROPOLITAN TRANSPORTATION PLAN (MTP)

The El Paso Metropolitan Transportation Plan strives to develop an integrated intermodal transportation system by incorporating long-range and short-range program strategies to create quality and effective movement of people and goods. The plan addresses:

- Policies, strategies, and projects for the future
- A systems level approach by considering roadways, transit, non-motorized transportation, and intermodal connections
- Projected demand for transportation services over 20 years
- Regional land use, development, housing, and employment goals and plans
- Cost estimates and reasonably available financial sources for operation, maintenance, and capital investments (see Part II section on Financial Planning and Programming)
- Ways to preserve existing roads and facilities and make efficient use of the existing system.

CITY OF EL PASO COMPREHENSIVE PLAN (2012)

With an ambitious goal to become the least car-dependent city in the Southwest, the City of El Paso Comprehensive Plan aims to reduce auto-dependency by implementing purposeful travel options and land-use patterns that enhance walkability, livability, and sustainability. The City developed the following strategies to improve traffic congestion and land use issues in El Paso:

- Traffic operations improvements
- Intelligent Transportation System (ITS) strategies
- Transit operations and capital improvements
- Bicycle and pedestrian strategies
- Congestion pricing
- Capacity expansion

Throughout the years, El Paso's transportation priorities have been centered around maintaining or improving fast-moving traffic, even at the expense of adjacent neighborhoods and other modes of transit. The City of El Paso's Comprehensive Plan clearly defines their commitment to shifting priorities and working towards providing a truly multi-modal city to its residents.

Health and Human Services Planning

HEALTH AND HUMAN SERVICES SYSTEM COORDINATED STRATEGIC PLAN FOR 2021-2025

The Texas Health and Human Services (HHS) system serves millions of Texans every month. Comprised of two agencies—The Health and Human Service Commission (HHSC) and The Department of State Health Services (DSHS)— the HHS system helps family receive the food, housing, medical care, and mental health care they need.

Services for older adults, disaster relief, and fighting human trafficking also fall underneath the HHS system umbrella. Overall, the programs operated through HHS accounted for $38 billion dollars of spending in fiscal year 2020. The mission of the HHS system is to "[improve] the health, safety, and well-being of Texans with good stewardship of public resources," and the strategic plan outlines the following goals to achieve that mission:

- Goal 1: Efficiency, Effectiveness, and Process Improvement
- Goal 2: Protecting Vulnerable Texans
- Goal 3: Improving the Health and Well-Being of Texans
- Goal 4: Integrity, Transparency, and Accountability
- Goal 5: Customer Service and Dynamic Relationships

STATE PLAN FOR INDEPENDENT LIVING 2021-2023

The State Plan for Independent Living (SPIL) is a strategic plan that will guide the delivery of Independent Living services in Texas over the next three years. The mission of the SPIL is "to empower Texans with disabilities to live as independently as they choose." This mission stems directly from Title VII, Chapter 1 of the Rehabilitation Act of 1973 (the Act), which established the Independent Living Services and Centers for Independent Living programs.

The purpose is of this law included the following ideals:

- Promote the independent living philosophy, based on consumer control, peer support, self-help, self-determination, equal access and individual and systems advocacy;
- Maximize the leadership, empowerment, independence and productivity of individuals with significant disabilities; and
- Promote the integration and full inclusion of individuals with significant disabilities into the mainstream of American society.

The goals for the strategic, three-year plan echo the ideals of Title VII:

- Goal 1—Advocacy: Texans with disabilities receive necessary supports and services to become more independent.
- Goal 2—Community Integration: Individuals with disabilities receive the community integration and community-based living supports needed to be more independent.
- Goal 3—Network Capacity and Sustainability: The Independent Living Network operates effectively, is adequately funded, and has the capacity to expand.

RIO GRANDE COUNCIL OF GOVERNMENTS

The Rio Grande Area Agency on Aging (AAA) is a regional entity administered by the Rio Grande Council of Governments and receives funding through the Texas Health and Human Services Commission, in accordance with the Older Americans Act. The AAA's service area overlaps directly with WTEP's; they provide services to adults over 60 years of age living in El Paso, Hudspeth, Culberson, Jeff Davis, Presidio and Brewster counties.

The AAA's Mission is to "support older adults with their independence and ability to continue to reside in the community for as long as possible and assist Family Caregivers in their daily task of caring for their loved one." To achieve this mission, the AAA provides a multitude of services, including "Care Coordination." Care coordination involves assistance for families with assessing the needs of an older adult and help coordinating the services they may need, such as home delivered or congregate meals, respite care, home repairs and maintenance, medical equipment or medications, and transportation.

BORDERPLEX WORKFORCE SOLUTIONS

Borderplex Workforce Solutions is a non-profit with the mission to help job seekers find jobs and employers find great hires. The organization offers career coaching, skills development, and even funding for childcare. Additionally, Borderplex works with jobseekers to coordinate transportation connections to work.

COMMON GOALS AND STRATEGIES

WTEP's goals are in harmony with the objectives and goals of the plans discussed in the aforementioned plans. Many plans aim to increase connectivity in the region, enable more reliable travel times, and increase access to jobs, services, and activity centers across the region. Specifically, the following goals align with WTEP's goals outlined in the following chapter of this plan:

- Communicate effectively with the public and partners
- Improve communication and coordination with all planning partners and stakeholders
- Optimize system performance enhance mobility, reliability, and connectivity.
- Identify performance gaps within the transportation and coordination systems
- Consider roadways, transit, non-motorized transportation, and intermodal connections to view transportation through a multimodal, systems-level approach
- Protect vulnerable Texans
- Improve the health and well-being of Texans
- Maximize the leadership, empowerment, independence, and productivity of individuals with significant disabilities
- Promote the integration and full inclusion of individuals with significant disabilities into the mainstream of American society

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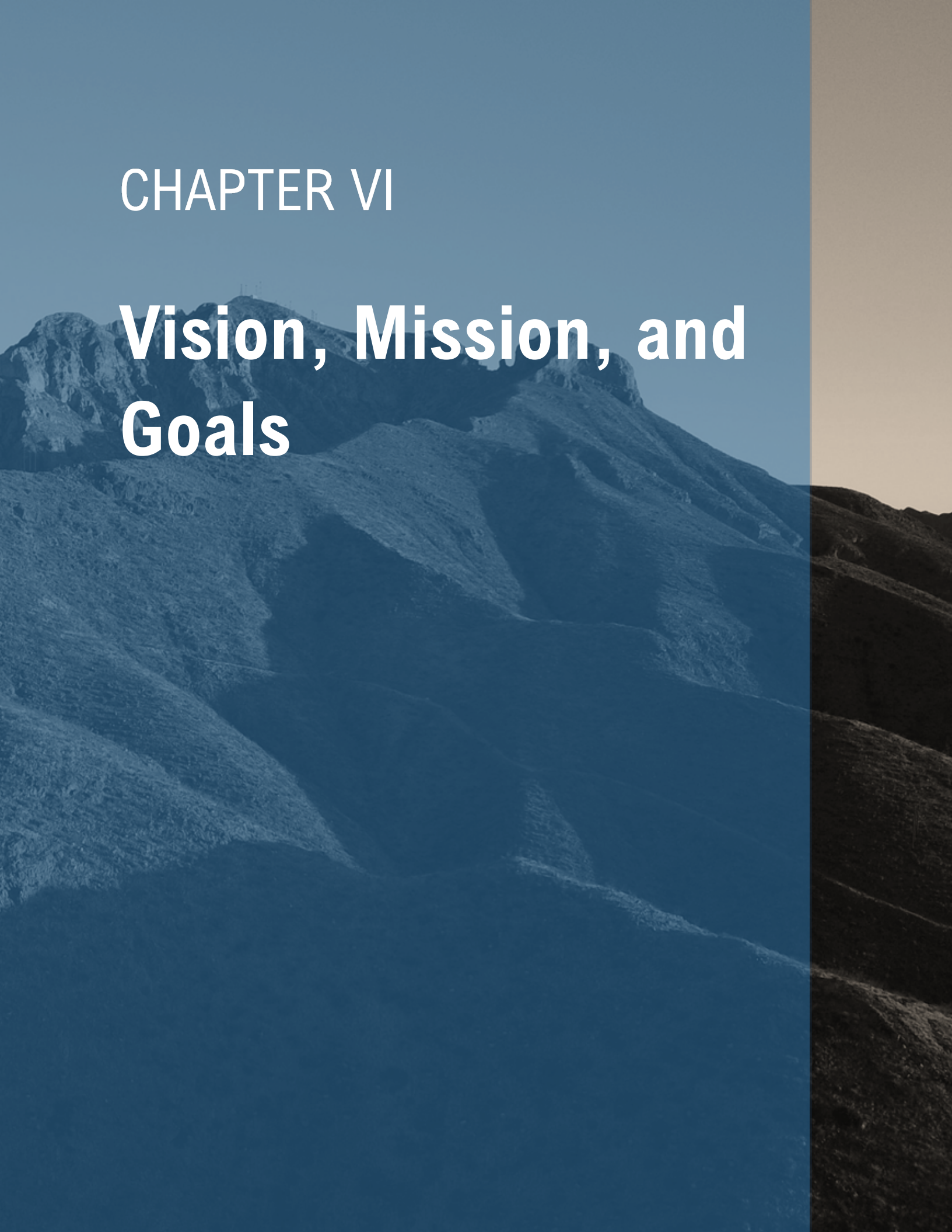
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CHAPTER VI

Vision, Mission, and Goals

DELIBERATIVE PROCESS

WTEP sought input from a wide audience to ensure the vision, mission, goals and objectives of this HHSTP were reflective of the community as a whole. The project team used various channels such as surveys, public outreach meetings, stakeholder meetings, social media, email-blasts, and phone calls. To discuss the plan goals and objectives, multiple stakeholder meetings were held throughout 2021. (A full breakdown of public outreach methodology and the results of stakeholder meetings can be found in Chapter I). Active participation from a cross-section of organizations was critical in developing this HHSTP's vision and mission statements as well as the plan goals and objectives.

Once feedback regarding the goals and objectives was obtained from the West Texas El Paso (WTEP) committee members, the project team incorporated committee feedback and further refined the plan vision, mission, goals, and objectives. All revisions were sent to the WTEP committee for comment. This chapter is the culmination of hours of collaboration between stakeholders and the fine-tuning of each goal and objective.

VISION

The West Texas El Paso (WTEP) Regional Transportation Coordination Committee's vision for the regional plan is that "Persons within the West Texas/El Paso six-county region will have access to social services that include customer-centered, dependable, and convenient transportation."

MISSION

In order to realize the plan's vision, the plan's mission is to "Promote collaboration between transportation providers and health and human service organizations so that persons served experience an improved quality of life."

GOALS

The regional plan has five goals to accomplish its mission. Each goal has five to seven objectives that create actionable tasks to achieve them.

Goal 1:

Implement the WTEP Regional Health and Human Services – Public Transportation Coordination Plan through collaboration of services by member agencies.

- **OBJECTIVE 1.1**
  Ensure that WTEP is well managed and administered such that it operates within its bylaws and meets TxDOT's contract requirements.

- **OBJECTIVE 1.2**
  Develop an Implementation Plan that guides member organizations to meet the region's goals and operating objectives.

- **OBJECTIVE 1.3**
  Increase WTEP's membership by developing partnerships with transportation and health & human service organizations.

- **OBJECTIVE 1.4**
  Encourage WTEP member organizations to share information regarding legislative and regulatory changes that can have a positive or negative impact on member organizations.

- **OBJECTIVE 1.5**
  Identify and implement strategies designed to inform member organizations about their role in implementing the Regional Plan.

- **OBJECTIVE 1.6**
  Identify and promote 'Best Practices' for transit and health and human service organizations such that services are improved.

- **OBJECTIVE 1.7**
  Seek additional funds to support expenses generated by WTEP as it meets the Goals and Objectives of the Regional Plan.

Goal 2:

Promote collaboration resulting in continued and improved services to persons served.

- **OBJECTIVE 2.1**
  Support the distribution of information to member organizations regarding funding opportunities (Section 5310 of the Federal Transportation Act - Enhanced Mobility of Seniors & Individuals with Disabilities - offered by FTA, TxDOT, as well as seek additional funds from various sources such as foundations, businesses, Coordinating Council of Access and Mobility CCAM), etc.

- **OBJECTIVE 2.2**
  Continue support to the Metropolitan Planning Organizations (MPO) by ensuring that Request for Proposals (RFP's) submitted for funding under FTA Section 5310 are within the scope of the Regional Plan.

- **OBJECTIVE 2.3**
  Monitor and evaluate transportation services to dialysis centers and make recommendations that result in improved services.

- **OBJECTIVE 2.4**
  Develop and promote strategies designed to increase transportation and health and human services to persons from Brewster, Presidio, Davis, Culberson, and Hudspeth Counties.

- **OBJECTIVE 2.5**
  Continue to explore and present findings to appropriate entities as to having a metropolitan transportation system that combines city and county transit services into a single integrated service design.

- **OBJECTIVE 2.6**
  Continue to support the delivery of transportation and health and human services to: Individuals with disabilities; Individuals 65 and older; People with low income; Individuals with limited English proficiency; Children; Veterans; People lacking transportation to and from employment; and Members of the public.

Goal 3:

Fill gaps in service through identification and assessment of changing mobility needs, increased efficiencies, funding opportunities, and new technologies.

- **OBJECTIVE 3.1**
  Survey persons served such that gaps in services are identified and forwarded to appropriate organizations.

- **OBJECTIVE 3.2**
  Survey transportation and health and human service organizations and identify ways in which WTEP can provide support to fill gaps in services.

- **OBJECTIVE 3.3**
  Promote expansion of interstate transportation and health and human services with South-Central New Mexico Rural Transit District (SCNMRTD) and Family Services of New Mexico, that serve Las Cruces, Chaparral, and Sunland Park New Mexico.

- **OBJECTIVE 3.4**
  Promote the creation of a user-friendly, single-entry phone and website access for passenger information for use by transit providers.

- **OBJECTIVE 3.5**
  Encourage adoption of smart phone technology that uses trip data analytics to improve connectivity and real-time communications with consumers and thus improve passenger readiness and pickup efficiency.

Goal 4:

Maintain broad public knowledge of transit and social services throughout the six-county region.

- **OBJECTIVE 4.1**
  Maintain www.gobusgo.org web site to inform the public about WTEP's vision, mission, goals, operating objectives, and related activities.
- **OBJECTIVE 4.2**
  Conduct or participate in forums, seminars, community fairs or other means to inform the public about transportation and social service programs and events within the region.
- **OBJECTIVE 4.3**
  Support transit consumer education programs that inform recipients of services about their responsibilities as passengers.
- **OBJECTIVE 4.4**
  Inform policy makers about WTEP events and activities through presentations at board of directors' meetings (City Councils, Commissioners Courts, MPO, COG, etc.).
- **OBJECTIVE 4.5**
  Update and continue supporting a multiagency marketing plan to promotes services offered by member organizations.

Goal 5:

Promote efforts to maximize technical assistance and training to member agencies.

- **OBJECTIVE 5.1**
  Promote collaboration of training events by member organizations such that training costs are decreased and an increased number of persons receive training.
- **OBJECTIVE 5.2**
  Identify and support implementation of safety mobility training sessions for member agencies.
- **OBJECTIVE 5.3**
  Support travel training programs that encourage greater use of fixed-route services for older adults, persons with disabilities, and other eligible persons.
- **OBJECTIVE 5.4**
  Promote multiagency training sessions that offer Continuing Education Units (CEUs) or other certifications to attendees.

- **OBJECTIVE 5.5**
  Encourage member organizations to review and update their disaster preparedness plans in anticipation of natural disasters, pandemics, civil disorder, etc.

IMPLEMENTATION

WTEP will continue to work with stakeholders to develop an implementation plan building from these goals and objectives. Each task associated with the goals and objectives will be organized into a workplan which the WTEP board of directors will be able to use to determine what timeframes each objective will operate within, i.e., short-term vs. long-term. Chapter VII goes into further detail on sustained planning and implementation.

CHAPTER VII

Sustained Planning and Implementation

IMPLEMENTATION

The Far West Texas / El Paso Regional Transportation Coordination Committee (WTEP) is well-positioned to execute each of the objectives, fulfilling the vision, mission, goals, and objectives of this HHSTP. The implementation of this plan will require a three-pronged strategy: 1) utilizing the effective organizational infrastructure of WTEP, 2) continued stakeholder engagement, and 3) executing a practical workplan based on the performance measures in Chapter VIII. This chapter describes each implementation strategy and includes a matrix of the objectives and their correlating implementation strategies.

Capacity and Organizational Infrastructure

WTEP is committed to support the ongoing regional planning process. The staffing and organizational resources will be used to implement the objectives of this HHSTP. This includes:

1. Conduct conferences and community presentations, ensuring the community is aware of the planning process stages and fostering coordination between other organizations.
2. Support the submission of requests-for-proposals (RFPs) submitted by WTEP member organizations by providing guidance and serving as a resource.
3. Provide support in the planning process.
4. Support the lead agency as it provides administrative and technical support to WTEP.

Stakeholder Engagement

Stakeholder engagement has been a crucial part of developing this HHSTP, and continued engagement with stakeholders will be a vital part of an effective implementation strategy. With connections to a robust network of transportation providers, health and human services agencies, policymakers, and other local organizations, WTEP is well-prepared to continue reaching out to the target populations (i.e., groups vulnerable to transportation gaps, including persons with disabilities, persons over 65 years and older, persons with low income, veterans, and advocates for children).

WTEP members will leverage connections to representatives of the region's major social service organizations to ensure that all targeted groups of stakeholders are engaged in sustained planning and implementation.

As the lead agency, Amistad will serve as a key connection to stakeholders during implementation due to their many contacts with federal, state, county, and city governments.

Executing a Practical Workplan

To ensure the vision, mission, goals, and objectives are met, WTEP developed performance measures to help achieve each of the objectives, which are discussed in the following chapter. The WTEP committee meetings will serve as a time to form focus groups and discuss how performance measures will be completed.

Focus groups will then be required to submit workplans and timelines for their assigned tasks, and groups will regularly update the committee on progress. Meeting agendas should include a discussion of the HHSTP workplan with the topics as chosen by the WTEP Board. Figure VII-A displays a sample implementation schedule for WTEP to follow, and Table VII-A shows the Implementation Strategies and Objectives matrix. All objectives were reviewed by the project team and assigned an implementation strategy. WTEP also reviewed each objective's categorization before the final plan was drafted.

This implementation strategy as well as the accompanying activities and proposed projects have been developed to address the gaps and overlaps identified through analysis and stakeholder outreach. The strategies represented by the operating objectives, specifically through the implementation framework is structured to consider how objectives are prioritized for implementation based on the multiple program resources of participating agencies, feasibility of implementation, and time required to implement. This prioritized workplan is established as a guide to address the identified gaps between current services and needs, as well as to help realize opportunities to achieve efficiencies in service delivery as much as is feasible and practicable.

Figure VII-A: Sample Implementation Schedule

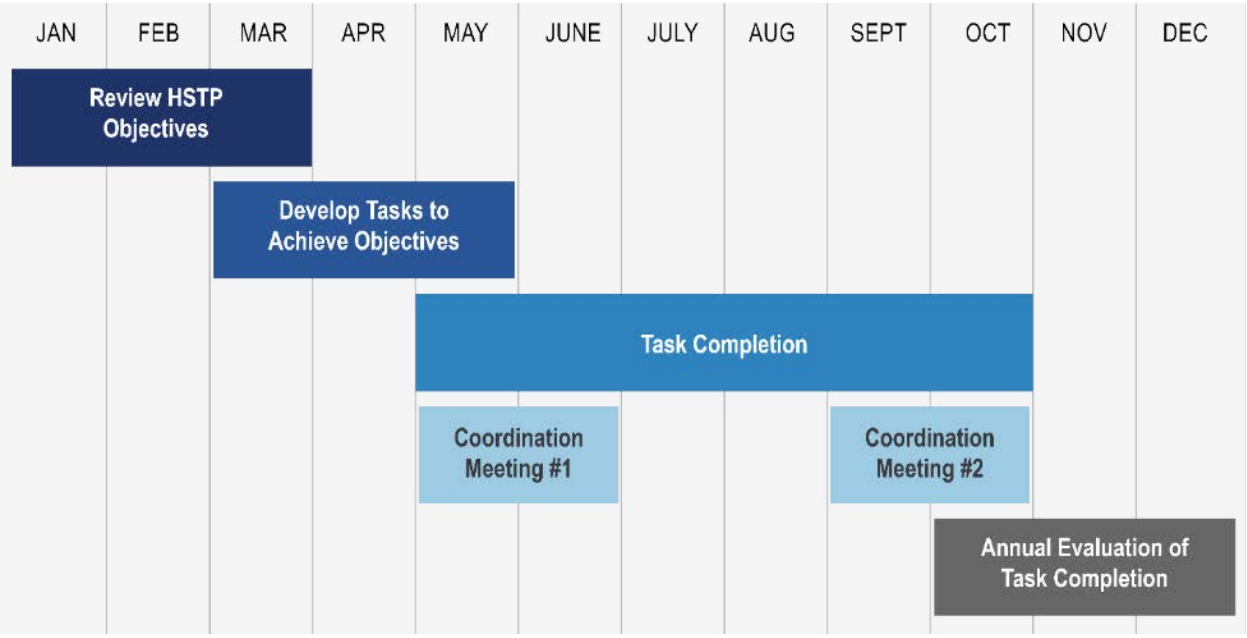
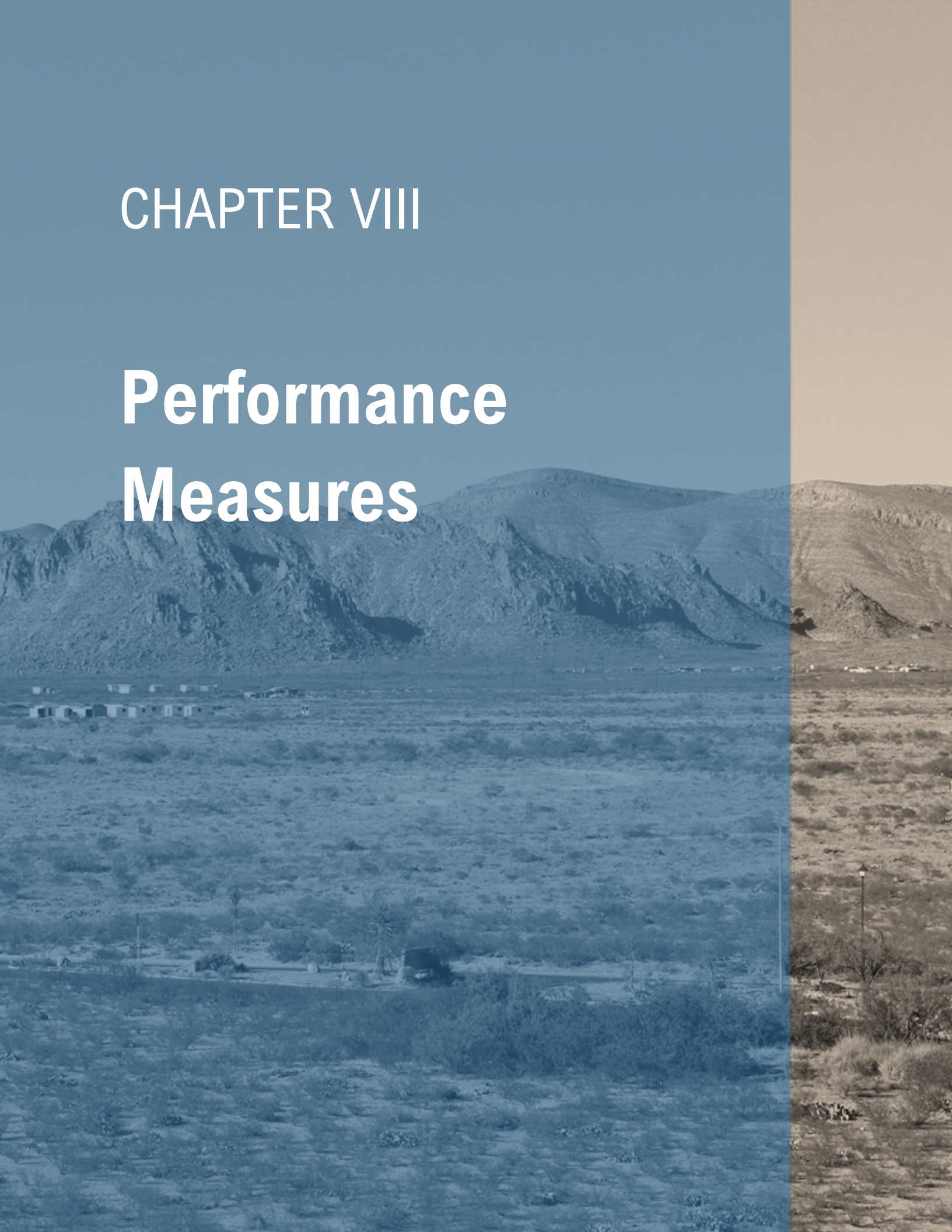


Table VII-A: Implementation Strategies and Objectives Matrix

Goal	Objective	Capacity / Organizational Infrastructure	Stakeholder Engagement	Workplan Development
Goal 1	1.1	x		
	1.2			x
	1.3		x	
	1.4		x	
	1.5			x
	1.6	x		
	1.7	x		
Goal 2	2.1	x		
	2.2	x	x	
	2.3			x
	2.4			x
	2.5		x	
	2.6			x
Goal 3	3.1	x	x	x
	3.2	x	x	x
	3.3	x	x	x
	3.4		x	x
	3.5			x
Goal 4	4.1	x	x	
	4.2	x	x	
	4.3	x	x	
	4.4	x		
	4.5	x		x
Goal 5	5.1			x
	5.2	x		x
	5.3	x		x
	5.4			x
	5.5			x

CHAPTER VIII

Performance Measures



TEXAS STATEWIDE PERFORMANCE MEASURES

Per TxDOT's Regionally Coordinated Transportation Planning Guidebook, WTEP performance measures will align with TxDOT guidelines for Regional Health and Human Services and Transportation Coordination Plans. WTEP will be required to maintain data on statewide performance measures, which fall into three categories:

*Table VIII-A: TxDOT Requirements for Performance Measures**

TxDOT Requirement Category	Required Performance Measure
Collaborate	• Number of active, formal partnerships. • Number of persons engaged in transportation planning & education activities.
Identify Gaps & Inefficiencies	• Number of gaps & inefficiencies identified in the coordinated plan, including those concerning priority groups. • Number of recommended actions in the coordinated plan for resolving these gaps & inefficiencies
Resolve	• Number of items in the plan that move from a planning to implementation phase. • Number of activities identified in the coordinated plan that are underway, but not completed. WTEP will report the number of objectives in progress. • Number of activities identified in the coordinated plan that are completed. WTEP will report the number of completed objectives.

**As TxDOT Performance Metrics are revised, the revisions will be incorporated into WTEP's Regional Plan.*

Gaps will be tracked via ongoing surveys and gathering of census data to review the balance of transit need as expressed in Chapter III as compared to the supply and quality of services available.

The performance measures in this chapter draw from the foundational TxDOT requirements above and the community-driven goals and objectives discussed in Chapter VI. Table VIII-B shows the performance measures that will help guide WTEP towards action as they implement the regional plan.

REGIONAL PLAN PERFORMANCE MEASURES

Table VIII-B: Objectives and Performance Metrics

Objective Number	Objective	Performance Measure #	Performance Measure	Threshold		Collected How?
1.1	Ensure that WTEP is well managed and administered such that it operates within its bylaws and meets TxDOT's contract requirements.	1.1.A	Projects Completed in Time and Budget	Above and Beyond	Over 90% of projects completed on time and within budget.	WTEP budgetary tracking
				Fully Successful	50-89% of projects completed on time and within budget; remaining projects only a small amount over.	
				Needs Improvement	Fewer than 50% of projects completed on time and within budget.	
1.2	Develop an Implementation Plan that guides member organizations to meet the region's goals and operating objectives.	1.2.A	Implementation Plan Development	Above and Beyond	Implementation Plan completed and sent to all member organizations.	WTEP internal planning process
				Fully Successful	Implementation Plan completed.	
				Needs Improvement	Implementation Plan not developed.	

Objective Number	Objective	Performance Measure #	Performance Measure	Threshold		Collected How?
1.3	Increase WTEP's membership by developing partnerships with transportation and health & human service organizations.	1.3.A	Level of Collaboration	Above and Beyond	Dates, sign-in sheets, or other evidence showing 4 or more meetings for the purpose of collaboration between transportation and human service agencies.	Collected at each WTEP meeting
				Fully Successful	Dates, sign-in sheets, or other evidence showing less than 3 meetings for the purpose of collaboration between transportation and human service agencies.	
				Needs Improvement	No evidence of any meetings for the purpose of collaboration between transportation and human service agencies.	
		1.3.B	Level of Reach in the Community	Above and Beyond	5% of partner organizations are classified as Level **4** or higher.	Tracked in WTEP database
				Fully Successful	5% of partner organizations are classified as Level **2** or higher.	
				Needs Improvement	No partnering organizations of any level of influence.	

Objective Number	Objective	Performance Measure #	Performance Measure	Threshold		Collected How?
1.3 cntd.	Increase WTEP's membership by developing partnerships with transportation and health & human service organizations.	1.3.C	Diversity in partnerships	Above and Beyond	Increase in documented partnerships with human service agencies representing disadvantaged populations (persons with disabilities, adults over the age of 65, rural residents, black indigenous people of color (BIPOC) residents, and low income residents).	Tracked in WTEP database
				Fully Successful	Maintained existing documented partnerships with human service agencies representing disadvantaged populations (persons with disabilities, adults over the age of 65, rural residents, BIPOC residents, and low income residents).	
				Needs Improvement	A lack of documented partnerships (or effort to create partnership) with human service agencies representing disadvantaged populations (persons with disabilities, adults over the age of 65, rural residents, BIPOC residents, and low income residents).	
1.4	Encourage WTEP member organizations to share information regarding legislative and regulatory changes that can have a positive or negative impact on member organizations.	1.4.A	Discuss Legislative Updates	Above and Beyond	Dedicated meetings or agenda time to discuss legislative or regulatory changes that can have a positive or negative impact on member organizations.	WTEP to document discussion of legislative or regulatory issues in meeting minutes.
				Fully Successful	Documented discussion of legislative or regulatory changes that can have a positive or negative impact on member organizations.	
				Needs Improvement	No documented discussion of legislative or regulatory changes that can have a positive or negative impact on member organizations.	

Objective Number	Objective	Performance Measure #	Performance Measure	Threshold		Collected How?
1.5	Identify and implement strategies designed to inform member organizations about their role in implementing the Regional Plan.	1.5.A	Member Organizations Informed of Their Role in Implementation	Above and Beyond	Regularly scheduled check-ins with member organization to continuously communicate about their role in the implementation process.	WTEP to document emails or meeting minutes regarding member organizations' roles in the implementation process.
				Fully Successful	Assign specific responsibilities to member organizations and notify them of their role in the implementation process.	
				Needs Improvement	Member organizations not informed about how to participate in implementing the plan.	
1.6	Identify and promote 'Best Practices' for transit and health and human service organizations such that services are improved.	1.6.A	Identified Best Practices	Above and Beyond	Documented **implementation** of best practices applied in the WTEP Region that demonstrate improved services.	Brief yearly report on best practice identification and promotion developed by WTEP.
				Fully Successful	Documented **identification and promotion** of national or statewide best practices that could be possible solutions for improving services.	
				Needs Improvement	No best practices identified or applied.	

Objective Number	Objective	Performance Measure #	Performance Measure	Threshold		Collected How?
1.7	Seek additional funds to support expenses generated by WTEP as it meets the Goals and Objectives of the Regional Plan.	1.7.A	Percent of Funding Sources Pursued	Above and Beyond	Apply for at over 50% of sources identified	WTEP budgetary tracking
				Fully Successful	Apply for 20% to 50% of sources identified	
				Needs Improvement	Apply for less than 20% of sources identified	
2.1	Support the distribution of information to member organizations regarding funding opportunities (Section 5310 of the Federal Transportation Act - Enhanced Mobility of Seniors & Individuals with Disabilities - offered by FTA, TxDOT, or other funding sources).	2.1.A	Percent of Member Organizations Receiving Funding Information	Above and Beyond	90% of member organizations notified about funding opportunities.	WTEP to document emails or meeting minutes regarding member organizations' possible funding sources.
				Fully Successful	Less than 90% of member organizations notified about funding opportunities.	
				Needs Improvement	Less than 30% of member organizations notified about funding opportunities.	
2.2	Continue support to the Metropolitan Planning Organizations (MPO) by ensuring that Request for Proposals (RFP's) submitted for funding under FTA Section 5310 are within the scope of the Regional Plan.	2.2.A	Participation in RFP Submission Process	Above and Beyond	100% of all relevant RFPs are offered for review and comments taken to ensure alignment with regional plan.	WTEP to track RFP submission and revision process
				Fully Successful	Documented participation in the RFP development process to ensure proposal aligns with regional plan.	
				Needs Improvement	No participation in the RFP development process to ensure proposal aligns with regional plan.	

Objective Number	Objective	Performance Measure #	Performance Measure	Threshold		Collected How?
2.3	Monitor and evaluate transportation services to dialysis centers and make recommendations that result in improved services.	2.3.A	Monitoring Trips to Dialysis Centers	Above and Beyond	Track the general geographic origins and destinations of all dialysis-based trips.	WTEP to track dialysis center trip information.
				Fully Successful	Track the number of total trips taken to dialysis centers.	
				Needs Improvement	No tracking of trips.	
		2.3.B	Monitoring Customer Experience	Above and Beyond	More than 20% response to customer service surveys from riders who utilize dialysis services.	Rider Surveys
				Fully Successful	Less than 20% response to customer service surveys from riders who utilize dialysis services.	
				Needs Improvement	No customer survey provided.	
		2.3.C	Recommenda-tions for Improved Services	Above and Beyond	Implement recommendations based on data received in performance measures 2.3.A and 2.3.B.	WTEP to document emails or meeting minutes regarding dialysis trip improve-ments
				Fully Successful	Discuss data resulting from performance measures 2.3.A and 2.3.B and how to improve services.	
				Needs Improvement	No discussion of improvement for dialysis services.	

Objective Number	Objective	Performance Measure #	Performance Measure	Threshold		Collected How?
2.4	Develop and promote strategies designed to increase transportation and health and human services to persons from Brewster, Presidio, Davis, Culberson, and Hudspeth Counties.	2.4.A	Measure and Normalize the Percent of Riders from Rural Counties	Above and Beyond	The percent of riders from rural counties per capita falls within 25 percentage points of percent of riders from El Paso County	Rider Surveys
				Fully Successful	The percent of riders from rural counties per capita falls within 50 percentage points of percent of riders from El Paso County	
				Needs Improvement	More than a 50 percentage point gap between the percent of riders from rural counties per capita and the percent of riders from El Paso County.	
2.5	Continue to explore and present findings to appropriate entities as to having a metropolitan transportation system that combines city and county transit services into a single integrated service design.	2.5.A	Develop/ Review List of Coordination Priorities	Above and Beyond	Collaboration with local municipalities to develop list of coordination priorities between city and county transit.	WTEP to track coordination research.
				Fully Successful	Documented effort to explore coordination priorities between city and county transit services.	
				Needs Improvement	No effort to explore coordination priorities between city and county transit services.	

Objective Number	Objective	Performance Measure #	Performance Measure	Threshold		Collected How?
2.5 cont'd		2.5.B	Present Findings to Appropriate Entities	Above and Beyond	Complete more than 1 presentation to appropriate entities regarding coordination priorities between city and county transit services.	WTEP to document presentation or communica-tion.
				Fully Successful	Complete 1 presentation to (or show relevant communication) appropriate entities regarding coordination priorities between city and county transit services.	
				Needs Improvement	No communication with appropriate entities regarding coordination priorities.	
2.6	Continue to support the delivery of transportation and health and human services to: Individuals with disabilities; Individuals 65 and older; People with low income; Individuals with limited English proficiency; Children; Veterans; People lacking transportation to and from employment; and Members of the public.	2.6.A	Serve Passengers of All Types	Above and Beyond	Passengers from all categories served	Rider Surveys
				Fully Successful	Passengers from 6-7 categories served	
				Needs Improvement	Passengers from 5 or fewer categories served	
3.1	Survey persons served such that gaps in services are identified and forwarded to appropriate organizations.	3.1.A	Survey Responses Received	Above and Beyond	More than 20% of the target population responds to surveys or public outreach efforts	Rider Surveys
				Fully Successful	Less than 20% of the target population responds to surveys or public outreach efforts	
				Needs Improvement	No survey response	
3.2	Survey transportation and health and human service organizations and identify ways in which WTEP can provide support to fill gaps in services.	3.2.A	Survey Responses Received	Above and Beyond	More than 20% of the target population responds to surveys or public outreach efforts	Provider Surveys
				Fully Successful	Less than 20% of the target population responds to surveys or public outreach efforts	
				Needs Improvement	No survey response	

Objective Number	Objective	Performance Measure #	Performance Measure	Threshold		Collected How?
3.3	Promote expansion of interstate transportation and health and human services with South-Central New Mexico Rural Transit District (SCNMRTD) and Family Services of New Mexico, that serve Las Cruces, Chaparral, and Sunland Park New Mexico.	3.3.A	Document Collaboration Efforts with SCRTD	Above and Beyond	Work with SCRTD to develop list of goals and needs for expansion of interstate transportation and health and human services.	WTEP to document communication regarding collaboration with SCRTD.
				Fully Successful	Documented communication with SCRTD to promote expansion of interstate transportation and health and human services.	
				Needs Improvement	No collaboration efforts made.	
3.4	Promote the creation of a user-friendly, single-entry phone and website access for passenger information for use by transit providers.	3.4.A	Level of Promotion for Single Access Point for Passenger Information	Above and Beyond	Develop action items for the creation of a single access point for passenger information.	WTEP to document communication and any relevant meetings regarding promotion of a single access point for passenger information.
				Fully Successful	Discuss creation of a single access point for passenger information with multiple transit providers.	
				Needs Improvement	No effort to promote the creation of a digital access point for passenger information.	

Objective Number	Objective	Performance Measure #	Performance Measure	Threshold		Collected How?
3.5	Encourage adoption of smart phone technology that uses trip data analytics to improve connectivity and real-time communications with consumers and thus improve passenger readiness and pickup efficiency.	3.5.A	Inform Users How to Use Smart Phones	Above and Beyond	Provide and promote informational meetings for riders who are interested in using smart phone technology for transit use, and distribute said materials at four community fairs annually.	WTEP to track relevant meetings and the creation of any information-al guides regarding smart phone usage. User feedback on deployment and implementation
				Fully Successful	Develop a informational guides to inform riders about how to use existing transit apps, and distribute said materials at two community fairs annually.	
				Needs Improvement	Annually, distribute said materials at a community fair.	
4.1	Maintain www.gobusgo.org web site to inform the public about WTEP's vision, mission, goals, operating objectives, and related activities.	4.1.A	Website Regularly Updated	Fully Successful	Website updated quarterly and has assigned staff to complete necessary updates.	WTEP to track dates when website has been updated and who is responsible.
				Needs Improvement	Website updated twice a year and has assigned staff to complete necessary updates.	
4.2	Conduct or participate in forums, seminars, community fairs or other means to inform the public about transportation and social service programs and events within the region.	4.2.A	Number of events participated in	Above and Beyond	At least 5 events conducted or participated in.	Attendance records for WTEP-involved events
				Fully Successful	1-4 events participated in.	
				Needs Improvement	No events.	
4.3	Support transit consumer education programs that inform recipients of services about their responsibilities as passengers.	4.3.A	Number of transit consumer education programs offered	Above and Beyond	At least 5 programs conducted or participated in	Attendance records for WTEP-involved events
				Fully Successful	1-4 programs participated in	
				Needs Improvement	No programs	

Objective Number	Objective	Performance Measure #	Performance Measure	Threshold		Collected How?
4.4	Inform policy makers about WTEP events and activities through presentations at board of directors' meetings (City Councils, Commissioners Courts, MPO, COG, etc.).	4.4.A	Number of presentations offered Number of boards of directors receiving presentations	Above and Beyond	At least 5 presentations	List of presenta-tions given to be kept on file at WTEP
				Fully Successful	1-4 presentations	
				Needs Improvement	No presentations	
4.5	Update and continue supporting a multiagency marketing plan to promotes services offered by member organizations.	4.5.A	Number of program initiatives tied to the adopted marketing plan	Above and Beyond	80% of events, activities, initiatives traceable to the marketing plan	WTEP to keep track of all activities and initiatives and whether or not they appear in marketing plans
				Fully Successful	40% to 80% of events, activities, initiatives traceable to the marketing plan	
				Needs Improvement	Less than 40% of events, activities, initiatives traceable to the marketing plan	
5.1	Promote collaboration of training events by member organizations such that training costs are decreased and an increased number of persons receive training.	5.1.A	WTEP Members who Attend Training	Above and Beyond	50% or more WTEP members attending a training event at a different organization than their own	Attendance records for WTEP-involved events
				Fully Successful	Less than 50%	
				Needs Improvement	Less than 25%	
5.2	Identify and support implementation of safety mobility training sessions for member agencies.	5.2.A	Number of safety mobility trainings sessions held	Above and Beyond	3 or more sessions	List of sessions to be kept on file at WTEP
				Fully Successful	1-2 sessions	
				Needs Improvement	No sessions	
5.3	Support travel training programs that encourage greater use of fixed-route services for older adults, persons with disabilities, and other eligible persons.	5.3.A	Number of travel training programs offered	Above and Beyond	3 or more programs	List of programs to be kept on file at WTEP
				Fully Successful	1-2 programs	
				Needs Improvement	No programs	

Objective Number	Objective	Performance Measure #	Performance Measure	Threshold		Collected How?
5.4	Promote multiagency training sessions that offer Continuing Education Units (CEUs) or other certifications to attendees.	5.4.A	Number of training sessions promoted	Above and Beyond	3 or more sessions with CEUs offered	WTEP to collect CEU information from members on voluntary, self-reported basis
				Fully Successful	1-2 sessions with CEUs offered	
				Needs Improvement	No sessions	
5.5	Encourage member organizations to review and update their disaster preparedness plans in anticipation of natural disasters, pandemics, civil disorder, etc.	5.5.A	Number of plans completed	Above and Beyond	More than 50% of organizations have current plans	WTEP to track organization disaster plan status
				Fully Successful	At least 50% of organizations have current plans	
				Needs Improvement	Less than 25% of organizations have current plans	
		5.5.B	Number of training opportunities on the completed plans (i.e., tabletop drills)	Above and Beyond	More than 75% of WTEP member agencies are represented at a training event held annually at a different organization than their own.	WTEP to collect CEU information from members
				Fully Successful	40% to 75% WTEP member agencies are represented at a training event held annually at a different organization than their own.	
				Needs Improvement	Less than 40% WTEP member agencies are represented at a training event held annually at a different organization than their own.	
		5.5.C	Number of partners developing the plan and outline of responsibilities within any accompanying memoranda of understanding and mutual aid agreements.	Above and Beyond	WTEP is represented in plan development, MOU, and mutual aid agreements.	WTEP to track representation in plan development
				Fully Successful	WTEP's interests are represented by proxy.	
				Needs Improvement	WTEP is not represented.	



CHAPTER IX

Vehicle Inventories

VEHICLE INVENTORY REQUIREMENTS

One of the requirements to complete the regional plan is to include vehicle inventories from entities that receive public funding to provide transportation services to the public and/or to persons eligible to receive transportation services through various federal and state funded programs such as mobility of older adults and individuals with disabilities. Inventories have been submitted to the lead agency by the following:

1. El Paso County
2. City of El Paso
3. Amistad
4. Big Bend Community Action Committee, Marfa, Texas
5. City of Socorro
6. Bien Vivir All-Inclusive Senior Health
7. South Central Regional Transit District – New Mexico (Although not required because SCRTD is a New Mexico entity, a vehicle inventory is included.

Note: To date, VIBA Transportation has not met this request

El Paso County Inventory

FAR WEST TEXAS/EL PASO TRANSPORTATION PROVIDER INVENTORY SURVEY

Transportation Provider Name:	El Paso County Transit
Address	860 E Overland Ave., El Paso, Tx. 79901
Phone	(915)546-2035
Contact	Sal Alonzo
Email	salonzo@epcounty.com
Website	http://epcounty.com/transit.htm

Annual Total	FY 2019	FY 2020
Unlinked passenger trips (UPT)	208,164.00	144,307.00
Actual vehicle revenue miles (VRM)	912,138.00	865,692.00
Actual vehicle revenue hours (VRH)	37,479.00	35,093.00
Transportation Expenditures[1]	$ 4,522,437.00	$ 3,798,805.00

Transportation Services Provided

Program/Service Name	Service Mode[2]	Service Days / Hours	Fare Range	Eligibility	Area Served	FY 2020 Unlinked passenger trips (UPT)	Program Expenditures FY20	Funding Source	
El Paso County Rural Transit - Service Mode - Commuter Bus		M-F / 5:40am-8:10pm	$1.50 each way	N/A	Rural El Paso County - towns of Anthony and Clint, the Village of Vinton, the cities of Socorro and Horizon and the unincorporated	106,504.00	$ 2,408,699.00		Drop down
NMDOT Park & Ride - Service Mode - Intercity Bus		M-F / 4:30am-8:40pm	$3 each way	N/A	El Paso, TX., Las Cruces and White Sands, NM.	37,803.00	$ 540,339.00		Intercity Bu
Vanamos Vanpool - Service Mode - Vanpool		M-Sun / varies	Varies	N/A	El Paso County - West Texas Region	237,756	475439		CMAQ Fun

Active Fleet Description

Vehicle			Average for Vehicle Type					ITS Equipped			
Vehicle Type	Number	Number w/lift	Average Age	Average LTD Mileage	FY 2020 Miles	Passenger Capacity	GPS	MDT	2-way	Cell[3]
FORD E-450 (GAS)	13	13	6	199,688	428,346	18	YES		X	
FORD E-450 (CNG)	11	11	2	1,665,876	362,446	18	YES		X	

FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
	551168	300000	300000	30000
	4363024	$ 3,485,169.00	$ 3,730,221.00	$ 3,976,354.00	$ 4,463,474.00

Projected Capital Expenditures Required to Maintain Current Fleet Capacity

Projected Operating Expenditures Required to Maintain Current Service Levels

[1]Include all projected and un-inflated administrative, operating and capital expenses

Minibus (12-20 Passenger) -Active Passenger Operating In-Service Fleet

Vehicle Make	Model	Year	Vehicle Number	Seats	Wheel-chairs	Fuel	Current Mileage	Notes
FORD	E-450	2015	322	18	YES	GAS	274,655	Need to be replace past it life time by miles and year
FORD	E-450	2015	323	18	YES	GAS	267,686	Need to be replace past it life time by miles and year
FORD	E-450	2015	324	18	YES	GAS	251,184	Need to be replace past it life time by miles and year
FORD	E-450	2015	325	18	YES	GAS	265,958	Need to be replace past it life time by miles and year
FORD	E-450	2015	326	18	YES	GAS	265,408	Need to be replace past it life time by miles and year
FORD	E-450	2015	327	18	YES	GAS	199,668	Need to be replace past it life time by miles and year
FORD	E-450	2015	328	18	YES	GAS	202,090	Need to be replace past it life time by miles and year
FORD	E-450	2015	329	18	YES	GAS	201,499	Need to be replace past it life time by miles and year
FORD	E-450	2017	330	18	YES	GAS	189,230	Need to be replace near it life time by miles and year
FORD	E-450	2017	331	18	YES	GAS	187,076	Need to be replace near it life time by miles and year
FORD	E-450	2017	332	18	YES	GAS	179,629	Need to be replace near it life time by miles and year
FORD	E-450	2017	333	18	YES	GAS	183,233	Need to be replace near it life time by miles and year
FORD	E-450	2017	334	18	YES	GAS	185,465	Need to be replace near it life time by miles and year
FORD	E-450	2018	335	18	YES	CNG	64,208	All ok at this time
FORD	E-450	2018	336	18	YES	CNG	65,721	All ok at this time
FORD	E-450	2019	337	18	YES	CNG	29,768	All ok at this time
FORD	E-450	2019	338	18	YES	CNG	29,358	All ok at this time
FORD	E-450	2019	339	18	YES	CNG	29,159	All ok at this time
FORD	E-450	2019	340	18	YES	CNG	29,955	All ok at this time
FORD	E-450	2019	341	18	YES	CNG	28,093	All ok at this time
FORD	E-450	2019	342	18	YES	CNG	31,246	All ok at this time
FORD	E-450	2019	343	18	YES	CNG	30,046	All ok at this time
FORD	E-450	2020	344	18	YES	CNG	19,858	All ok at this time
FORD	E-450	2020	345	18	YES	CNG	18,392	All ok at this time

Motor Coach -Active Passenger Operating In-Service Fleet

Vehicle Make	Model	Year	Vehicle Number	Seats	Wheel-chairs	Fuel	Current Mileage	Notes
Prevost	H3-45L	2013	594	56	2	D	392010	
Prevost	H3-45L	2013	600	56	2	D	475679	
Prevost	H3-45L	2016	622	56	2	D	364011	
Prevost	H3-45L	2016	623	56	2	D	385908	
Prevost	H3-45L	2016	628	56	2	D	355243	
		Standard	Bus					
NABI	40LFW-43	2008	0901-0940	40	2	CNG		

Cars/Other -Active Passenger Operating In-Service Fleet

Vehicle Make	Model	Year	Vehicle Number	Seats	Wheel-Chairs	Fuel	Current Mileage	Notes
2019 DODG GCAR SXT	DODG GCAR SXT	2019	7SMHT1	7	NO	Gas	45537	
2020 DODG GCAR SXT	DODG GCAR SXT	2020	7TN1SJ	7	NO	Gas	30293	
2020 NISN PATH SL2W	NISN PATH SL2W	2020	7TVTPK	7	NO	Gas	31866	
2020 CHEV E35P L5LT	CHEV E35P L5LT	2020	7TWB3Y	15	NO	Gas	39622	
2020 DODG GCAR SXT	DODG GCAR SXT	2020	7TJ4TS	7	NO	Gas	57176	
2019 FORD T3LP 5LTR	FORD T3LP 5LTR	2019	7S8KY3	15	NO	Gas	52504	
2019 DODG GCAR SXT	DODG GCAR SXT	2019	7T470T	7	NO	Gas	31850	
2020 FORD T3LP 5LTR	FORD T3LP 5LTR	2020	7TGKPR	15	NO	Gas	43670	
2020 CHRY VOYA LXIP	CHRY VOYA LXIP	2020	7TKLTX	7	NO	Gas	28087	
2019 DODG GCAR SXT	DODG GCAR SXT	2019	7TCPTC	7	NO	Gas	49542	
2019 CHEV TRAV 3TP2	CHEV TRAV 3TP2	2019	7RFC8P	7	NO	Gas	26086	
2020 DODG GCAR SXT	DODG GCAR SXT	2020	7TN7WH	7	NO	Gas	11771	
2020 DODG GCAR SXT	DODG GCAR SXT	2020	7TN2TG	7	NO	Gas	35833	
2021 CHRY VOYA LXIP	CHRY VOYA LXIP	2021	7VG45S	7	NO	Gas	27782	
2020 CHRY PACI LMT	CHRY PACI LMT	2020	7T3BV3	7	NO	Gas	42796	
2021 CHRY VOYA LXIP	CHRY VOYA LXIP	2021	7V2YNR	7	NO	Gas	30468	
2020 DODG GCAR SXT	DODG GCAR SXT	2020	7TN4YG	7	NO	Gas	62805	
2021 CHRY VOYA LXIP	CHRY VOYA LXIP	2021	7VF64T	7	NO	Gas	24826	
2021 CHRY VOYA LXIP	CHRY VOYA LXIP	2021	7VG27K	7	NO	Gas	27571	
2020 DODG GCAR SXT	DODG GCAR SXT	2020	7TN8VN	7	NO	Gas	50361	
2021 CHRY VOYA LXIP	CHRY VOYA LXIP	2021	7VH81H	7	NO	Gas	35830	
2020 DODG GCAR SXT	DODG GCAR SXT	2020	7TN9XH	7	NO	Gas	64226	
2021 CHRY VOYA LXIP	CHRY VOYA LXIP	2021	7VMRTL	7	NO	Gas	37551	
2021 CHRY VOYA LXIP	CHRY VOYA LXIP	2021	7VH16L	7	NO	Gas	26618	
2021 CHRY PACI TOUL	CHRY PACI TOUL	2021	7VDST6	7	NO	Gas	29134	
2020 DODG GCAR SXT	DODG GCAR SXT	2020	7TN3SS	7	NO	Gas	56666	
2019 DODG GCAR SXT	DODG GCAR SXT	2019	7S975C	7	NO	Gas	57247	
2021 CHRY VOYA LXIP	CHRY VOYA LXIP	2021	7VJPC9	7	NO	Gas	17985	
2020 DODG GCAR SXT	DODG GCAR SXT	2020	7TN7TL	7	NO	Gas	63940	
2019 DODG GCAR SXT	DODG GCAR SXT	2019	7S6T1R	7	NO	Gas	62100	
2021 CHRY PACI TOUL	CHRY PACI TOUL	2021	7VCTJ0	7	NO	Gas	29067	

2020 DODG GCAR SXT	DODG GCAR SXT	2020 7TN7NG	7	NO	Gas	19215
2020 DODG DURA GTP2	DODG DURA GTP2	2020 7TQMVY	7	NO	Gas	35085
2020 DODG GCAR SXT	DODG GCAR SXT	2020 7TKK8S	7	NO	Gas	60003
2019 FORD T3LP 5LTR	FORD T3LP 5LTR	2019 7S6S1B	14	NO	Gas	51231
2020 DODG GCAR SXT	DODG GCAR SXT	2020 7TN7SM	7	NO	Gas	29731
2021 CHRY VOYA LXIP	CHRY VOYA LXIP	2021 7VMVBR	7	NO	Gas	24157
2019 DODG GCAR SXT	DODG GCAR SXT	2019 7SM35C	7	NO	Gas	47771
2020 CHRY VOYA LXIP	CHRY VOYA LXIP	2020 7TX2V9	7	NO	Gas	16775
2019 DODG GCAR SXT	DODG GCAR SXT	2019 7SFVW4	7	NO	Gas	63085
2019 DODG GCAR SXT	DODG GCAR SXT	2019 7RTS08	7	NO	Gas	41100
2019 FORD T3LP 5LT	FORD T3LP 5LT	2019 7SFKX7	15	NO	Gas	42269
2020 DODG GCAR SXT	DODG GCAR SXT	2020 7TP6DV	7	NO	Gas	30666
2020 CHEV TRAV 3TP4	CHEV TRAV 3TP4	2020 7T9FDK	7	NO	Gas	35264
2019 FORD T3LP 5LTR	FORD T3LP 5LTR	2019 7S9LX1	15	NO	Gas	37543
2020 FORD T3LP 5LT	FORD T3LP 5LT	2020 7TLN3G	15	NO	Gas	46032
2020 CHRY PACI LMT	CHRY PACI LMT	2020 7TD7QC	7	NO	Gas	17257
2020 DODG GCAR SXT	DODG GCAR SXT	2020 7TP5CL	7	NO	Gas	34260
2021 CHRY VOYA LXIP	CHRY VOYA LXIP	2021 7VF64T	7	NO	Gas	24825
2020 DODG GCAR SXT	DODG GCAR SXT	2020 7TK3DW	7	NO	Gas	59632
2021 CHRY VOYA LXIP	CHRY VOYA LXIP	2021 7VSMGP	7	NO	Gas	19289
2019 FORD T3LP 5LTR	FORD T3LP 5LTR	2019 7S1PJ7	15	NO	Gas	20108
2020 DODG GCAR SXT	DODG GCAR SXT	2020 7TN1LF	7	NO	Gas	31268
2020 DODG GCAR SXT	DODG GCAR SXT	2020 7TN4PL	7	NO	Gas	27626
2018 FORD T3LP 5LT	FORD T3LP 5LT	2018 7QPSRD	15	NO	Gas	63514
2020 NISN PATH SL2W	NISN PATH SL2W	2020 7TLKD9	7	NO	Gas	22960
2020 DODG GCAR SXT	DODG GCAR SXT	2020 7TN2FG	7	NO	Gas	29666
2020 CHEV TRAV 3TP4	CHEV TRAV 3TP4	2020 7SXMRM	7	NO	Gas	37786
2021 CHRY PACI TOUL	CHRY PACI TOUL	2021 7VDDVX	7	NO	Gas	30794
2019 DODG GCAR SXT	DODG GCAR SXT	2019 7RVJQP	7	NO	Gas	44604
2019 DODG GCAR SXT	DODG GCAR SXT	2019 7S84FS	7	NO	Gas	39542
2020 DODG GCAR SXT	DODG GCAR SXT	2020 7TS7QC	7	NO	Gas	73806
2020 DODG GCAR GT	DODG GCAR GT	2020 7TN1PR	7	NO	Gas	43745
2019 DODG GCAR SXT	DODG GCAR SXT	2019 7S5T4K	7	NO	Gas	35662
2019 DODG GCAR SXT	DODG GCAR SXT	2019 7S1R1V	7	NO	Gas	23373

2020 DODG GCAR SXT	DODG GCAR SXT	2020 7TH4SD	7	NO	Gas	55034
2019 DODG GCAR SXT	2019 DODG GCAR SXT	2019 7S90WC	7	NO	Gas	45316
2020 DODG GCAR SXT	DODG GCAR SXT	2020 7TN1PV	7	NO	Gas	39792
2019 DODG GCAR SXT	DODG GCAR SXT	2019 7S7JVG	7	NO	Gas	53901
2020 CHRY PACI TOUL	CHRY PACI TOUL	2020 7TTGK4	7	NO	Gas	46602
2020 DODG GCAR SXT	DODG GCAR SXT	2020 7TS6RQ	7	NO	Gas	54696
2020 NISN PATH SL4W	NISN PATH SL4W	2020 7TKP2L	7	NO	Gas	35286
2020 CHRY PACI TOUL	CHRY PACI TOUL	2020 7T5DTP	7	NO	Gas	30252
2021 DODG DURA GTP4	DODG DURA GTP4	2021 7V3DDV	7	NO	Gas	14677
2021 CHRY PACI TOUL	CHRY PACI TOUL	2021 7VW784	7	NO	Gas	28616
2019 DODG GCAR SXT	DODG GCAR SXT	2019 7S7VQS	7	NO	Gas	35847
2020 DODG GCAR SXT	DODG GCAR SXT	2020 7TS6RQ	7	NO	Gas	55098
2020 DODG GCAR SXT	DODG GCAR SXT	2020 7TN1KX	7	NO	Gas	23088
2019 FORD T3LP 5LTS	FORD T3LP 5LTS	2019 7S8CQD	15	NO	Gas	52976
2020 CHRY PACI LMT	CHRY PACI LMT	2020 7TKBLG	7	NO	Gas	41487
2020 CHRY PACI LMT	CHRY PACI LMT	2020 7T4G8T	7	NO	Gas	20413
2020 CHRY VOYA LXIP	CHRY VOYA LXIP	2020 7TBKJL	7	NO	Gas	44715
2019 FORD T3LP 5LT	FORD T3LP 5LT	2019 7SBCWV	15	NO	Gas	47800
2021 CHRY PACI TOUL	CHRY PACI TOUL	2021 7VVPT2	7	NO	Gas	19803
2021 CHRY VOYA LXIP	CHRY VOYA LXIP	2021 7VRPSL	7	NO	Gas	21269
2021 FORD T3LP 5LT	FORD T3LP 5LT	2021 7VLN3T	15	NO	Gas	12271
2021 DODG DURA GTP4	DODG DURA GTP4	2021 7VVPVL	7	NO	Gas	18699
2021 CHRY VOYA LXIP	CHRY VOYA LXIP	2021 7VVT9S	7	NO	Gas	14580
2021 CHRY VOYA LXIP	CHRY VOYA LXIP	2021 7VVS7Q	7	NO	Gas	12321
2021 CHRY PACI TOUL	CHRY PACI TOUL	2021 7VCFG2	7	NO	Gas	24078
2021 CHRY VOYA LXIP	CHRY VOYA LXIP	2021 7VTY7V	7	NO	Gas	16961
2020 CHRY VOYA LXIP	CHRY VOYA LXIP	2020 7TT7D2	7	NO	Gas	39288
2021 CHRY PACI TOUL	CHRY PACI TOUL	2021 7VDLK8	7	NO	Gas	18070
2021 CHRY VOYA LXIP	CHRY VOYA LXIP	2021 7VTK9F	7	NO	Gas	24405

FAR WEST TEXAS/EL PASO TRANSPORTATION PROVIDER INVENTORY SURVEY

Transportation Provider Name:	CITY EL PASO SUN METRO
Address	10151 MONTANA EL PASO TEXAS
Phone	915 212 3333
Contact	ELLEN SMYTH
Email	Smyth@elpasotexas.gov
Website	https://sunmetro.net

Annual Total	FY 2018	FY 2019
Unlinked passenger trips (UPT)		
Actual vehicle revenue miles (VRM)		
Actual vehicle revenue hours (VRH)		
Transportation Expenditures[1]		

Transportation Services Provided

Program/Service Name	Service Mode[1]	Service Days / Hours	Fare Range	Eligibility	Area Served	FY 2015 Unlinked passenger trips (UPT)	Program Expenditures FY15	Funding Source
Info pending								

Active Fleet Description

Vehicle			Average for Vehicle Type				ITS Equipped			
Vehicle Type	Number	Number w/lift	Average Age	Average LTD Mileage	FY 2020 Miles	Passenger Capacity	GPS	MDT	2-way	Cell[2]
2007 NABI 40ft bus	35	35	13	658782	655158	40	yes	yes	yes	no
2014 New Flyer 60ft bus	10	10	6	230453	169704	48	yes	yes	yes	no
2014 New Flyer 60ft bus	3	3	6	360734	94028	48	yes	yes	yes	no
2018 New Flyer 60ft bus	24	24	2	42411	490087	48	yes	yes	yes	no
2020 New Flyer 60ft bus	14	14	1	11982	164902	48	yes	yes	yes	no
2014 New Flyer 40ft bus	22	22	6	383029	510249	39	yes	yes	yes	no
2017 New Flyer 35ft bus	2	2	3	155941	31142	30	yes	yes	yes	no
2007 NABI 40ft bus	20	20	13	660596	364038	40	yes	yes	yes	no
2014 ARBOC	3	3	6	232215	25920	16	yes	yes	yes	no
2016 ARBOC	3	3	4	104350	24656	16	yes	yes	yes	no
2008 NABI 40ft bus	40	40	12	661661	762818	40	yes	yes	yes	no
2010 NABI 35ft bus	8	8	10	462557	84979	31	yes	yes	yes	no
2004 New Flyer 35ft bus	24	24	16	647795	300910	29	yes	yes	yes	no

Projected Capital Expenditures Required to Maintain Current Fleet Capacity

Projected Operating Expenditures Required to Maintain Current Service Levels

FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
$ 6,000,000.00	$ 7,000,000.00	$ 7,150,000.00	$ 7,300,000.00	$ 7,450,000.00
$ 5,000,000.00	$ 5,125,000.00	$ 5,253,125.00	$ 5,384,453.13	$ 5,519,064.45

[1]Include all projected and un-inflated administrative, operating and capital expenses

Standard Bus (21+ Passenger) -Active Passenger Operating In-Service Fleet

Vehicle Make	Model	Year	Vehicle Number	Seats	Wheel-chairs	Fuel	Current Mileage	Notes
NEW FLYER	35ft LowFloor	2004	0401	30	2	CNG	753533	
NEW FLYER	35ft LowFloor	2004	0402	30	2	CNG	706719	
NEW FLYER	35ft LowFloor	2004	0403	30	2	CNG	659683	
NEW FLYER	35ft LowFloor	2004	0404	30	2	CNG	559836	
NEW FLYER	35ft LowFloor	2004	0405	30	2	CNG	657282	
NEW FLYER	35ft LowFloor	2004	0406	30	2	CNG	708704	
NEW FLYER	35ft LowFloor	2004	0407	30	2	CNG	668064	
NEW FLYER	35ft LowFloor	2004	0408	30	2	CNG	769368	
NEW FLYER	35ft LowFloor	2004	0409	30	2	CNG	710399	
NEW FLYER	35ft LowFloor	2004	0410	30	2	CNG	759993	
NEW FLYER	35ft LowFloor	2004	0411	30	2	CNG	711585	
NEW FLYER	35ft LowFloor	2004	0412	30	2	CNG	681080	
NEW FLYER	35ft LowFloor	2004	0413	30	2	CNG	748122	
NEW FLYER	35ft LowFloor	2004	0414	30	2	CNG	663318	
NEW FLYER	35ft LowFloor	2004	0416	30	2	CNG	746154	
NEW FLYER	35ft LowFloor	2004	0417	30	2	CNG	598677	
NEW FLYER	35ft LowFloor	2004	0418	30	2	CNG	651100	
NEW FLYER	35ft LowFloor	2004	0419	30	2	CNG	661744	
NEW FLYER	35ft LowFloor	2004	0420	30	2	CNG	667703	
NEW FLYER	35ft LowFloor	2004	0421	30	2	CNG	660408	
NEW FLYER	35ft LowFloor	2004	0423	30	2	CNG	634424	
NEW FLYER	35ft LowFloor	2004	0424	30	2	CNG	652296	
NEW FLYER	35ft LowFloor	2004	0425	30	2	CNG	724297	
NABI	40LFW-35-02	2007	0680	39	2	CNG	743007	
NABI	40LFW-35-02	2007	0681	39	2	CNG	687686	
NABI	40LFW-35-02	2007	0682	39	2	CNG	687706	
NABI	40LFW-35-02	2007	0683	39	2	CNG	674486	
NABI	40LFW-35-02	2007	0684	39	2	CNG	727338	
NABI	40LFW-35-02	2007	0685	39	2	CNG	769278	
NABI	40LFW-35-02	2007	0686	39	2	CNG	754967	

NABI	40LFW-35-02	2007	0688	39	2	CNG	724229	
NABI	40LFW-35-02	2007	0689	39	2	CNG	705448	
NABI	40LFW-35-02	2007	0692	39	2	CNG	660583	
NABI	40LFW-35-02	2007	0693	39	2	CNG	702445	
NABI	40LFW-35-02	2007	0694	39	2	CNG	710220	
NABI	40LFW-35-02	2007	0695	39	2	CNG	727737	
NABI	40LFW-35-02	2007	0697	39	2	CNG	699269	
NABI	40LFW-35-02	2007	0698	39	2	CNG	729614	
NABI	40LFW-43	2008	0901	39	2	CNG	584985	
NABI	40LFW-43	2008	0902	39	2	CNG	564434	
NABI	40LFW-43	2008	0903	39	2	CNG	550902	
NABI	40LFW-43	2008	0904	39	2	CNG	547456	
NABI	40LFW-43	2008	0905	39	2	CNG	562363	
NABI	40LFW-43	2008	0906	39	2	CNG	546228	
NABI	40LFW-43	2008	0907	39	2	CNG	527354	
NABI	40LFW-43	2008	0908	39	2	CNG	757618	
NABI	40LFW-43	2008	0909	39	2	CNG	771692	
NABI	40LFW-43	2008	0910	39	2	CNG	755951	
NABI	40LFW-43	2008	0911	39	2	CNG	749751	
NABI	40LFW-43	2008	0912	39	2	CNG	758688	
NABI	40LFW-43	2008	0913	39	2	CNG	718055	
NABI	40LFW-43	2008	0914	39	2	CNG	719161	
NABI	40LFW-43	2008	0915	39	2	CNG	707031	
NABI	40LFW-43	2008	0916	39	2	CNG	747963	
NABI	40LFW-43	2008	0917	39	2	CNG	749808	
NABI	40LFW-43	2008	0918	39	2	CNG	727517	
NABI	40LFW-43	2008	0919	39	2	CNG	736835	
NABI	40LFW-43	2008	0922	39	2	CNG	763970	
NABI	40LFW-43	2008	0923	39	2	CNG	735323	
NABI	40LFW-43	2008	0924	39	2	CNG	747919	
NABI	40LFW-43	2008	0925	39	2	CNG	743825	
NABI	40LFW-43	2008	0926	39	2	CNG	691429	
NABI	40LFW-43	2008	0927	39	2	CNG	751818	

NABI	40LFW-43	2008	0928	39	2	CNG	779824
NABI	40LFW-43	2008	0929	39	2	CNG	738405
NABI	40LFW-43	2008	0931	39	2	CNG	695232
NABI	40LFW-43	2008	0932	39	2	CNG	765123
NABI	40LFW-43	2008	0934	39	2	CNG	757044
NABI	40LFW-43	2008	0935	39	2	CNG	725334
NABI	40LFW-43	2008	0936	39	2	CNG	723013
NABI	40LFW-43	2008	0938	39	2	CNG	708338
NABI	40LFW-43	2008	0939	39	2	CNG	728731
NABI	35LFW	2010	1001	31	2	CNG	550322
NABI	35LFW	2010	1003	31	2	CNG	520145
NABI	35LFW	2010	1004	31	2	CNG	547601
NABI	35LFW	2010	1005	31	2	CNG	541905
NABI	35LFW	2010	1006	31	2	CNG	503742
NABI	35LFW	2010	1007	31	2	CNG	542400
NABI	35LFW	2010	1008	31	2	CNG	414613
NEW FLYER	XN40	2014	14401	38	2	CNG	468880
NEW FLYER	XN40	2014	14402	38	2	CNG	408364
NEW FLYER	XN40	2014	14403	38	2	CNG	410556
NEW FLYER	XN40	2014	14404	38	2	CNG	376346
NEW FLYER	XN40	2014	14405	38	2	CNG	404429
NEW FLYER	XN40	2014	14406	38	2	CNG	408803
NEW FLYER	XN40	2014	14407	38	2	CNG	426442
NEW FLYER	XN40	2014	14408	38	2	CNG	454821
NEW FLYER	XN40	2014	14409	38	2	CNG	433222
NEW FLYER	XN40	2014	14410	38	2	CNG	406828
NEW FLYER	XN40	2014	14411	38	2	CNG	372593
NEW FLYER	XN40	2014	14412	38	2	CNG	434849
NEW FLYER	XN40	2014	14413	38	2	CNG	465525
NEW FLYER	XN40	2014	14414	38	2	CNG	440662
NEW FLYER	XN40	2014	14415	38	2	CNG	447533
NEW FLYER	XN40	2014	14416	38	2	CNG	422799
NEW FLYER	XN40	2014	14417	38	2	CNG	440573

NEW FLYER	XN40	2014	14418	38	2	CNG	444155
NEW FLYER	XN40	2014	14419	38	2	CNG	447477
NEW FLYER	XN40	2014	14420	38	2	CNG	456951
NEW FLYER	XN40	2014	14421	38	2	CNG	368435
NEW FLYER	XN40	2014	14422	38	2	CNG	368151
NEW FLYER	XN60	2014	14601	46	2	CNG	242348
NEW FLYER	XN60	2014	14602	46	2	CNG	264099
NEW FLYER	XN60	2014	14603	46	2	CNG	267665
NEW FLYER	XN60	2014	14604	46	2	CNG	255727
NEW FLYER	XN60	2014	14605	46	2	CNG	269444
NEW FLYER	XN60	2014	14606	46	2	CNG	265734
NEW FLYER	XN60	2014	14607	46	2	CNG	245848
NEW FLYER	XN60	2014	14608	46	2	CNG	262427
NEW FLYER	XN60	2014	14609	46	2	CNG	249459
NEW FLYER	XN60	2014	14610	46	2	CNG	257717
NEW FLYER	XN60	2014	14697	46	2	CNG	405818
NEW FLYER	XN60	2014	14698	46	2	CNG	429770
NEW FLYER	XN60	2014	14699	46	2	CNG	402675
NEW FLYER	XN35	2017	17301	30	2	CNG	183171
NEW FLYER	XN35	2017	17302	30	2	CNG	207288
NEW FLYER	XN60	2018	18601	46	2	CNG	73350
NEW FLYER	XN60	2018	18602	46	2	CNG	67315
NEW FLYER	XN60	2018	18603	46	2	CNG	68318
NEW FLYER	XN60	2018	18604	46	2	CNG	70193
NEW FLYER	XN60	2018	18605	46	2	CNG	71725
NEW FLYER	XN60	2018	18606	46	2	CNG	74111
NEW FLYER	XN60	2018	18607	46	2	CNG	70469
NEW FLYER	XN60	2018	18608	46	2	CNG	74624
NEW FLYER	XN60	2018	18609	46	2	CNG	71242
NEW FLYER	XN60	2018	18610	46	2	CNG	69754
NEW FLYER	XN60	2018	18611	46	2	CNG	62463
NEW FLYER	XN60	2018	18612	46	2	CNG	63760
NEW FLYER	XN60	2018	18613	46	2	CNG	70424

NEW FLYER	XN60	2018	18614	46	2	CNG	61987
NEW FLYER	XN60	2018	18615	46	2	CNG	70203
NEW FLYER	XN60	2018	18616	46	2	CNG	70174
NEW FLYER	XN60	2018	18617	46	2	CNG	62081
NEW FLYER	XN60	2018	18618	46	2	CNG	66024
NEW FLYER	XN60	2018	18619	46	2	CNG	65297
NEW FLYER	XN60	2018	18620	46	2	CNG	64635
NEW FLYER	XN60	2018	18621	46	2	CNG	66296
NEW FLYER	XN60	2018	18622	46	2	CNG	63350
NEW FLYER	XN60	2018	18698	46	2	CNG	160262
NEW FLYER	XN60	2018	18699	46	2	CNG	153269
NEW FLYER	XN60	2020	20601	46	2	CNG	41682
NEW FLYER	XN60	2020	20602	46	2	CNG	39993
NEW FLYER	XN60	2020	20603	46	2	CNG	46995
NEW FLYER	XN60	2020	20604	46	2	CNG	44997
NEW FLYER	XN60	2020	20605	46	2	CNG	49742
NEW FLYER	XN60	2020	20606	46	2	CNG	49377
NEW FLYER	XN60	2020	20607	46	2	CNG	49849
NEW FLYER	XN60	2020	20608	46	2	CNG	43118
NEW FLYER	XN60	2020	20609	46	2	CNG	36519
NEW FLYER	XN60	2020	20610	46	2	CNG	48232
NEW FLYER	XN60	2020	20611	46	2	CNG	43254
NEW FLYER	XN60	2020	20612	46	2	CNG	43393
NEW FLYER	XN60	2020	20613	46	2	CNG	44291
NEW FLYER	XN60	2020	20614	46	2	CNG	44238

Minibus (12-20 Passenger) -Active Passenger Operating In-Service Fleet

Vehicle Make	Model	Year	Vehicle Number	Seats	Wheel-chairs	Fuel	Current Mileage
FORD	ELDorado National/E450	2012	2801	16	2	CNG	404274
FORD	ELDorado National/E450	2012	2802	16	2	CNG	452518
FORD	ELDorado National/E450	2012	2803	16	2	CNG	402933
FORD	ELDorado National/E450	2012	2804	16	2	CNG	439798
FORD	ELDorado National/E450	2012	2805	16	2	CNG	453031
FORD	ELDorado National/E450	2012	2806	16	2	CNG	427275
FORD	ELDorado National/E450	2012	2807	16	2	CNG	391549
FORD	ELDorado National/E450	2012	2808	16	2	CNG	403782
FORD	ELDorado National/E450	2012	2809	16	2	CNG	387563
FORD	ELDorado National/E450	2012	2810	16	2	CNG	428955
FORD	ELDorado National/E450	2012	2811	16	2	CNG	441312
FORD	ELDorado National/E450	2012	2812	16	2	CNG	440486
FORD	ELDorado National/E450	2012	2813	16	2	CNG	455399
FORD	ELDorado National/E450	2012	2814	16	2	CNG	429521
FORD	ELDorado National/E450	2012	2815	16	2	CNG	432587
FORD	ELDorado National/E450	2012	2816	16	2	CNG	410462
FORD	ELDorado National/E450	2012	2817	16	2	CNG	389359
FORD	ELDorado National/E450	2012	2818	16	2	CNG	438445
FORD	ELDorado National/E450	2012	2819	16	2	CNG	397856
FORD	ELDorado National/E450	2012	2820	16	2	CNG	420807
FORD	ELDorado National/E450	2012	2821	16	2	CNG	437077
FORD	ELDorado National/E450	2012	2822	16	2	CNG	417486
FORD	ELDorado National/E450	2012	2824	16	2	CNG	410614
FORD	ELDorado National/E450	2012	2825	16	2	CNG	426304
FORD	ELDorado National/E450	2012	2826	16	2	CNG	439998
FORD	ELDorado National/E450	2012	2827	16	2	CNG	387415
FORD	ELDorado National/E450	2012	2828	16	2	CNG	368112
FORD	ELDorado National/E450	2012	2829	16	2	CNG	357771
FORD	ELDorado National/E450	2012	2830	16	2	CNG	401181
FORD	ELDorado National/E450	2012	2831	16	2	CNG	419680

FORD	ELDorado National/E450	2012	2832	16	2	CNG	397221
FORD	ELDorado National/E450	2012	2833	16	2	CNG	414728
FORD	ELDorado National/E450	2012	2834	16	2	CNG	447157
GLAVAL BUS	GLAVAL -Universal	2014	2901	16	2	CNG	368398
GLAVAL BUS	GLAVAL -Universal	2014	2902	16	2	CNG	399037
GLAVAL BUS	GLAVAL -Universal	2014	2903	16	2	CNG	346340
GLAVAL BUS	GLAVAL -Universal	2014	2905	16	2	CNG	393384
GLAVAL BUS	GLAVAL -Universal	2014	2906	16	2	CNG	381401
GLAVAL BUS	GLAVAL -Universal	2014	2907	16	2	CNG	409683
GLAVAL BUS	GLAVAL -Universal	2014	2908	16	2	CNG	378765
GLAVAL BUS	GLAVAL -Universal	2014	2909	16	2	CNG	435994
GLAVAL BUS	GLAVAL -Universal	2014	2910	16	2	CNG	400464
GLAVAL BUS	GLAVAL -Universal	2014	2911	16	2	CNG	266734
GLAVAL BUS	GLAVAL -Universal	2014	2912	16	2	CNG	397021
GLAVAL BUS	GLAVAL -Universal	2014	2913	16	2	CNG	427765
GLAVAL BUS	GLAVAL -Universal	2014	2914	16	2	CNG	376683
GLAVAL BUS	GLAVAL -Universal	2014	2915	16	2	CNG	417115
GLAVAL BUS	GLAVAL -Universal	2014	2916	16	2	CNG	419727
GLAVAL BUS	GLAVAL -Universal	2014	2917	16	2	CNG	347806
GLAVAL BUS	GLAVAL -Universal	2014	2918	16	2	CNG	357718
GLAVAL BUS	GLAVAL -Universal	2014	2919	16	2	CNG	388520
GLAVAL BUS	GLAVAL -Universal	2014	2920	16	2	CNG	408960
GLAVAL BUS	GLAVAL -Universal	2014	2921	16	2	CNG	391482
GLAVAL BUS	GLAVAL -Universal	2014	2922	16	2	CNG	379744
GLAVAL BUS	GLAVAL -Universal	2014	2923	16	2	CNG	370126
GLAVAL BUS	GLAVAL -Universal	2014	2924	16	2	CNG	397594
GLAVAL BUS	GLAVAL -Universal	2014	2925	16	2	CNG	377856
ARBOC	ARBOC Universal	2014	14201	16	2	CNG	272367
ARBOC	ARBOC Universal	2014	14202	16	2	CNG	269732
ARBOC	ARBOC Universal	2014	14203	16	2	CNG	245989
ARBOC	ARBOC Universal	2014	14204	16	2	CNG	270009
ARBOC	ARBOC Universal	2014	14205	16	2	CNG	268472
ARBOC	ARBOC Universal	2014	14206	16	2	CNG	259070

ARBOC	ARBOC Universal	2014	14207	16	2	CNG	251701
ARBOC	ARBOC Universal	2014	14208	16	2	CNG	251750
ARBOC	ARBOC Universal	2014	14209	16	2	CNG	290827
ARBOC	ARBOC Universal	2014	14210	16	2	CNG	253933
ARBOC	ARBOC Universal	2016	16201	16	2	CNG	134150
ARBOC	ARBOC Universal	2016	16202	16	2	CNG	153932
ARBOC	ARBOC Universal	2016	16203	16	2	CNG	110950

Amistad Inventory

FAR WEST TEXAS/EL PASO TRANSPORTATION PROVIDER INVENTORY SURVEY

Transportation Provider Name:	Project Amistad (Page 1)
Address	3210 Dyer El Paso, Texas 79930
Phone	915 532 3790 Fax 915 532 7462
Contact	Jerry Blanco / Bernardo Estrada
Email	jblanco@projectamistad.org ; bestrada@projectamistad.org
Website	www.Projectamistad.org

Annual Total	FY 2018	FY 2019
Unlinked passenger trips (UPT)	See page 2	see page 2
Actual vehicle revenue miles (VRM)		
Actual vehicle revenue hours (VRH)		
Transportation Expenditures[4]		

Transportation Services Provided

Program/Service Name	Service Mode[2]	Service Days / Hours	Fare Range	Eligibility	Area Served	FY 2018 Unlinked passenger trips (UPT)	Program Expenditures FY19	Funding Source
EP County - COVID19		6 days / week	NA	COVID positive				
Ready 1 Industries		5 days / week	Contract w R1	Referred by R1	City El Paso			
Safe Ride Managed Care		5 days / week	Contract w SR		City El Paso			
Secure Managed Care		5 days / week	Contract w MC		City El Paso			
VIBA		5 days / week	Contact w VIBA		El Paso Hudspeth County			
UMC		5 days / week	Contrac w UMC		County El Paso			

Active Fleet Description

Vehicle			Average for Vehicle Type				ITS Equipped			
Vehicle Type FY 2019	Number	Number w/lift	Average Age	Avarage LTD Mileage	FY 2019 Miles	Passenger Capacity	GPS	MDT	2-way	Cell[3]
Goshen	19.00	19.00				14				
MV1	7	All Ramp				3 + 2 wheelchairs				
Ford 350 - Transit vans	15	15				7				
Ford 350 - Transit	7.00	7.00				7				
Glaval	8	8				12				

FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
See page 2	See page 2	See page 2	See page 2	See page 2

Projected Capital Expenditures Required to Maintain Current Fleet Capacity

Projected Operating Expenditures Required to Maintain Current Service Levels

[3]include all projected and un inflated administrative, operating and capital expenses

FAR WEST TEXAS/EL PASO TRANSPORTATION PROVIDER
INVENTORY SURVEY

Transportation Provider Name:	Project Amistad (Page 2)
Address	4210 Dyer, El Paso, Texas
Phone	915 532 3750 Fax 915 532 7463
Contact	Jerry Blanco / Bernardo Estrada
Email	jblanco@projectamistad.org bestrada@projectamistad.org
Website	www.Projectamistad.org

Annual Total	FY 2018	FY 2019
Unlinked passenger trips (UPT)	207,119.00	201,643.00
Actual vehicle revenue miles (VRM)		
Actual vehicle revenue hours (VRH)		
Transportation Expenditures[1]		

Transportation Services Provided

Program/Service Name	Service Mode[2]	Service Days / Hours	Fare Range	Eligibility	Area Served	FY 2018 Unlinked passenger trips (UPT)	Program Expenditures FY19	Funding Source
Section 5310		6 days / week	NA	Elderly & P disability	El Paso & Hudspeth County			
El Paso Sun Metro			$2.50	Public	City El Paso			
MTO		6 days / week	NA	Medicaid	Region 10			
AAA		6 days / week	NA	Elderly & P disability	El Paso & Hudspeth County			
Highland		6 days / week	NA	Hospital referred	City El Paso			
Veterans Progarm		6 days / week	NA	Vet Prog referred	City El Paso			

Active Fleet Description

Vehicle			Average for Vehicle Type				ITS Equipped			
Vehicle Type	Number	Number w/lift	Average Age	Avarage LTD Mileage	FY 2019 Miles	Passenger Capacity	GPS	MDT	2-way	Cell[3]
See page 2										

FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
750000	0	0	800000	0

Projected Capital Expenditures Required to Maintain Current Fleet Capacity
Projected Operating Expenditures Required to Maintain Current Service Levels

[1]Include all projected and un-inflated administrative, operating and capital expenses

MT VEHICLES

	TITLES	PROGRAM	NEW #	YEAR	MAKE & MODEL	VIN #	License #	Tag #
1	TXDOT	5310	#1093	2012	GOSHEN GCII	1FDFE4FS5CDB21935	U21969	
2	TXDOT	5310	#1094	2012	GOSHEN GCII	1FDFE4FS4CDB21943	U17547	
3	TXDOT	JARC VII	#1099	2013	GOSHEN GCII	1FDFE4FS3DDA95269	U19050	
4	TXDOT	JARC VII	#1102	2013	GOSHEN GCII	1FDFE4FS3DDA95272	U19053	
5	TXDOT	NF VI	V1103	2013	GOSHEN GCII	1FDFE4FS8DDB36656	U12 600	
6	TXDOT	NF VI	V1104	2013	GOSHEN GCII	1FDFE4FSXDDB36657	U12758	
7	TXDOT	NF VI	V1105	2013	GOSHEN GCII	1FDFE4FS1DDB36658	U12759	
8	UN METR(	JARC	#1106	2014	FORD E450	1FDFE4FS9EDB10908	U12612	
9	UN METR(	JARC	#1107	2014	FORD E450	1FDFE4FS4EDB17670	U12611	
10	MPO	5310	#1109	2016	FORD - GOSHEN COACH	1FDFE4FS3GDC49192	U19450	
11	MPO	5310	#1110	2016	FORD - GOSHEN COACH	1FDFE4FS1GDC49188	U19451	
12	MPO	5310	#1111	2016	FORD E45 - GLAVAL BUS	1FDFE4FS0GDC56844	U19472	
13	MPO	5310	#1112	2016	FORD E45 - GLAVAL BUS	1FDFE4FS2GDC56845	U19471	
14	MPO	5310	#1113	2016	FORD E45 - GLAVAL BUS	1FDFE4FS4GDC56846	U19473	
15	MPO	5310	#1116	2018	GLAVAL COMMUTE BUS	1FDES8PM6HKB51685	U14108	
16	MPO	5310	#1117	2018	GLAVAL COMMUTE BUS	1FDES8PM8HKB51686	U14107	
17	MPO	5310	#1118	2018	GLAVAL COMMUTE BUS	1FDES8PM8HKB49484	U14071	
18	MPO	5310	#1119	2018	GLAVAL COMMUTE BUS	1FDES8PMXJKA33404	U06828	
19	MPO	5310	#1120	2018	GLAVAL COMMUTE BUS	1FDES8PM1JKA33405	U06826	
20	MPO	5310	#1121	2018	GLAVAL COMMUTE BUS	1FDES8PM3JKA33406	U06827	
21	PA	LOAN	#1123	2019	TRANSIT 350 VAN	1FBVU4XM1KKB57512	U22838	
22	PA	LOAN	#1124	2019	TRANSIT 350 VAN	1FBVU4XM3KKB57513	U22840	
23	PA	LOAN	#1125	2019	TRANSIT 350 VAN	1FBVU4XM0KKB69294	U22841	
24	PA	LOAN	#1126	2019	TRANSIT 350 VAN	1FBVU4XM8KKB72850	U22842	
25	MPO	5310	#1127	2019	TRANSIT 350 VAN	1FBVU4XM9KKB44183	U22839	
26	MPO	5310	#1128	2019	TRANSIT 350 VAN	1FBVU4XMXKKB57511	U22843	
27	MPO	5310	#1129	2019	TRANSIT 350 VAN	1FBVU4XM5KKB57514	U22844	
28	MPO	5310	#1130	2019	TRANSIT 350 VAN	1FBVU4XM8KKB72847	U24077	
29	MPO	5310	#1131	2019	TRANSIT 350 VAN	1FBVU4XMOKKB72860	U22845	
30	MPO	5310	#1132	2019	TRANSIT 350 VAN	1FBVU4XM7KKB44182	U22846	
31	MPO	5310	#1133	2019	TRANSIT 350 VAN	1FBVU4XM2KKB69295	U22847	
32	MPO	5310	#1134	2019	TRANSIT 350 VAN	1FBVU4XM6KKB69297	U22848	

33	MPO	5310	#1135	2019	TRANSIT 350 VAN	1FBVU4XM8KKB57510	U22849		
34	MPO	5310	#1136	2019	TRANSIT 350 VAN	1FBVU4XM6KKB72846	U24075		
35	MPO	5310	#1137	2019	TRANSIT 350 VAN	1FBVU4XM2KKB72861	U24076		
	MULTIPURPOSE VEHICLES								
36	PA	mulit purpose	#1032	2006	CHEVROLET EQUINOX	2CNDL63FX66109735	GSR4186	2757	
37	PA	Guardianship	#1057	2008	FORD FOCUS	1FAHP35N78W288229	BJ1M491	659	
38	PA	mulit purpose	#1075	2009	FORD FOCUS	1FAHP35N49W260454	JTZ4802	707	
39	PA	Truck	#1108	2007	FORD F-150	1FTPX12V97NA54869	FBY2684		
40	PA	Guardianship	#1114	2013	TOYOTA COROLLA	JTDBU4EE2DJ114378	CMJ2931		
41	PA	Guardianship	#1122	2017	DODGE CARAVAN SXT	2C4RDGCG6HR698922	MNT7356		

Tire Size	Fuel Type	Capacity	W/C	Ambulatory	Lift
LT225/75R16E	Gasoline	14	2	12	W/C Equipped
LT225/75R16E	Gasoline	14	2	12	W/C Equipped
LT225/75R16E	Gasoline	14	2	12	W/C Equipped
LT225/75R16E	Gasoline	14	2	12	W/C Equipped
LT225/75R16E	Gasoline	15	2	13	W/C Equipped
LT225/75R16E	Gasoline	15	2	13	W/C Equipped
LT225/75R16E	Gasoline	15	2	13	W/C Equipped
LT225/75R16	Gasoline	14	2	hen no w/c a	W/C Equipped
LT225/75R16	Gasoline	14	2	nen no w/c a	W/C Equipped
LT225/75R16	Gasoline	10	2	8	W/C Equipped
LT225/75R16	Gasoline	10	2	8	W/C Equipped
LT225/75R16	Gasoline	16	2	h foldable se	W/C Equipped
LT225/75R16	Gasoline	16	2	th foldabe se	W/C Equipped
LT225/75R16	Gasoline	16	2	th foldabe se	W/C Equipped
195/75R17	Gasoline	7	2	9	W/C Equipped
195/75R18	Gasoline	7	2	9	W/C Equipped
195/75R19	Gasoline	7	2	9	W/C Equipped
195/75R16	Gasoline	7	2	9	W/C Equipped
195/75R16	Gasoline	7	2	9	W/C Equipped
195/75R16	Gasoline	7	2	9	W/C Equipped
195/75R16	Gasoline	7	2	9	W/C Equipped
195/75R16	Gasoline	7	2	9	W/C Equipped
195/75R16	Gasoline	7	2	9	W/C Equipped
195/75R16	Gasoline	7	2	9	W/C Equipped
195/75R16	Gasoline	7	2	9	W/C Equipped
195/75R16	Gasoline	7	2	9	W/C Equipped
195/75R16	Gasoline	7	2	9	W/C Equipped
195/75R16	Gasoline	7	2	9	W/C Equipped
195/75R16	Gasoline	7	2	9	W/C Equipped

195/75R16	Gasoline	7	2	9	W/C Equipped
195/75R16	Gasoline	7	2	9	W/C Equipped
195/75R16	Gasoline	7	2	9	W/C Equipped
	Gasoline	4			
	Gasoline	4			
	Gasoline	4			
	Gasoline	4			
	Gasoline	4			
225/65R17	Gasoline	4	2		W/C Equipped

Big Bend Community Action Committee Inventory

FAR WEST TEXAS/EL PASO TRANSPORTATION PROVIDER INVENTORY SURVEY

Transportation Provider Name:	Big Bend Community Action Committee
Address	1412 W Berlin
Phone	432 729 4303 Fax 432 729 3435
Contact	Mary Nuñez
Email	mnbbcas@gmail.com
Website	http://www.gudestar.org

Annual Total	FY 2018	FY 2019
Unlinked passenger trips (UPT)		
Actual vehicle revenue miles (VRM)		
Actual vehicle revenue hours (VRH)		
Transportation Expenditures[1]		

Transportation Services Provided

Program/Service Name	Service Mode[2]	Service Days / Hours	Fare Range	Eligibility	Area Served	FY 2018 Unlinked passenger trips (UPT)	Program Expenditures FY19	Funding Source
(Information Pending)								

Active Fleet Description

Vehicle			Average for Vehicle Type				ITS Equipped			
Vehicle Type	Number	Number w/lift	Average Age	Average LTD Mileage	FY 2019 Miles	Passenger Capacity	GPS	MDT	2-way	Cell[3]

Projected Capital Expenditures Required to Maintain Current Fleet Capacity	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
Projected Operating Expenditures Required to Maintain Current Service Levels					

[1]Include all projected and un-inflated administrative, operating and capital expenses

PROVIDER NAME: BIG BEND COMMUNITY ACTION COMMITTEE, INC.

Vehicle Level of Service Type	Make	Model	Year	Color
VAN, WHEELCHAIR ACCESSIBLE-ADA	FORD	TRANSIT	2017	WHITE
VAN, WHEELCHAIR ACCESSIBLE-ADA	FORD	TRANSIT	2017	WHITE
VAN, WHEELCHAIR ACCESSIBLE-ADA	FORD	TRANSIT	2017	WHITE
VAN, WHEELCHAIR ACCESSIBLE-ADA	FORD	TRANSIT	2017	WHITE
VAN, WHEELCHAIR ACCESSIBLE-ADA	FORD	TRANSIT	2017	WHITE
VAN, WHEELCHAIR ACCESSIBLE-ADA	FORD	TRANSIT	2018	WHITE
VAN, WHEELCHAIR ACCESSIBLE-ADA	FORD	TRANSIT	2018	WHITE
VAN, WHEELCHAIR ACCESSIBLE-ADA	FORD	TRANSIT	2019	WHITE
VAN, WHEELCHAIR ACCESSIBLE-ADA	FORD	TRANSIT	2019	WHITE
VAN, WHEELCHAIR ACCESSIBLE-ADA	FORD	TRANSIT	2019	WHITE
VAN, WHEELCHAIR ACCESSIBLE-ADA	FORD	TRANSIT	2019	WHITE

3

VEHICLE ROSTER

VIN Number	Tag/License / VEH ID #	Registration Exp Date
1FBZX2CM5HKA52970	131-4614 / C-37	Apr-22
1FBZX2CM9HKA52972	131-4615 / C-38	Apr-22
1FBZX2CM7HKA52971	131-4616 / C-39	22-Apr
1FBZX2CM0HKA68865	131-4619 / C-42	22-Jun
1FBZX2CM6HKA68868	131-4622 / C-45	22-Apr
1FBZX2CM2JKB31602	139-2732 / C-47	22-Apr
1FBZX2CM5JKB31609	139-2728 / C-49	22-Apr
1FBZX2CM4KKB57541	141-6816 / C-50	Sep-21
1FBZX2CM2KKB57537	141-6817 / C-51	Sep-21
1FBZX2CM6KKB57542	141-6818 / C-52	Oct-21
1FBZX2CM0KKB57536	141-6819 / C-53	Oct-21

City of Socorro Inventory

FAR WEST TEXAS/EL PASO TRANSPORTATION PROVIDER
INVENTORY SURVEY

Transportation Provider Name:	City of Socorro
Address	1124 S Horizon Blvd Socorro Texas 79927-2620
Phone	915 858 2915 Fx 915 858 9288
Contact	Victor Reta
Email	vreta@elpasotx.us
Website	http://socorrotx.us/

Annual Total	FY 2018	FY 2019
Unlinked passenger trips (UPT)		
Actual vehicle revenue miles (VRM)		
Actual vehicle revenue hours (VRH)		
Transportation Expenditures[1]		

Transportation Services Provided

Program/Service Name	Service Mode[2]	Service Days / Hours	Fare Range	Eligibility	Area Served	FY 2018 Unlinked passenger trips (UPT)	Program Expenditures FY19	Funding Source
Information Pending								

Active Fleet Description

Vehicle			Average for Vehicle Type				ITS Equipped			
Vehicle Type	Number	Number w/lift	Average Age	Avarage LTD Mileage	FY 2019 Miles	Passenger Capacity	GPS	MDT	2-way	Cell[3]

FY 2022	FY 2023	FY 2024	FY 2025	FY 2026

Projected Capital Expenditures Required to Maintain Current Fleet Capacity

Projected Operating Expenditures Required to Maintain Current Service Levels

[1]Include all projected and un-inflated administrative, operating and capital expenses

City of Socorro
5310 Vehicle Fleet
Updated September 2021

Location Code	Asset ID	Tag Numbe	Dept	Acquisition D	Make	Model	Year	Color	Serial Number	License Plate
RVCC	RC-02	805	Rec.	10/21/2015	Ford	Glaval Univer	2016	White	1FDFE4FS6DC08989	125-7927
RVCC	RC-03	802	Rec.	5/4/2017	Ford	MV-1	2015	Silver	57WMD2C69FM100208	U34901
RVCC	RC-04	19-0003	Rec.	1/29/2020	Ram	ProMaster	2020	White	3C6TRVAG1KE511388	1375356

Bien Vivir Inventory

FAR WEST TEXAS/EL PASO TRANSPORTATION PROVIDER INVENTORY SURVEY

Transportation Provider Name:	Bienvivir Senior Health Services
Address	2300 McKinley
Phone	915-562-2444
Contact	
Email	
Website	www.fwtpwr.org

Annual Total	FY 2018	FY 2019
Unlinked passenger trips (UPT)		
Actual vehicle revenue miles (VRM)		
Actual vehicle revenue hours (VRH)		
Transportation Expenditures[1]		

Transportation Services Provided

Program/Service Name	Service Mode[2]	Service Days / Hours	Fare Range	Eligibility	Area Served	FY 2015 Unlinked passenger trips (UPT)	Program Expenditures - FY15	Funding Source
Bienvivir Senior Health Services		Monday thru Friday 7 am to 5 pm	NA	Program eligibility	South of Sean Haggerty, East of Executive Center, West of Loop 375, North of Border Highway, and Socorro Area			

Active Fleet Description

Vehicle				Average for Vehicle Type			ITS Equipped			
Vehicle Type	Number	Number w/lift	Average Age	Average LTD Mileage	FY 2015 Miles	Passenger Capacity	GPS	MDT	2-way	Cell[1]
Ford E450	72	yes	7	32,669.00		8 AMB & 3 W/C	yes	yes	n/a	n/a
Ford E450	73	yes	7	78,382.00		8 AMB & 3 W/C	yes	yes	n/a	n/a
Ford E350	75	yes	7	79,997.00		8 AMB & 3 W/C	yes	yes	n/a	n/a
Ford E350	76	yes	7	96,898.00		8 AMB & 3 W/C	yes	yes	n/a	n/a
Ford E350	77	yes	7	67,093.00		8 AMB & 3 W/C	yes	yes	n/a	n/a
Ford E350	79	yes	6	62,160.00		8 AMB & 4 W/C OR 6 W/C	yes	yes	n/a	n/a
Ford E350	80	yes	6	64,949.00		8 AMB & 4 W/C OR 6 W/C	yes	yes	n/a	n/a
Ford E350	81	yes	6	73,182.00		8 AMB & 4 W/C OR 6 W/C	yes	yes	n/a	n/a
Ford E350	82	yes	6	64,113.00		8 AMB & 4 W/C OR 6 W/C	yes	yes	n/a	n/a
Ford E350	83	yes	6	73,183.00		8 AMB & 4 W/C OR 6 W/C	yes	yes	n/a	n/a
Ford E350	85	yes	5	96,846.00		8 AMB OR 4 OR 6 W/C	yes	yes	n/a	n/a
Ford E350	86	yes	5	94,794.00		8 AMB OR 4 OR 6 W/C	yes	yes	n/a	n/a
Ford E350	87	yes	5	118,827.00		8 AMB OR 4 OR 6 W/C	yes	yes	n/a	n/a
Ford E350	88	yes	5	91,298.00		6 AMB & 4 W/C	yes	yes	n/a	n/a
Ford E350	89	yes	5	110,650.00		6 AMB & 4 W/C	yes	yes	n/a	n/a
Ford E350	90	yes	5	84,113.00		6 AMB & 4 W/C	yes	yes	n/a	n/a
Ford E350	91	yes	5	88,343.00		6 AMB & 4 W/C	yes	yes	n/a	n/a
Ford E450	93	yes	4	60,530.00		8 AMB & 4 W/C OR 6 W/C	yes	yes	n/a	n/a

Ford E450	94	yes	4	52,584.00		8 AMB & 4 W/C OR 6 W/C	yes	yes	n/a	n/a
Ford E450	95	yes	4	53,368.10		8 AMB & 4 W/C OR 6 W/C	yes	yes	n/a	n/a
Ford E450	96	yes	4	52,731.00		8 AMB & 4 W/C OR 6 W/C	yes	yes	n/a	n/a
Ford E450	97	yes	4	52,938.00		8 AMB & 4 W/C OR 6 W/C	yes	yes	n/a	n/a
Ford E450	98	yes	4	84,359.00		8 AMB & 4 W/C OR 6 W/C	yes	yes	n/a	n/a
Ford E450	99	yes	4	126,130.00		8 AMB & 4 W/C OR 6 W/C	yes	yes	n/a	n/a
Honda Fit	1	yes	6	136,722.00		PASSENGER	yes	yes	n/a	n/a
Honda Fit	2	yes	9	186,759.00		PASSENGER	yes	yes	n/a	n/a
Honda Fit	4	yes	4	87,698.00		PASSENGER	yes	yes	n/a	n/a
Honda Fit	5	yes	3	68,508.00		PASSENGER	yes	yes	n/a	n/a
Ford E450	101	yes	3	66,631.00		6 AMB & 4 W/C	yes	yes	n/a	n/a
Ford E450	102	yes	3	36,682.00		8 AMB & 3 W/C OR 6 W/C	yes	yes	n/a	n/a
Ford E450	103	yes	3	40,899.40		8 AMB & 3 W/C OR 6 W/C	yes	yes	n/a	n/a
Ford E450	104	yes	3	35,309.40		8 AMB & 3 W/C OR 6 W/C	yes	yes	n/a	n/a
Ford E450	105	yes	3	33,602.00		8 AMB & 3 W/C OR 6 W/C	yes	yes	n/a	n/a
Ford E450	106	yes	3	33,002.00		6 AMB & 4 W/C	yes	yes	n/a	n/a
Ford E450	107	yes	3	80,890.80		6 AMB & 4 W/C	yes	yes	n/a	n/a
Ford Transit	109	yes	2	23,686.00		4 AMB & 2 W/C	yes	yes	n/a	n/a
Ford E450	110	yes	2	19,625.00		8 AMB & 3 W/C OR 6 W/C	yes	yes	n/a	n/a
Ford E450	111	yes	2	34,874.00		8 AMB & 3 W/C OR 6 W/C	yes	yes	n/a	n/a
Ford E450	112	yes	2	38,556.00		8 AMB & 3 W/C OR 6 W/C	yes	yes	n/a	n/a
Ford E450	113	yes	2	22,325.00		6 AMB & 4 W/C	yes	yes	n/a	n/a
Ford E450	114	yes	2	23,685.00		8 AMB & 3 W/C OR 6 W/C	yes	yes	n/a	n/a
Ford E450	115	yes	2	21,565.00		8 AMB & 3 W/C OR 6 W/C	yes	yes	n/a	n/a
Ford E450	116	yes	2	53,361.00		6 AMB & 4 W/C	yes	yes	n/a	n/a
Ford E450	117	yes	2	51,717.00		6 AMB & 4 W/C	yes	yes	n/a	n/a
Ford E450	118	yes	2	62,630.40		6 AMB & 4 W/C	yes	yes	n/a	n/a
ALLSTAR 25	120	yes	1	16,585.00		6 AMB & 4 W/C	yes	yes	n/a	n/a
ALLSTAR 25	121	yes	1	36,851.00		6 AMB & 4 W/C	yes	yes	n/a	n/a
ALLSTAR 25	122	yes	1	33,411.00		6 AMB & 4 W/C	yes	yes	n/a	n/a
ALLSTAR 25	123	yes	1	2,889.00		6 AMB & 4 W/C	yes	yes	n/a	n/a
ALLSTAR 25	124	yes	1	9,176.20		6 AMB & 4 W/C	yes	yes	n/a	n/a
ALLSTAR 25	125	yes	1	22,893.60		6 AMB & 4 W/C	yes	yes	n/a	n/a
ALLSTAR 25	126	yes	1	21,473.00		6 AMB & 4 W/C	yes	yes	n/a	n/a
ALLSTAR 25	127	yes	1	14,898.00		6 AMB & 4 W/C	yes	yes	n/a	n/a

	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020
Projected Capital Expenditures Required to Maintain Current Fleet Capacity		335,000.00	334,000.00	265,460.00	
Projected Operating Expenditures Required to Maintain Current Service Levels				240,078.00	206,942.00

Include all projected and un-inflated administrative, operating and capital expenses

South Central Regional Transit District Inventory

South Central Regional Transit District

New Mexico

300 West Lohman Ave, Suite 115\

Las Cruces, New Mexico 80005

575 323 1620

Updated Date: INVENTORY FOR SCRTD 03-3-2021 — Approved David Arrajo

Description	Item Model No.	Item Serial Number	License	Bus #	Miles	Condition	Useful Life Years	Program Charged	Initial value	Date purchased or leased	Purchase Order Number	Annual straight line depreciation	Total Depreciation	Remaining Value
2016 STARCRAFT	ALLSTAR XL32 SHUTTLE	1FDGF5GY8GEA51955	G96529	1	178538	USED	3	SCRTD	92,795.00	11/18/2015		18,559.00	37,118.00	55,677.00
2016 STARCRAFT	ALLSTAR XL32 SHUTTLE	1FDGF5GY3GEA51958	G96531	2	182124	USED	3	SCRTD	92,795.00	11/20/2015		18,559.00	37,118.00	55,677.00
2016 STARCRAFT	ALLSTAR XL32 SHUTTLE	1FDGF5GY9GEA40351	G96530	3	179665	USED	3	SCRTD	92,795.00	11/20/2015		18,559.00	37,118.00	55,677.00
2016 STARCRAFT	ALLSTAR XL32 SHUTTLE	1FDGF5GY2GEA51952	G96527	4	192584	USED	3	SCRTD	92,795.00	11/18/2016		18,559.00	37,118.00	55,677.00
2016 STARCRAFT	ALLSTAR XL32 SHUTTLE	1FDGF5GY0GEA40349	G96528	5	193825	USED	3	SCRTD	92,795.00	11/18/2016		18,559.00	37,118.00	55,677.00
2016 Chevy Express	ALLSTAR XL32 SHUTTLE	1GB6GUBL3G1286584	G99643	6	169022	NEW	4	SCRTD	80,495.00	12/22/2016		16,099.00	8,049.50	72,445.50
2010 FORD E450-733 BUS	GLAVAL UNIVERSAL BUS	1FDFE4FS8ADA68743	G82031	733	176127	USED	0	SCRTD	5,513.80	12/22/2016		1,837.93	459.48	5,054.32
2011 FORD 734 BUS	ELDORADO AERO 240/E450	1FDFE4FS5BDB05247	G85087	734	213377	REMOVED 12-2020	0	SCRTD	6,260.40	12/22/2016		2,086.80	521.70	5,738.70
2013 FORD 743 BUS	AEROTECH	1FDFE4FS0DDA09352	G86514	743	133312	USED	0	SCRTD	-	8/22/2018		-	-	-
2019 Aerotech	AEROTECH	1FDEE3FS5KDC39701	07995G	8	17579	NEW	7	SCRTD	87,600.00	12/22/2016		18,000.00	37,000.00	70,000.00
2020 Advantage 270	El Dorado	1FDFE4FS3KDC45846	09144G	9	32380	New	7	SCRTD	92,828.62	2/19/2020		18,559.00	18,559.00	74,269.62
2014 Ford 550	FORD 550	1FDGF5GY6EEA23813	07062G	7	38887	USED	3	SCRTD	18,870.00	10/02/2019		6,300.00	6,300.00	12,570.00
2020 Ford F-250 SD	Ford F-250 SD	1FTBF2A66LED21943	Temporary	Service Truck	1520	New	10	SCRTD	29,484.00	9/24/2020	2020-0006	2,848.40	-	29,484.00
2020 Gillig		15GGB3018L3195358		2001		New	12	SCRTD	679,988.00	11/02/2020	2019-2035	56,582.33	-	623,405.67
2020 Gillig		15GGB301XL3195359		2002		New	12	SCRTD	679,988.00	11/04/2020	2019-2035	56,582.33	-	623,405.67
								TOTAL	2,145,002.82			271,690.79	256,479.68	1,794,758.48

APPENDIX TO WTEP HHSTP

WTEP HHSTP Outreach Plan A-2
Goals of the Outreach Plan A-2
Outreach Process and Methodology A-2
Public Outreach Materials A-3
Steering Committee Input A-4
Stakeholder Meetings A-4
Public Meetings A-5
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Public Involvement Documentation A-5
Sample Letters of Participation A-6
Other Resources A-8
Proposed Bylaw Change A-9
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Surveys A-16
Aging, Disability, & Transportation Resource Center (ADTRC) Resource Book A-36

The following was presented at the beginning of this plan update by ATG as a proposed outreach plan to be used in the development of the HHSTP. Due to a continuation of COVID 19 conditions, certain elements of this proposed outreach plan were adapted to utilize alternative outreach and engagement methods.

WTEP HHSTP Outreach Plan

This Outreach Plan (OP) for the WTEP HHSTP consists of a variety of goals and strategies, all centered on obtaining proactive stakeholder and public input. This outreach process is designed to inform and engage the general public as well as key stakeholders. The input obtained from this outreach provides invaluable insight and local knowledge which informs decision making and ensures that long-range goals and objectives align with regional values.

This OP also includes a description of the tasks to be completed, a schedule for the completion of those tasks, and a list of the parties responsible for each task. ATG will follow the OP schedule, milestones, and evaluation process to identify trends and document the public involvement program.

Goals of the Outreach Plan

The OP will engage WTEP members, regional planning partners, stakeholders, and the community at large in a collaborative and accessible planning effort. The OP will aim to meet the goals established by Project Amistad's mission statement as the lead agency in the development of this plan: **"**To advocate, connect and deliver social services to communities ensuring a dignified and meaningful life for all." The WTEP values the community's input in creating context-sensitive solutions to address identified needs.

Outreach Process and Methodology

All outreach will be compliant with federal transportation planning requirements. ATG will pay specific attention to tracking the outreach to, and participation level of, FAST Act defined 'Interested Parties' and adjust outreach efforts as appropriate to reach all groups, documenting this process as a Situation Assessment. The results of the Situation Assessment will inform the outreach and communications process. ATG will ask questions like which stakeholder groups, key community leaders, or advocacy groups need to be at the table? What is the history of relationships among stakeholder representatives and groups?

How can the team facilitate a process that will ensure that all voices are heard? ATG will target outreach to identified groups, including those that are typically underserved by outreach efforts.

The outreach process will include stakeholder meetings, meetings with the public, and online engagement for the purpose of engaging participants in a directed dialogue to reaffirm or revise the principles stated in previous planning efforts to develop and prioritize a set of comprehensive goals and objectives.

Project Milestones		30%			60%				90%			100%	
Project Schedule - October 2020 until November 2021													
Task #	Task Description	O	N	D	J	F	M	A	M	J	J	A	S	O	N
1	Inventory of transportation resources throughout the six-county region														
2	Comprehensive Needs' Assessment														
3	Comprehensive Outreach/Engagement														
4	Draft/Final Report														
1-4	Project Steering Committee Meetings														
0	Project Administration														

Milestones added:

Anticipated activity review with PA staff to review activities, milestones reached, and progress items. Monthly reports will be provided.

Anticipated meetings of the Project Steering Committee (likely topics: discussion of methodology and/or deliverables).

Public Outreach Materials

ATG will create all outreach materials including public surveys, public service announcements, social media posts, email blasts, newsletter inserts, flyers and posters, and any other materials given the target audience and available budget. These materials will be provided for review prior to distribution and will include options that improve their ability to communicate with all stakeholders, including application of graphics and maps. Materials will also have an established brand identity which will associate them with PA (with their permission) as well as this specific project. ATG will record and document public outreach materials. ATG will provide multiple ways to reach out to the public so they can participate in the way they are most comfortable. It is important to consider the needs of people in the study area. Based on the needs of the people within the study area, ATG will consider:

1. Extending the public comment period to allow more people to participate as they find out about the opportunity for input. For example, if a comment period is traditionally a month, ATG will consider making it 6 weeks.
2. Mailing study information, a contact phone number, and a request for feedback to the community within the study area or posting flyers and handouts at local community centers to be inclusive of low-income households who may not have access to the internet.
3. Translating project information if there are residents within the study area who have limited English proficiency.
4. Leveraging technology and virtual platforms to make materials available 24/7 through internet access.

ATG will use familiar outreach channels to inform the public about the opportunity for public comment, such as websites, newspaper ads, radio ads, social media, and email blasts.

1. A project website on the agency/county/municipal webpage will provide information on the project.
2. Email will be used to send information to the steering committee as mentioned in the project management plan (PMP), stakeholders, and interested public.
3. Social media accounts will be used to post information about the project. Post materials such as graphics and text can be provided to community groups who can share the information with their followers. The project team can consider using Facebook ads to target people living in a particular community or study area.
4. Traditional outreach methods such as mail distribution can provide people with information about the project and contact information for them to reach the project team to give feedback. These methods can help increase outreach to people who do not have internet access.

ATG will create and maintain engagement content including but not limited to interactive maps, graphic exhibits, surveys, and regular informational updates. ATG's toolkit of resources and talented staff will be able to assist WTEP in creating and maintaining an engaging HSTP social media presence, hosting stakeholder meetings and public comment opportunities, and virtual/in-person meetings for draft plans.

Steering Committee Input

ATG will assist WTEP in establishing a project steering committee to provide oversight, including setting up a schedule for meetings along with an agenda of activities. The committee will provide crucial input about any topics that may be important to the community and assist ATG with the foundation of other public engagement meetings. All steering committee meetings will be conducted virtually via Microsoft Teams.

Stakeholder Meetings

Stakeholder meetings will be held to provide opportunities for key members of the community to assist in building community awareness. Stakeholders will have the opportunity to provide technical expertise and environmental knowledge, facilitate communication with other stakeholders, review public outreach and public meeting materials, and build community support. ATG will record and document feedback from meetings. ATG will work with Project Amistad to identify key stakeholders and WTEP partners, including the statutorily defined 'Interested Parties' that are required to be included in the transportation planning process. These stakeholders/agencies may include transit agencies, airports, local governments, freight companies, transportation providers, and representatives for pedestrians, bicyclists, and the disabled. ATG will accompany Project Amistad staff to present and obtain approval from the WTEP Board at its Board Retreat and prepare to submit the plan to TxDOT for approval, and ATG will assist WTEP in conducting a day-long retreat as scheduled involving WTEP board members.

ATG will also assist WTEP in selecting non-board members to complete a final analysis/review of the work plan to submit to TxDOT. The stakeholder engagement strategy uses a list of questions to identify general transportation needs and concerns and additional questions to identify transportation needs and concerns tailored to each stakeholder group. During the stakeholder meetings, ATG will record all needs and concerns and use them as supporting information when developing the chapters for the HHSTP. After the meetings, stakeholders will be invited to participate in the public open house.

Public Meetings

ATG will conduct public outreach by scheduling and hosting a public meeting near the end of the study to ask for input on findings and outcomes. Any public meetings will be compliant with all federal regulations and the WTEP mission statement. Given current regulations and requirements for group assembly, ATG will develop all information with the intent of engaging with the public either in-person or by using digital means that may include, but are not limited to: design, creation, and launch of an online website with citizen survey, survey equipment (iPad kiosks at public libraries, city halls, etc.), a virtual public meeting or open house, interactive techniques during public meetings, and other public outreach activities. The purpose of the exercise will be to gather input from the community on a shared regional vision for the transportation network and identify shared values in terms of project-level and HHSTP performance measures and evaluation criteria. ATG will record and document feedback from all public meetings.

Virtual Meetings

ATG may use a virtual meeting program for steering committee meetings, stakeholder meetings, public meetings, and other meetings to facilitate project input and developing the statement of existing needs and gaps. The virtual meeting environment allows for screen sharing, video, audio, and text chat, as well as the ability for users to call in via phone. Any virtual meeting provided by ATG will be well organized and professional. All project materials used during a virtual meeting will be made available prior to the meeting via email or posted in a central place for download. Options to mail information will also be explored for those who wish to receive printed materials.

Public Involvement Documentation

ATG will develop documentation outlining key stages in the public outreach process and the methods used to involve the community and stakeholders. In the memorandum, ATG will identify trends and document outreach. ATG will document public outreach materials and activities, including any materials developed specifically for this project. ATG will document the response from the community and key audience groups based as part of the general public participation results.

Sample Letters of Participation

SUN METRO

Mayor
Dee Margo

City Council

District 1
Peter Svarzbein

District 2
Alexsandra Annello

District 3
Cassandra H. Brown

District 4
Sam Morgan

District 5
Dr. Michiel R. Noe

District 6
Claudia Ordaz Pérez

District 7
Henry Rivera

District 8
Cissy Lizarraga

City Manager
Tommy Gonzalez

February 20, 2018

Amistad, Region 8 Lead Agency

Xavier Bañales, CEO

3210 Dyer Street

El Paso, TX 79936

RE: WTEP Letter of Participation

Dear Mr. Bañales:

I, Jay Banasiak am submitting this Letter of Participation on behalf of Sun Metro as support for Project Amistad in its lead role in providing regional transportation coordination in the far West Texas region; Hudspeth, Culberson, Brewster, Presidio, El Paso and Jeff Davis counties. This support would be in the form of participating in the Far West Texas Regional Coordination Stakeholders Committee (WTEP) and its activities to provide health and human services transportation coordination and planning. Moreover, Sun Metro, will also participate, within its financial and staffing capabilities, in the implementation of the goals and objectives spelled out in the WTEP Regional Transportation Coordination Implementation Plan.

Our agency's Vision is closely aligned with WTEP's Vision and we will endeavor to work closely with WTEP to maximize resources for an improved quality of life for the population to be served within Hudspeth, Culberson, Brewster, Presidio, Jeff Davis and El Paso Counties.

Sincerely,

Jay Banasiak

Jay Banasiak, Director
10151 Montana Ave. • El Paso, Texas 79925 • 915.212.3333 • sunmetro.net
Dedicated to Outstanding Customer Service for a Better Community

Annette Gutierrez - Executive Director
8037 Lockheed, Ste. 100
El Paso, Texas 79925

Phone: (915) 533-0998
Fax (915) 532-9385
www.riocog.org

June 14, 2018

Amistad, Region 8 Lead Agency
Xavier Bañales, CEO
3210 Dyer Street
El Paso, TX 79930

RE: WTEP Letter of Participation

Dear Mr. Bañales:

I, Annette Gutierrez, Executive Director, am submitting this Letter of Participation on behalf of the Rio Grande Council of Governments, as support for Project Amistad in its lead role in providing regional transportation coordination in the Far West Texas region; Hudspeth, Culberson, Brewster, Presidio, El Paso and Jeff Davis counties. This support would be in the form of participating in the Far West Texas Regional Coordination Stakeholders Committee (WTEP) and its activities to provide health and human services transportation coordination and planning. Ms. Yvette Lugo, Director for the Area Agency on Aging, a division of the Rio Grande Council of Governments, will serve as the representative of the agency through her attendance and participation in the WTEP Stakeholders Committee.

Moreover, the Rio Grande Council of Governments, will also participate, within its financial and staffing capabilities, in the implementation of the goals and objectives outlined in the WTEP Regional Transportation Coordination Implementation Plan, since the Rio Grande Council of Governments shares the same Far West Texas service region as WTEP's.

Our agency's Vision is closely aligned with WTEP's Vision and we will strive to work closely with WTEP to maximize resources for an improved quality of life for the population to be served within Hudspeth, Culberson, Brewster, Presidio, Jeff Davis and El Paso Counties.

Sincerely,

Annette Gutierrez
Executive Director

Other Resources

The WTEP Bylaws were amended in the September 23, 2021 meeting. The following pages provide the proposed as well as updated bylaws as approved at this meeting. Other resources include outreach materials used in the development of this HHSTP update.

Proposed Bylaw Change

WTEP September 23, 2021

Proposed Change to Bylaws

I. Proposed Change to Article 2: **Members**

Current: WTEP members are made up of:

a) Public entities or departments from a city, county or state government;
b) 501 c (3) organizations
c) Community organizations that are not a 501 c (3)
d) Volunteers who advocate for constituents served by WTEP
e) For-profit businesses/corporations, social service agencies, and/or healthcare organizations who accept WTEP's Purpose, Vision and Mission.

Proposed: WTEP members are made up of:

a) Public entities or departments from a city, county or state government
b) 501 c (3) organizations
c) Community organizations that are not a 501 c (3)
d) Volunteers who advocate for constituents served by WTEP ***and who accept WTEP's Purpose, Vision and Mission.***
e) For-profit businesses/corporations, social service agencies, and/or healthcare organizations who accept WTEP's Purpose, Vision and Mission.

II. Proposed Change to Article 9: **Steering Committee**

Section 9.2: Current language:

Steering Committee – The Steering Committee members shall consist of the Chair, Vice-Chair and Secretary and five additional members of WTEP and be elected annually at the first meeting of the year by the WTEP members present at such meeting. … Four members shall represent an eligible organization or county headquartered in El Paso County.

Section 9.2: Proposed Change

Steering Committee – The Steering Committee members shall consist of the Chair, Vice-Chair and Secretary and five additional members of WTEP and be elected annually at the first meeting of the year by the WTEP members present at such meeting. … Members shall be from the designations as listed in Article 2 of these bylaws.

BYLAWS OF THE FAR WEST TEXAS / EL PASO REGIONAL TRANSPORTATION COORDINATION COMMITTEE

1. NAME, AUTHORITY AND PURPOSE

1.1 Name: The name of the committee is the Far West Texas / El Paso Regional Transportation Stakeholders Committee also known as "WTEP – West Texas El Paso".

1.2 Authority: WTEP shall have no policy making or legislative powers. WTEP shall review and evaluate grant applications, when appropriate and make funding and policy recommendations to funding sources for action.

1.3 Purpose: WTEP has been established to ensure that the benefits of the State's public transportation resources are maximized through coordination of services throughout the Far West Texas region consisting of Brewster, Culberson, El Paso, Hudspeth, Jeff Davis and Presidio counties and to facilitate the implementation of the actions outlined in the Regional Plan consistent with the charge of the Texas Transportation Commission. The goals as prescribed by the Texas Transportation Code Chapter 461 are as follows:

a) To eliminate waste in the provision of public transportation services;

b) To generate efficiencies in operation that will permit increased levels of service;

c) To further the State's efforts to reduce air pollution;

d) To encourage cooperation and coordination.

1.4 Vision: WTEP's Vision is customer-centered, attractive, dependable, convenient and safe transportation choices for persons in the region.

1.5 Mission: WTEP's Mission is to facilitate the coordination of transportation resources to provide a customer-centered, accountable, effective and efficient transit system for the general public of the six county Far West Texas/El Paso region.

2. MEMBERS

2 Members: WTEP is comprised of entities within the six-county region who will provide guidance, direction, and oversight to meet the goals and requirements per the TxDOT contract and the WTEP Regional Plan.

Every effort will be made to include representatives from Brewster, Culberson, El Paso, Hudspeth, Jeff Davis, and Presidio counties.

Each entity will appoint a person to represent it and to vote on issues that are presented for action. Each entity will have one vote regardless of the number of persons

present at WTEP meetings.

Entities that become WTEP members will submit a "Letter of Participation" and thus commit to meet WTEP's Vision and Mission. The Letter of Participation shall be renewed every three years to verify that the entity wishes to continue its membership in WTEP.

It is noted that some entities will participate actively as WTEP members, but because of legal requirements may not submit a Letter of Participation.

The members represent:

a) Public entities or departments from city, county or state governments;

b) 501 c (3) organizations;

c) Community organizations that are not a 501 c (3);

d) Volunteers who advocate for constituents served by WTEP and who accept WTEP's Purpose, Vision and Mission;

e) For-profit businesses/corporations, social service agencies, and/or healthcare organizations who accept WTEP's Purpose, Vision, and Mission.

2.1 Alternates: An Alternate may be named for each WTEP representative.

a) A Member may be represented by proxy by a duly appointed Alternate for the same position. Written notice is not required for a Member to be represented by proxy by the Alternate.

b) The Alternate will count toward a quorum and will have full voting privileges when serving as the proxy for a Member.

c) Alternates may vote on matters before WTEP only when serving as the proxy for a Member.

d) Participation by Alternates (not serving as a proxy) in the formal deliberations of WTEP shall be at the discretion of the Chair.

2.2 Attendance: Representatives are expected to attend all meetings in person or by teleconference.

2.3 Removal: A representative may be removed by the entity represented. In addition, WTEP may approach the entity represented and ask for removal of a Member for just cause by a majority vote of WTEP.

3. OFFICERS

3.1 Officers: WTEP's officers will consist of a Chair, Vice-Chair, and Secretary.

3.2 Election: Election of a Chair, Vice-Chair, and Secretary will occur annually at the first meeting of the calendar year.

3.3 Terms: Officers serve one-year terms, beginning the first meeting after the date of election and can serve a second term if elected. He/she must vacate said position after serving two consecutive terms but is eligible to serve in another officer position for two consecutive terms. If a person is elected to an

WTEP HHSTP

unexpired term, that term is not counted as a full one-year term. The individual is eligible for re-election to a full term in January.

3.4 Duties of Officers: The Chair, Vice-Chair and Secretary shall serve on the Steering Committee.

a) Chair – The Chair shall call meetings to order and shall preside at such meetings. The Chair shall also serve as the Chair of the Steering Committee. He/she must sign any documents which the Board has authorized to be executed, except in cases where the signing and execution thereof shall be expressly delegated by resolution of the Board or by these Bylaws to some other officer or agent and in general shall perform all duties relating to the office of Chairperson and such duties as may be prescribed by the Board of Directors from time to time.

b) Vice-Chair – The Vice-Chair shall conduct the duties of the Chair in the event of the Chair's absence and serve as the Vice Chair of the Steering Committee.

3.5 Secretarial Function: The Secretary shall:

a) Review the minutes as prepared by staff and provide feedback prior to approval by WTEP.

b) Ensure that staff issues notices of all appropriate open meetings are properly distributed to the membership, public and media.

c) Ensure that staff maintains all WTEP records and other appropriate actions of WTEP are properly archived.

d) Sign with the Chair any appropriate document, the issuance of which shall have been authorized by resolution by WTEP.

e) In general, perform all duties relating to the office of Secretary and such other duties as may be assigned by the Chair.

f) In case the Chair and Vice-Chair are absent or unable to perform their duties, the Secretary will preside at the meeting.

4. MEETINGS

4.1 Meetings: WTEP will meet at least quarterly at a location agreed to by the members.

4.2 Special Meetings: Special WTEP meetings may be called by the Chair or two steering committee members upon request.

4.3 Notice: written notice of each meeting shall be prepared and mailed or sent electronically to each member and posted on the gobusgo.org website, at least three (3) business days before the meeting date. A written agenda for each meeting shall be prepared and mailed or electronically transmitted and posted on the gobusgo.org website at least three (3) business days before the meeting date.

4.4 Open Meetings: All meetings of the Stakeholders Committee shall be open to the public.

4.5 Conduct: Except where these bylaws require otherwise, "Robert's Rules of Order" shall WTEP's business.

"Speakers from the audience will be given an

WTEP HHSTP

opportunity to discuss each item in the order in which it appears on the agenda, after the committee has discuss the item, unless otherwise approved by the committee. In addition, the Committee retains the option to set reasonable limits on the number, frequency, and length of presentations."

5. QUORUM

5.1 Quorum: No less than 7 (seven) of the voting members of WTEP shall constitute a quorum for conducting the Stakeholders Committee business.

6. VOTING

6.1 Voting: All actions and recommendations of the Stakeholders Committee to be approved by a simple majority of the voting members present.

7. CONFLICT OF INTEREST

7.1 Conflict of Interest: Any member of the committee who has a financial, personal, or interest in, or conflict (or appearance of a conflict) with any matter pending before the committee, of such nature that it prevents or may prevent that member from acting on the matter in an impartial manner, will abstain from voting on said item.

a) Is employed by the applicant agency and works for the unit or division that would administer the grant, if awarded.
b) Serves on any board that oversees the unit or division that would administer the grant, if awarded.
c) Receives any funds from the applicant agency as a result of the grant, if awarded.
d) Reaps any personal financial profit from any non-governmental entity benefiting directly or indirectly from activities with the applicant agency.

8. LEAD AGENCY

8.1 Lead Agency: The Lead Agency will provide leadership, management, and administrative support for the overall coordination, management, and preparation and submission of all required reports as required by the TxDOT Transit Division. The responsibilities of the Lead Agency include:

a) Serves as the point of contact to the Texas Department of Transportation -Transit Division.
b) Provide staff support to the Chair, Vice Chair, Secretary, and members in fulfilling their duties under 3.5 by arranging and announcing all WTEP meetings as requested, including: making arrangements for location, setting times and communicating necessary information to all members to ensure good participation from the membership.
c) Provide administrative support to ensure that the technical work is accomplished on schedule and conducted in accordance with

the workplan.

d) Assist in implementing an outreach and public involvement program.

e) Guides the development, implementation, and approval an annual workplan for regional coordination activities and carry out duties assigned including providing staff support to committees performing duties identified in the workplan.

f) Periodically or as required, prepare the Regional Transportation Coordination Plan and subsequent updates and revisions for WTEP approval including the coordination and/or conduct of all research, analysis, composition, organization and presentation of plan outlines, drafts, appendices and final documents.

g) Annually, submits an Annual Report to the county judges, mayors, and heads of social service and transportation agencies as determined by WTEP. The annual report will include activities completed during the calendar year.

h) Perform other duties that facilitate the coordination of regional transportation resources and carry out other assigned activities that advances more effective transportation services for riders and potential riders and ensures a more efficient use of transportation resources.

8.2 Lead Agency Selection: The Lead Agency was selected by the WTEP members and approved by TxDOT to develop and facilitate regional transportation coordination and to provide on-going support for the work of WTEP. The Lead Agency may receive financial support and maintains a contractual relationship with the TxDOT to carry out mandated transportation coordination duties and ensure compliance with Chapter 461 of the Texas Transportation Code.

9. STEERING COMMITTEE

9.1 Purpose: The Steering Committee of the Far West Texas / El Paso Regional Coordinated Transportation Plan (WTEP) shall be a standing committee and shall be responsible for recommending policies, activities and decisions that support the purpose, mission, goals and objectives of the Regional Plan. The Steering Committee shall provide oversight of Regional Transportation Coordination Lead Agency activities including the request of periodic reports on workplan activities and the transportation coordination budget and expenditures.

9.2 Membership: The Steering Committee members shall consist of the Chair, Vice-Chair and Secretary and five (5) additional members of WTEP and be elected annually at the first meeting of the year by the WTEP members present at such meeting. No less than one (1) Steering Committee member shall be a Stakeholder representing an eligible organization or county headquartered in Brewster, Culberson, Hudspeth, Jeff Davis or Presidio Counties. Members shall be from the designations as listed in Article 2 of these bylaws.

9.3 Terms: Steering Committee members serve one-year

terms, beginning the first meeting after the date of election. Individual members may be elected to the Steering Committee to multiple and consecutive terms, with a four (4)-year limit on consecutive terms.

9.4 Quorum: No less than three (3) of the voting members of the Steering Committee shall constitute a quorum for conducting Steering Committee business.

9.5 Meetings: The Steering Committee shall announce, hold and conduct meetings, establish a quorum, vote and in all other ways act in accordance with the WTEP bylaws. Regularly scheduled meetings for the Steering Committee shall be held, as business requires and no less than quarterly.

9.6 Special Meetings: Special Steering Committee meetings may be called by the Chair or upon request by three WTEP members.

9.7 Removal: A Steering Committee member may be removed by a majority vote of the Steering Committee for missing three meetings within a calendar year.

10. SUBCOMMITTEES

10.1 Establishment: Subcommittees may be established by the Chair with approval by the WTEP members and shall serve to comply with the purpose for its creation.

10.2 Membership: Members of Subcommittees may be appointed by the Chair or may volunteer for service on the Subcommittee. Persons other than *WTEP* Members may be asked by the Chair and/or recommended by members of the Stakeholders Committee to participate solely as a resource or advisor on a Subcommittee.

11. AMENDMENTS

11.1 Amendments: Any member of *WTEP* may recommend an amendment to these bylaws at a regular or special meeting to be voted on at the next subsequent meeting.

AMENDED: NOVEMBER 17, 2009
AMENDED: MARCH 17, 2011
AMENDED: NOVEMBER 15, 2012
AMENDED: JANUARY 15, 2015
AMENDED: MARCH 17, 2016
AMENDED: SEPTEMBER 17, 2020
AMENDED: SEPTEMBER 23, 2021

Surveys

STAKEHOLDER SURVEY (ENGLISH)

Project Amistad Human Services Agency Survey

1. Name of your human services agency: _____

2. In what county/counties does your agency provide transportation services?

- ☐ El Paso
- ☐ Hudspeth
- ☐ Culberson
- ☐ Jeff Davis
- ☐ Presidio
- ☐ Brewster
- ☐ Reeves
- ☐ Pecos
- ☐ Terrell
- ☐ Additional services in Mexico
- ☐ Other _____

3. Which programs do you provide transportation services under? Please select all that apply:

- ☐ 5307 – Urban Area Program
- ☐ 5311 – Rural Area Program
- ☐ 5310 – Enhanced Mobility of Seniors & Individuals with Disabilities Program
- ☐ Other Nonemergency Medical Transportation
- ☐ Other (please list)_____

4. What are the hours of operation for your transportation agency?

Day of the week	Start time	End time
Weekdays		
Saturdays		
Sundays		

5. How many vehicles are in operation at your transportation agency? _____

6. How many of the vehicles in operation are ADA-equipped? _____

7. What was the annual ridership for your transportation agency in 2019 by program? *(We would like to know how COVID impacted your ridership in 2020 in the last section of this survey.)*

Program Type	Ridership
5307 (Urban)	
5311 (Rural)	
5310 (Elderly & Disabled)	
Other	
Total Annual Ridership:	

8. Do you feel that the county your agency operates in needs additional transportation services beyond those currently available?

○ *Yes* ○ *No* ○ *Not sure*

9. If "Yes," please indicate what kind of transportation services are needed. **Please select all that apply:**

- ☐ Services for elderly and disabled
- ☐ Rural service
- ☐ Job access services
- ☐ Commuter services
- ☐ Services to health care facilities
- ☐ Weekend service
- ☐ Late night service
- ☐ Other (please list) _____

10. Who is most affected by the availability of public transportation services in the county your agency operates? Please **select the top five** choices:

- ☐ Individuals 65 and older
- ☐ Individuals with disabilities
- ☐ People with low or moderate income
- ☐ Individuals with limited English proficiency
- ☐ Children
- ☐ Veterans
- ☐ Workforce agencies
- ☐ People living in rural areas
- ☐ Other members of the public
- ☐ People without cars
- ☐ People with medical issues
- ☐ Minorities
- ☐ People traveling out of the county
- ☐ Commuters
- ☐ People with hurricane related transportation problems
- ☐ People living outside of city limits
- ☐ People within the city limits
- ☐ No one – public transportation is not limited in our county
- ☐ Job seekers
- ☐ People not living on fixed transit routes
- ☐ Medicaid under 60
- ☐ Dialysis patients under 60

11. In the county your agency operates, do you think that the quality of transportation services has improved, worsened, or stayed the same in the last five years? ○ *Improved* ○ *Worsened* ○ *Stayed the Same* ○ *Not sure*

12. What major obstacles or concerns do you think need to be addressed in order to improve public transportation services in your county? **Please select the top five choices:**

- ☐ Funding
- ☐ Cost of Service
- ☐ Lack of Vehicles
- ☐ Communication
- ☐ Lack of Drivers
- ☐ Rural Environment
- ☐ Road Quality
- ☐ Advertising
- ☐ Safety
- ☐ Political Concerns (Federal, State, and Local)
- ☐ Political Decisionmakers Don't Know Needs of the Community
- ☐ Maintenance Funding
- ☐ Coordination Between City and County Governments
- ☐ State of Good Repair
- ☐ Poverty
- ☐ ADA Equipment
- ☐ Regional Authority
- ☐ Natural Disaster Preparedness
- ☐ Dispatching

13. Does your agency apply for federal transportation funding every year?
O *Yes* O *No*

14. Does your agency pick up/drop off in other agencies' service areas?
(Example: Rural provider drops off passenger in downtown of nearby city)
O *Yes* O *No*

15. Does your agency coordinate with other transportation providers in your area? O *Yes* O *No*

16. If you answered "Yes" to the previous question, in what ways do you coordinate? Please provide brief examples of coordination efforts:

_____

17. Has anybody at your agency attended a coordination workshop hosted in your region? O *Yes* O *No* O *Not sure*

18. Does your transportation agency use scheduling or data collection technology? O *Yes* O *No*

19. If you answered "Yes" to the previous question, what data tracking technology do you use? _____

20. Do you have any additional comments about transit coordination in your region? _____

_____

21. What safety measures has your agency implemented to protect vehicle operators and passengers? **Please select all that apply:**

- ☐ Requiring use of Personal Protective Equipment (PPE) on all vehicles
- ☐ Installing protective shields inside vehicles
- ☐ Increased frequency in vehicle cleanings
- ☐ Enforced distance between passengers
- ☐ Reduced vehicle occupancy
- ☐ Hand sanitizer available on vehicles
- ☐ Rear door boarding
- ☐ Informational signage or notices
- ☐ Altered hours of operation
- ☐ Reduced fares
- ☐ Health and safety trainings or protocols for employees
- ☐ Stopped providing service
- ☐ None
- ☐ Other: _____

22. How has the COVID-19 pandemic impacted your agency's ridership?

- O Ridership has **increased** overall as compared to last year
- O Ridership has **stayed about the same** as compared to last year
- O Ridership has **decreased** overall as compared to last year

23. How has the COVID-19 pandemic impacted your agency's overall funding for transit services?

- O Funding has **increased** overall as compared to last year
- O Funding has **stayed about the same** as compared to last year
- O Funding has **decreased** overall as compared to last year

24. Does your agency anticipate receiving a funding disbursement through the FTA or TxDOT under the current and supplemental versions of the CARES Act?

- O *Yes*
- O *No*
- O *Not sure*

25. Does your agency have a plan of how to use CARES funding to support service and/or operations?

- O **Yes,** our agency has a finished plan to spend the funds made available to us under the CARES Act.
- O **Yes,** our agency has a plan in progress to spend the funds made available to us under the CARES Act.
- O **No,** our agency has does not yet have a plan in place to spend the funds made available to us under the CARES Act, but we intend to start working on one.
- O Our agency **does not currently qualify** for CARES Act funding, so we are not working any additional spending plans right now.
- O **Other:** _____

26. Do you have any other comments on how the COVID-19 pandemic has impacted your agency or services provided? _____

_____

_____

PROVIDER SURVEY (SPANISH)

Proyecto Amistad Encuesta de Agencias de Servicios

1. Nombre del proveedor del tránsito: _____

2. ¿En qué condado/condados proporciona su agencia servicios de transporte?

☐ El Paso ☐ Culberson ☐ Presidio ☐ Reeves ☐ Terrell
☐ Hudspeth ☐ Jeff Davis ☐ Brewster ☐ Pecos ☐ Servicios adicionales en Mexico
☐ Otro _____

3. ¿En qué programas presta servicios de transporte? Seleccione todos los que correspondan:

☐ 5307 – Programa de Área Urbana
☐ 5311 – Programa de Área Rural
☐ 5310 – Programa de Movilidad Mejorada de Personas Mayores y Personas con Discapacidades
☐ Transporte médico que no sea de emergencia
☐ Other (please list)_____

4. ¿Cuáles son las horas de operación de su agencia de transporte?

Día de la semana	Hora de inicio	Hora final
Entre semana		
Sábados		
Domingos		

5. ¿Cuántos vehículos están en funcionamiento en su agencia de transporte?_____

6. ¿Cuántos de los vehículos en funcionamiento están equipados con ADA?_____

7. ¿Cuál fue el número de pasajeros anual para su agencia de transporte en 2019 por programa? *(Nos gustaría saber cómo COVID impactó su número de pasajeros en 2020 en la última sección de esta encuesta.)*

Programa	Pasajeros
5307 (Urbana)	
5311 (Rural)	
5310 (Personas Mayores y Personas con Discapacidades)	
Other	
Total de pasajeros Anual:	

8. ¿Cree que el condado en el que opera su agencia necesita servicios de transporte adicionales más allá de los disponibles actualmente? ○ *Sí* ○ *No* ○ *No estoy Seguro*

9. En caso de "Sí", indíquese qué tipo de servicios de transporte son necesarios. **Seleccione todos los que correspondan:**

☐ Servicios para ancianos y discapacitados
☐ Servicio Rural
☐ Servicios de acceso al empleo
☐ Servicios de cercanías
☐ Servicios a los centros de salud
☐ Servicio de fin de semana
☐ Servicio nocturno
☐ Otros (por favor listar)_____

10. ¿Quién es el más afectado por la disponibilidad de servicios de transporte público en el condado que su agencia opera? **Por favor, seleccione las cinco mejores opciones:**

- ☐ Personas de 65 años o más
- ☐ Personas con Discapacidad
- ☐ Personas con ingresos bajos o moderados
- ☐ Personas con dominio limitado del inglés
- ☐ Niños
- ☐ Veteranos
- ☐ Agencias de mano de obra
- ☐ Habitantes de las zonas rurales
- ☐ Otros miembros del público
- ☐ Personas sin coche
- ☐ Personas con problemas médicos
- ☐ Minorias
- ☐ Personas que viajan fuera del condado
- ☐ Viajeros
- ☐ Personas con problemas de transporte relacionados con huracánes
- ☐ Personas que viven fuera de los límites de la ciudad
- ☐ Personas dentro de los límites de la ciudad
- ☐ Nadie - el transporte público no está limitado en nuestro condado
- ☐ Solicitantes de empleo
- ☐ Personas que no viven en rutas de tránsito fijas
- ☐ Medicaid- menores de 60 años
- ☐ Pacientes de diálisis menores de 60 años

11. En el condado donde opera su agencia, ¿cree que la calidad de los servicios de transporte ha mejorado, empeorado o se ha mantenido igual en los últimos cinco años? ○ *Mejorado* ○ *Empeorado* ○ *Se ha mantenido igual* ○ *No estoy Seguro*

12. ¿Qué obstáculos o preocupaciones importantes cree que deben abordarse para mejorar los servicios de transporte público en su condado? **Por favor, seleccione las cinco mejores opciones:**

- ☐ Financiación
- ☐ Costo del servicio
- ☐ Falta de vehiculos
- ☐ Comunicación
- ☐ Falta de conductores
- ☐ Ambiente Rural
- ☐ Calidad de las carreteras
- ☐ Publicidad
- ☐ Seguridad
- ☐ Financiación del mantenimiento
- ☐ Despacho
- ☐ Preocupaciones políticas (federales, estatales y locales)
- ☐ Los políticos no conocen las necesidades de la comunidad
- ☐ Coordinación entre los gobiernos de las ciudades y los condados
- ☐ Estado de buena reparación
- ☐ Pobreza
- ☐ Equipo ADA
- ☐ Autoridades Regionales
- ☐ Preparación para los desastres naturales

13. ¿Su agencia solicita fondos federales de transporte cada año?

○ *Sí* ○ *No*

14. ¿Su agencia recoge/entrega en las áreas de servicio de otras agencias? (Ejemplo: El proveedor rural deja pasajeros en el centro de la ciudad cercana)

O *Sí* O *No*

15. ¿Coordina su agencia con otros proveedores de transporte en su área?

O *Sí* O *No*

16. Si respondio "Sí" a la pregunta anterior, ¿de qué manera coordina? Sírvanse proporcionar breves ejemplos de actividades de coordinación: _____

_____

17. ¿Alguien de su agencia ha asistido a un taller de coordinación organizado en su región? O *Sí* O *No* O *No estoy Seguro*

18. ¿Su agencia de transporte utiliza tecnología de programación o recopilación de datos? O *Sí* O *No*

19. Si ha respondido "Sí" a la pregunta anterior, ¿qué tecnología de seguimiento de datos utiliza? _____

20. ¿Tiene algún comentario adicional sobre la coordinación del tránsito en su región?_____

_____

21. ¿Qué medidas de seguridad ha implementado su agencia para proteger a los operadores de vehículos y a los pasajeros? Seleccione todas las que se aplican:

- ☐ Uso obligatorio de equipos de protección individual (EPI) en todos los vehículos
- ☐ Instalación de escudos de protección dentro de los vehículos
- ☐ Aumento de la frecuencia de las limpiezas de vehículos
- ☐ Distancia obligatoria entre pasajeros Menor ocupación de vehículos
- ☐ Desinfectante para manos disponible en vehículos
- ☐ Embarque de la puerta trasera
- ☐ Señalización o avisos informativos
- ☐ Alteración de las horas de funcionamiento
- ☐ Tarifas reducidas
- ☐ Capacitación o protocolos de salud y seguridad para los empleados
- ☐ Dejó de prestar servicios
- ☐ Ninguno
- ☐ Otro: _____

22. ¿Cómo ha impactado la pandemia COVID-19 en los pasajeros de su agencia?

- O El número total de pasajeros ha aumentado en comparación con el año pasado
- O El número de pasajeros se ha mantenido aproximadamente igual que el año pasado
- O El número total de pasajeros ha disminuido en comparación con el año pasado

23. ¿Cómo ha afectado la pandemia COVID-19 a la financiación global de los servicios de tránsito de su agencia?

- O La financiación ha aumentado en general en comparación con el año pasado
- O La financiación se ha mantenido aproximadamente igual que el año pasado
- O La financiación ha disminuido en general en comparación con el año pasado

24. ¿Prevé su agencia recibir un desembolso de fondos a través del FTA o TxDOT en virtud de las version actual y complementaria de la Ley CARES?

- O *Sí*
- O *No*
- O *No estoy Seguro*

25. ¿Su agencia tiene un plan de cómo utilizar los fondos del CARES para apoyar el servicio y/o las operaciones?

- O **Sí,** nuestra agencia tiene un plan terminado para gastar los fondos puestos a nuestra disposición bajo la Ley CARES.
- O **Sí,** nuestra agencia tiene un plan en marcha para gastar los fondos puestos a nuestra disposición bajo la Ley CARES.
- O **No,** nuestra agencia aún no tiene un plan para gastar los fondos que se nos han puesto a nuestra disposición en virtud de la Ley CARES, pero tenemos la intención de empezar a trabajar en uno.
- O Nuestra agencia no reúne actualmente los requisitos para recibir financiación de la Ley CARES, por lo que no estamos trabajando en ningún plan de gasto adicional en este momento.
- O **Otro:** _____

26. ¿Tiene algún otro comentario sobre cómo la pandemia COVID-19 ha afectado a su agencia o servicios prestados? _____

_____

PUBLIC SURVEY (ENGLISH)

Project Amistad Public Survey

Your feedback will be used to improve transportation options in the community. All responses will be kept anonymous. Thank you for your participation!

1. How do you normally get around? Please select all that apply:

- ☐ Drive alone
- ☐ Carpool or vanpool
- ☐ Rideshare (Uber, Lyft, etc.)
- ☐ Public transit/Bus
- ☐ Walk
- ☐ Bicycle
- ☐ Taxi
- ☐ Other _____

2. Where do you most often need to travel? Please select up to three of the options below:

- ☐ Work
- ☐ School
- ☐ Medical appointments
- ☐ Shopping
- ☐ Personal errands
- ☐ Visit friends and family
- ☐ Places of worship
- ☐ To access recreational activites

3. On a typical day, what time do you normally need to leave your home?

Time: _____

4. On a typical day, what time do you normally need to return home?

Time: _____

5. Do you or another driver in your household own or have regular access to a car? Please select one answer:

- ○ Yes, all drivers in my household have a car.
- ○ Yes, the drivers in my household share one or more cars.
- ○ No, my household does not have regular access to a car.

6. Are you ever unable to get where you want to go because you cannot find a means of transportation?

○ Almost always ○ Often ○ Sometimes ○ Rarely ○ Never

7. Do you need any of the following types of assistance when you travel locally? Please select all that apply:

- ☐ Getting in and out of vehicle
- ☐ Loading and unloading items
- ☐ Space for fold-up wheelchair
- ☐ Door-to-door escort
- ☐ Wheelchair ramp or lift
- ☐ Other _____

8. How often do you use public transit?

- ○ 5 or more days per week
- ○ 2-4 days per week
- ○ Once per month
- ○ A few times per year
- ○ Never

9. What transit service provider(s) do you use? Please select all that apply:

- ☐ Sun Metro
- ☐ El Paso County Rural Transit
- ☐ TRAX
- ☐ Viba Transportation
- ☐ Greyhound
- ☐ Project Amistad Medical Program
- ☐ Amtrak
- ☐ Other _____
- ☐ I do not use public transit.

10. Please evaluate the following statements regarding your overall experience using public transit in your community:

a. Information about transit is clear and easy to find.

- ○ Strongly agree
- ○ Somewhat agree
- ○ Neutral
- ○ Somewhat disagree
- ○ Strongly disagree

b. Public transit in my community is reliable and efficient.

- ○ Strongly agree
- ○ Somewhat agree
- ○ Neutral
- ○ Somewhat disagree
- ○ Strongly disagree

c. I do not usually have to wait long for my bus.	○ Strongly agree ○ Somewhat agree ○ Neutral ○ Somewhat disagree ○ Strongly disagree
d. I can get to many of the places I want to go using public transit.	○ Strongly agree ○ Somewhat agree ○ Neutral ○ Somewhat disagree ○ Strongly disagree
e. I feel safe and comfortable using transit in my community.	○ Strongly agree ○ Somewhat agree ○ Neutral ○ Somewhat disagree ○ Strongly disagree
f. I have touble getting on and off the bus.	○ Strongly agree ○ Somewhat agree ○ Neutral ○ Somewhat disagree ○ Strongly disagree
g. Bus fares in my community are affordable.	○ Strongly agree ○ Somewhat agree ○ Neutral ○ Somewhat disagree ○ Strongly disagree
h. Transit service in my community is offered at the times of day when I need it.	○ Strongly agree ○ Somewhat agree ○ Neutral ○ Somewhat disagree ○ Strongly disagree

11. Which of the following would be most likely to cause you to use public transit more often? Please rank the following choices from 1-7, with 1 being the most influential and 7 being the least influential on how often you use transit.

___ If the bus came more frequently
___ If I could be dropped off close to my destinations
___ If there was a bus stop closer to my home
___ If the bus ran earlier in the morning
___ If the bus ran later at night
___ If it cost less to ride the bus
___ If it was safer and/or more comfortable to ride the bus

12. What sources do you use to get information about public transit service in your community? Please select all that apply:

☐ Printed pamphlets or fliers
☐ Smartphone app
☐ Website
☐ Phone call
☐ E-mail
☐ Word of mouth
☐ Other _____

13. Overall, how satisfied are you with the availability and quality of public transportation in your community?

○ Very satisfied
○ Somewhat satisfied
○ Neutral
○ Somewhat dissatisfied
○ Very dissatisfied

14. Do you have any other comments on public transit in your community?

_____
_____
_____
_____

15. How has COVID-19 changed your use of transit services?

- ○ I currently use transit less than before the COVID-19 pandemic.
- ○ I currently use transit about the same as before the pandemic.
- ○ I currently use transit more than before the COVID-19 pandemic.
- ○ I do not use transit service.

16. If you have stopped using transit service due to COVID-19, how soon would you feel comfortable using transit services again? Please select all that apply:

- ☐ Once my employer/company returns to the office
- ☐ After schools open for in-person classes
- ☐ Sometime later this year (2021)
- ☐ Sometime next year (2022)
- ☐ After I receive a vaccine
- ☐ I do not have enough information to know yet
- ☐ Other _____

17. 17. How can public transit help ensure that passengers feel safe and healthy while riding? Please rank the following choices from 1-8, with 1 being the most important and 8 being the least important to you.

- ____ Hand sanitizer available in every vehicle
- ____ Rear door boarding (away from vehicle operator)
- ____ Enforced distance between seated passengers
- ____ Vehicle occupancy limits
- ____ Required face coverings for operators and passengers
- ____ Vehicles cleaned after every trip
- ____ Hands-free payment
- ____ Extended hours of operation

18. Do you have any other comments on how public transit can make riders feel safe and healthy while riding?

_____

_____

19. What is your ethnicity?

- ☐ African American or Black
- ☐ Asian
- ☐ Hispanic or Latino
- ☐ Prefer not to answer
- ☐ American Indian or Alaska Native
- ☐ Native Hawaiian or other Pacific Islander
- ☐ White

20. Which of the following describes you? If applicable, you may select more than one answer:

- ☐ K-12 Student
- ☐ College Student (full time)
- ☐ College Student (part time)
- ☐ Employed (full time)
- ☐ Employed (part time)
- ☐ Unemployed
- ☐ Retired

21. What is your age?

- ○ 17 years or less
- ○ 18-25
- ○ 26-45
- ○ 46-65
- ○ 66 years or more

22. What is your annual household income?

- ○ Less than $25,000
- ○ $25,000 - $49,999
- ○ $50,000 - $100,000
- ○ More than $100,000
- ○ Prefer not to answer

23. ¿Cuál es su género?

- ○ Male
- ○ Female
- ○ Nonbinary/Gender Nonconforming
- ○ Other
- ○ Prefer not to answer

24. Do you have a disability?

- ○ Yes
- ○ No
- ○ Prefer not to answer

25. What county do you live in?

_____

26. What county/counties do you travel to most often?

_____

PUBLIC SURVEY (SPANISH)

Proyecto Amistad Encuesta Publica

Sus comentarios se utilizarán para mejorar las opciones de transporte en su comunidad. Las siguientes preguntas son opcionales y todas las respuestas son completamente anónimas. ¡Gracias por su participación!

1. ¿Cómo se transporta normalmente? Seleccione todas las opciones que aplican:

- ☐ Conducir solo
- ☐ Coche compartido
- ☐ Transporte compartido (Uber, Lyft, etc)
- ☐ Transporte público/autobús
- ☐ Caminar
- ☐ Bicicleta
- ☐ Taxi
- ☐ Otro _____

2. ¿A Dónde necesita viajar más a menudo? Seleccione hasta tres de las siguientes opciones:

- ☐ Trabajo
- ☐ Escuela
- ☐ Citas médicas
- ☐ Compras
- ☐ Diligencias personales
- ☐ Visitar a amigos y familiares
- ☐ Iglesia/Lugares de culto
- ☐ Acceso a actividades de recreación

3. En un día típico, ¿a qué hora sale normalmente de su casa?

Hora: _____

4. En un día típico, ¿a qué hora suele volver a casa?

Hora: _____

5. ¿Tiene usted u otro conductor en su propia casa acceso regular a un coche? Por favor, seleccione una respuesta:

- ○ Sí, todos los conductores en mi casa tienen un coche
- ○ Sí, los conductores en mi casa comparten uno o más coches
- ○ No, mi hogar no posee ni tiene acceso regular a un automóvil

6. ¿Alguna vez fue incapaz de llegar a donde quería ir porque no encontró un medio de transporte?

○ Casi siempre ○ A menudo ○ A veces ○ Rara vez ○ Nunca

7. ¿Necesita alguno de los siguientes tipos de asistencia cuando viaja localmente?

- ☐ Entrar y salir del vehículo
- ☐ Carga/descarga de artículos
- ☐ Escolta de puerta a puerta
- ☐ Espacio para silla de ruedas plegable
- ☐ Rampa/elevador para sillas de ruedas
- ☐ Otro _____

8. ¿Con qué frecuencia utiliza el transporte público?

- ○ 5 o más días por semana
- ○ 2 a 4 días por semana
- ○ 2 a 4 veces al mes
- ○ Una vez al mes
- ○ Nunca

9. ¿Qué proveedor(es) de servicios de tránsito utiliza? Por favor, seleccione todos los que se aplican:

- ☐ Sun Metro
- ☐ El Paso County Rural Transit
- ☐ TRAX
- ☐ Viba Transportation
- ☐ Greyhound
- ☐ Project Amistad Transporte Médica
- ☐ Amtrak
- ☐ Otro _____
- ☐ No uso servicio de transporte público.

10. Por favor, evalúe las siguientes declaraciones con respecto a su experiencia general en el uso del tránsito público en su comunidad:

a. La información sobre el servicio de tránsito disponible es clara y fácil de encontrar.

- ○ Totalmente de acuerdo
- ○ Un poco de acuerdo
- ○ Neutral
- ○ Un poco en desacuerdo
- ○ Totalmente en desacuerdo

b. El transporte público en mi comunidad es confiable y eficiente.

- ○ Totalmente de acuerdo
- ○ Un poco de acuerdo
- ○ Neutral
- ○ Un poco en desacuerdo
- ○ Totalmente en desacuerdo

c. Por lo general no tengo que esperar mucho tiempo para mi autobús.	○ Totalmente de acuerdo ○ Un poco de acuerdo ○ Neutral ○ Un poco en desacuerdo ○ Totalmente en desacuerdo
d. Puedo llegar a muchos de los lugares a los que quiero ir usando el transporte público.	○ Totalmente de acuerdo ○ Un poco de acuerdo ○ Neutral ○ Un poco en desacuerdo ○ Totalmente en desacuerdo
e. Me siento seguro(a) y cómodo(a) usando el tránsito en mi comunidad.	○ Totalmente de acuerdo ○ Un poco de acuerdo ○ Neutral ○ Un poco en desacuerdo ○ Totalmente en desacuerdo
f. Tengo problemas para subir o bajar del autobús.	○ Totalmente de acuerdo ○ Un poco de acuerdo ○ Neutral ○ Un poco en desacuerdo ○ Totalmente en desacuerdo
g. Las tarifas de autobús en mi comunidad son económicas.	○ Totalmente de acuerdo ○ Un poco de acuerdo ○ Neutral ○ Un poco en desacuerdo ○ Totalmente en desacuerdo
h. El servicio de tránsito en mi comunidad se ofrece a las horas del día cuando lo necesito.	○ Totalmente de acuerdo ○ Un poco de acuerdo ○ Neutral ○ Un poco en desacuerdo ○ Totalmente en desacuerdo

11. ¿Cuál de los siguientes cambios podría causar que usted utilice el transporte público con más frecuencia? Clasifique las siguientes opciones de 1 a 7, siendo 1 el más influyente y 7 el menos influyente en la frecuencia con la que utiliza el tránsito.

___ Si el autobús llega con más frecuencia
___ Si pudiera ser dejado más cerca de mi destino
___ Si hay una parada de autobús mas cerca de mi casa
___ Si el autobús correrá temprano en la mañana
___ Si el autobús correrá más tarde en la noche
___ Si cuesta menos utilizar el autobús
___ Si fuera más seguro y/o más cómodo

12. ¿Qué fuentes utiliza para acceder a la información sobre el transporte público en su comunidad? Seleccione todas las que correspondan:

☐ Volantes o folletos impresos
☐ Sitio web
☐ Llamada telefónica
☐ Aplicación para teléfonos inteligentes
☐ Correo electrónico
☐ A través del discurso
☐ Otro _____

13. En general, ¿cuán satisfecho está con la disponibilidad y calidad del transporte público en su comunidad?

○ Muy satisfecho
○ Algo satisfecho
○ Neutral
○ Algo insatisfecho
○ Muy insatisfecho

14. ¿Tiene algún otro comentario sobre el transporte público en su comunidad? _____

_____

_____

_____

15. ¿Cómo ha cambiado COVID-19 su uso de los servicios de tránsito?

- ○ Utilizo el tránsito menos que antes de la pandemia.
- ○ Utilizo la misma cantidad de tránsito que antes de la pandemia.
- ○ Utilizo el tránsito más que antes de la pandemia.
- ○ No uso servicios de tránsito.

16. Si ha dejado de utilizar el servicio de tránsito debido a COVID-19, ¿cuándo se sentiría cómodo utilizar los servicios de tránsito de nuevo? Por favor seleccione todo lo que aplica:

- ☐ Una vez que mi empleador/empresa regresa a la oficina.
- ☐ Después que las escuelas abran para clases en persona.
- ☐ Más adelante este año (2021)
- ☐ En algún momento del próximo año (2022)
- ☐ Después de recibir una vacuna.
- ☐ No tengo suficiente información para saber todavía.
- ☐ Otro _____

17. ¿Cómo puede el transporte público ayudar a garantizar que los pasajeros se sientan seguros y saludables mientras viajan? Por favor clasifique las siguientes opciones de 1 a 8, siendo 1 el más importante y 8 el menos importante para usted.

- ___ Desinfectante de mano disponible en cada vehículo
- ___ Embarque por la puerta trasera (fuera del vehículo)
- ___ Distancia obligatoria entre los pasajeros sentados
- ___ Limitar el número de pasajeros en un vehículo
- ___ Mascaras faciales requeridas para operadores y pasajeros
- ___ Vehículos limpiados después de cada viaje
- ___ Pago libre de contacto
- ___ Ampliación de las horas de funcionamiento

18. ¿Tiene algún otro comentario sobre cómo el transporte público puede ayudar a que las personas se sientan seguras y saludables mientras viajan?

_____

19. ¿Cuál es su etnia? Por favor, seleccione todo lo que aplica:

- ☐ Afroamericano o Negro
- ☐ Asiático
- ☐ Hispano o Latino
- ☐ Prefiero no responder
- ☐ Indígena Americano o Nativo de Alaska
- ☐ Blanco
- ☐ Hawaiano Nativo u Isleño del Pacífico

20. ¿Cuál de los siguientes le describe? Si es aplicable, puede seleccionar más de una respuesta:

- ☐ Estudiante Pre-escolar - Bachillerato
- ☐ Estudiante universitario (a tiempo completo)
- ☐ Estudiante universitario (a tiempo parcial)
- ☐ Empleado (a tiempo completo)
- ☐ Empleado (a tiempo parcial)
- ☐ Desempleado
- ☐ Jubilado

21. ¿Cuál es su edad?

- ○ 17 años o menos
- ○ 18-25
- ○ 26-45
- ○ 46-65
- ○ 66 años o más

22. ¿Cuál es el ingreso anual de su familia?

- ○ Menos de $25,000
- ○ $25,000 - $49,999
- ○ $50,000 - $100,000
- ○ Más de $100,000
- ○ Prefiero no responder

23. ¿Cuál es su género?

- ○ Masculino
- ○ Femenino
- ○ No binario/a
- ○ Otro _____
- ○ Prefiero no responder

24. ¿Tiene alguna discapacidad?

- ○ Sí
- ○ No
- ○ Prefiero no responder

25. ¿En qué condado vive?

_____

26. ¿A qué condado/condados viaja con más frecuencia?

_____

Aging, Disability, & Transportation Resource Center (ADTRC) Resource Book

As referenced in Chapter II, Amistad's Aging, Disability & Resource Center (ADTRC) has published a Resource Directory listing over 150 nonprofit agencies and organizations that provide an array of health and social services. This inventory is provided in Spanish and English and contains contact information for a comprehensive list of services, which are available digitally through the Amistad website: www.Amistad.org. The following three pages represent the cover and introductory material of the Resource Directory.

Aging, Disability & Transportation RESOURCE CENTER
EL PASO & FAR WEST TEXAS

Resource Directory

ProjectAmistad

Aging, Disability and Transportation



2-1-1 TEXAS Connecting People and Services

2-1-1 Texas is a program of the Texas Health and Human Services Commission in collaboration with the City of El Paso Department of Public Health

CITY OF EL PASO DEPARTMENT OF PUBLIC HEALTH