



Tiger V – TOD
Operational 2017

City of El Paso: Sun Metro Legislative Agenda Briefing

March 2016



Sun Metro FY 2016/17 Legislative Agenda

- **First and foremost, thanks for the new transportation bill: Fixing America's Surface Transportation (FAST) Act; it addresses transit needs for the next 5 years**
- **FY 2016/17 agenda centers around a Tiger grant for the expanding MCA area and a much needed bus capital replacement program in the coming years**



TIGER VIII Application Description

Construct a key transit hub to the Medical Center of the Americas (MCA), particularly in light of Texas Tech University's aggressive expansion plans to their present medical school campus

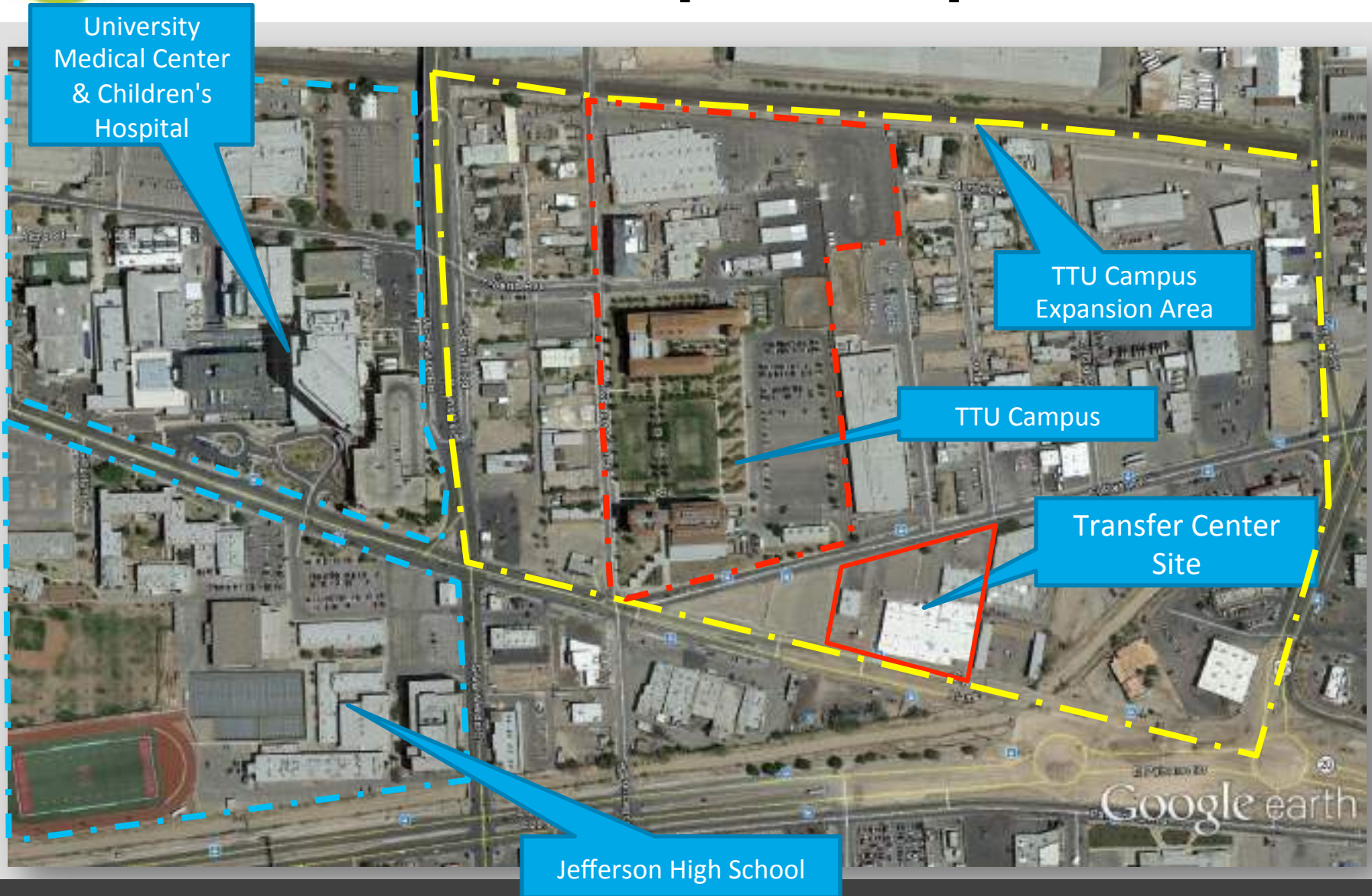


TIGER VIII Conceptual Transit Center





Aerial Map of Proposed Site





TIGER VIII Application Elements

- **Construct a \$20M+ multifaceted facility**, including
 - Regional transfer center for
 - Alameda Brio BRT station
 - 7 Fixed Routes
 - Paratransit loading bays
 - **Parking structure for over 700 vehicles**
 - **Health info center** and MCA locator kiosks
 - **Reconstruct Alameda** to accommodate higher traffic volumes



TIGER VIII Application Highlights

- **Provides a key hub** for the central El Paso region for commuting to the MCA from the entire El Paso area
- **Increase economic development** in an economically distressed area
- **Reduces congestion** around the MCA by increasing the speed and convenience of transit for commuters
- **Located at the epicenter of healthcare on the MCA Campus for workers**
- **Provides a “one-stop” concept for transit users** whereby they can access medical, hospital, preventative, dental and other health-related services on a single, master-planned campus



TIGER VIII Application Benefits

- **Increase ridership** in this traffic congested and highly parking deficient area
- **Provide a key hub for central El Paso** for commuting from all areas of El Paso, particularly utilizing the Alameda Brio BRT route when completed in 2017
- **Spur economic growth**
- **Reduce car operating costs, travel time savings and reduced emissions**
- **Reduced costs for low income and uninsured clients/patients** who will be able to access several services at a single, convenient transit stop.



Future Bus Capital Needs

- 2004 New Flyer buses (24) eligible in 2016 = \$14.1M
- 2012 El Dorado paratransit vans (34) eligible in 2016 = \$7.8M
- 2014 Glaval paratransit vans (25) eligible in 2018 = \$3.7M
- 2007 NABI buses (35) eligible in 2019 = \$20.7M
- 2008 NABI buses (20) eligible in 2019 = \$11.8M
- **TOTAL 2016 to 2019 (138 vehicles) = \$58.1M**

Alternative Fuels Tax Credit

- **The Alternative Fuels Tax Credit** provides public transportation providers with financial assistance in the form of a tax credit, to assist with converting their bus fleets from diesel to compressed natural gas
 - Sun Metro's tax credit is over \$2.5 million annually
 - Alt fuels tax credit expires Dec 2016
 - ***Support preserving the Alternative Fuels Tax Credit for 2017 and beyond***

Future Capital Needs

- **SM's new Transportation Operating Center (TOC) is prepared for solar power**
 - Install solar panels on existing bus canopies (\$1.5M)
 - Build bus parking canopies for remaining bus parking area (\$2M)
 - Install solar panels on new canopies (\$1.6M)
 - Install lightning protection for entire TOC Facility (\$270K)
 - ***Total project = \$5.37M***
 - ***Project will make the TOC totally Green: 100% CNG power fleet and Solar powered electricity for all facilities at the TOC***



Snapshot of Sun Metro



- 16 million bus pax in FY 2015
- 310,000+ paratransit trips
- 169 Fixed Route buses
- 65 ADA (LIFT) buses
- 12 JARC (Job Express) vans
- 100% CNG bus fleet
- 786 Authorized FTE's including 3rd party contractors staff
- FY15 operating budget \$68.3M
- Fixed Route managed by First Transit

About the Facilities

– Main facilities

- Transit Operations Center (TOC)
- Union Depot – satellite garage for west side
- Fred Wilson LIFT – paratransit services

– Terminals & Transfer Centers

- Downtown Transfer Center
- Union Plaza Transit Terminal and Parking Garage
- Five Points Transit Terminal
- Eastside Transit Terminal
- Northgate Transit Terminal
- Westside Transfer Center
- Mission Valley Transfer Center
- Glory Road Transfer Center & Parking Garage

– In Design

- Northgate Transfer Center/Transit-Oriented Development

Montana BRIO Grant

- Far East Terminal





- Four Brio RTS corridors (\$145M: 42.6% FTA, Mesa completed)
- Proposed Streetcar System (\$102M: State 95%, SM 5%)
- Northgate Transfer Center (\$15.5M)
- Three Transit Oriented Development (TOD) communities planned:
 - ✓ Northgate Transfer Center & TOD
 - ✓ Far-East Transfer Center & TOD
 - ✓ Five Points Terminal & TOD



New Transit Operations Center Fully Operational June 1, 2014



BICENTENNIAL COUNCIL TRANSIT OPERATIONS CENTER



LOCATION

10151 Montana Ave.

ACREAGE

Total: 37.5 acres

Operations Building: 32,099 sq. ft.

Maintenance Building: 95,778 sq. ft.

CNG Fuel Dispensing Facility: 13,913 sq. ft.

Bus Wash Facility: 9,227 sq. ft.

Bus parking area with overhead canopies

FUNDING

Construction Cost: \$27,600,000

CNG Fueling Facility: Owned by Clean Energy

CNG Dispensing Facility: \$1,500,000 (50% FTA Funded)

SERVICES AND FLEET

Current Bus Fleet: 156 buses

Non-revenue Vehicles: 35

Sun Metro Brio Rapid Transit System

- Brio Mesa Corridor: 10 articulated buses
- Brio Alameda Corridor (2016): 14 articulated buses
- Brio Dyer Corridor (2018): 10 articulated buses
- Brio Montana Corridor (2019): 14 articulated buses



OCT 2014

LATE 2017

LATE 2019

MID 2017

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LEGEND

- — ○ FULLY OPERATIONAL
- — ○ PLANNED EXPANSION
- — ○ OPEN UNDERWAY
- — ○ PROPOSED UNDERWAY

PHOTO COURTESY: SDGRT

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Brio Rapid Transit System

- **Mesa Brio (\$27.1 M)**

- 50% FTA funded (Very Small Starts - \$13.5 M)
- 28 % FHWA/TXDOT funded (CMP - \$5.5 M, CMAQ - \$2 M)
- 22% locally funded (CO Bonds - \$5.9 M)
- Begin Service – 10/2014

- **Alameda Brio (\$35.5 M)**

- 100% locally funded (CO Bonds)
- Currently in Final Design. Begin Service –2017/2018

- **Montana Brio (\$43.9 M at LPA approval)**

- 58% FTA funded (Small Starts - \$25.7 M)
- 22% FHWA/TxDOT funded (CMP - \$9.7 M)
- 20% locally funded (CO Bonds - \$8.5 M)
- Begin Service 2019/2020

- **Dyer Brio (\$35.9 M)**

- 57% FTA funded (Very Small Starts - \$20.4 M)
- 23% FHWA/TXDOT funded (CMP - \$8.3 M)
- 20% locally funded (CO Bonds - \$7.2 M)
- Currently in Pre-Final Design. In Service –2018



BRIO Rapid Transit System (RTS)

A Reality In 2014



Mesa Brio RTS

Sun Metro Brio Station

- Unique Brio branding
- Near-level boarding
- Free Wi-Fi
- Fare pre-payment (ticket vending machines)
- Bike racks
- Shade screens with artwork
- Electronic real-time displays
- Solar-powered compacting trashcans

Sun Metro Brio Vehicle

- Unique Brio branding
- Two TV monitors
- Traffic signal prioritization
- Cost: \$790,000 (approx.)
- Length: 60 feet
- Fuel: Clean Natural Gas
- Seating capacity: 48 seats
- Standing capacity: 24
- Wheelchair positions: 2
- Bicycle racks: 3 interior
- Audio/visual destination and next stop information inside and outside vehicle

Northgate TOD: before acquisition



Current
Terminal

Aerial View of Northeast Property (Before)

Northgate TOD Land Use Plan



Northgate Transit Center/Parking Garage/Retail Center location



Aerial View of Northeast Property (After)

Northgate TOD: approved layout





Funding the Northgate TOD

NE TOD Project Funding

TIGER V Grant	10,302,054	
STIP Grant	1,569,446	
City/SM Match	<u>3,437,000</u>	incl. land value \$1.3M
	15,308,500	
Private Developer (est)	<u>111,000,000</u>	incl. hard & soft costs
	126,308,500	



Proposed El Paso Streetcar



- Streetcar route is 4.8 miles
- Proposed historic PCC cars
- 27 stops
- Maintenance and Storage Facility at DTC
- Project Cost (State): \$97,000,000
- Planning-Design \$5M – Sun Metro funded



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