



El Paso Metropolitan Planning Organization

Transportation Policy Board

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Executive Director

August 23, 2019

Mr. Trent Doolittle, P.E., District Engineer

NMDOT-District 1

2912 E. Pine Street

Deming, NM 88030

RE: Revisions to the 2019-2023 Destino Transportation Improvement Program (TIP) for inclusion in the 2020-2023 Statewide Transportation Improvement Program (STIP).

Dear Mr. Doolittle:

Enclosed are revised TIP pages for inclusion into the 2020-2023 Statewide Transportation Improvement Program (STIP). The Transportation Policy Board (TPB) approved the following amendments at its July 26, 2019 and August 23, 2019 meeting.

Highway Projects:

1. Deprogram the NM 404 Super 2 project (MPO ID P619X-CAP/CN E100201/Sponsor NMDOT). This project is to add passing lanes along NM 404 corridor with limits from I-10 to NM 213 Intersection using \$13,800,000 of National Highway Performance Program NHPP and \$2,700,000 of Border State Infrastructure SBSI funds for a total funding of \$16,500,000 from FY 2023.
2. Deprogram the NM 404/ NM 213 Widening project (MPO ID P618X-CAP/CN E100203/Sponsor NMDOT). This project is to widen NM 404 with limits from I-10 to NM 213 and to widen NM 213 with limits from NM 404 to the TX state line from 2 lanes to 4 lanes using \$12,800,000 of NHPP funds from FY 2029.
3. Program NM 213 Widening project (MPO ID P621X-CAP/CN E100321/Sponsor NMDOT). This project is to widen NM 213 from 2 lanes to 4 lanes with limits from NM 404 to TX state line using \$6,283,584 of NHPP and \$2,716,416 of SBSI funds for a total funding of \$9,000,000 in FY 2023.
4. Program the NM 213 Widening Preliminary Engineering Phase project (MPO ID M642X-PE/CN E100320/Sponsor NMDOT). This project is for Alignment Study and Preliminary Engineering Phase for NM 213 with limits from Intersection with NM 404 (MP 0) to Texas State Line (MP 3) using \$1,200,000 of STP Non-Chargeable in FY 2020.
5. Program the NM 404 Widening project (MPO ID P620X-CAP/CN E100203/Sponsor NMDOT). This project is to widen NM 404 from 2 lanes to 4 lanes with limits from I-10 to the NM 213 Intersection using \$8,818,077 of State legislative funds, \$11,981,923 of NHPP, \$3,000,000 of STP Flex and \$2,700,000 of SBSI for a total funding of \$26,500,000 in FY 2022.

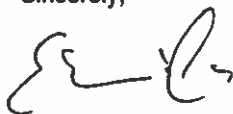
6. Amend the NM 404/I-10 Bridge Replacement project (MPO ID B607X/CN E100202/Sponsor NMDOT). The amendment for the Bridge Replacement project at NM 404/ I-10 Interchange is to add \$9,181,923 of State legislative funds, add \$3,301,661 to the already existing \$2,800,000 of NHPP for a total of \$6,101,661, add \$16,416 to the already existing \$2,700,000 of SBSI for a total of \$2,716,416, and remove \$3,000,000 of STP-Flex for a total funding of \$18,000,000 in FY 2021.

Administrative Amendment:

1. Amend Lisa Drive Connectivity Project (LDCP) - Preliminary Engineering (MPO ID E603A/CN E100290/Sponsor NMDOT) to change control number from E100290 to E100291 in FY 2020.
2. Amend Lisa Drive Connectivity Project (LDCP) - Construction Phase I (MPO ID E603B/CN E100290/Sponsor NMDOT) to change control number from E100290 to E100291 in FY 2021.
3. Amend Lisa Drive Connectivity Project (LDCP) - Construction Phase II (MPO ID E603C/CN E100290/Sponsor NMDOT) to change control number from E100290 to E100292 in FY 2022.

The Transportation Project Advisory Committee (TPAC) meeting and the Transportation Policy Board (TPB) meetings were used as open forums for the MPO public involvement process. These meetings were advertised in local newspapers.

Sincerely,



Eduardo Calvo, AICP
Executive Director

Enclosures

cc: Jolene Herrera, NMDOT, South Region Design

Fed FY 2023 (Oct - Sept)

DISTRICT	COUNTY	CSJ/CN	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
NM DIST. 1	DA	E100321	NM 213	C	Dona Ana County	NMDOT	\$9,000,000
TIP PROJECT NAME: NM 213 Widening Project						REVISION DATE:	08/2019
LIMITS FROM:		Intersection with NM 404 (MP 0)				MPO PROJECT ID:	P621X-CAP
LIMITS TO:		TX State Line (MP 3)				MTP REFERENCE:	P621X-CAP
TIP DESCRIPTION:		Widen NM 213 from 2 to 4 lanes				FUNDING CATEGORY:	NHPP, SBSI
REMARKS:		Program D2045 MTP, D19-23 TIP, 20-23 STIP, in FY 2023					

Total Project Cost Information:		Authorized Funding by Category/Share								
				Federal Share	State Share	Regional Share	Local Share	Lcl Contribution	Total Share	
Preliminary Engineering:	\$0									
Right Of Way:	\$0									
Construction:	\$9,000,000	Cost of Approved Phases:	Cat	NM NHPP NHP	\$5,368,694	\$914,890	\$0	\$0	\$0	\$6,283,584
Construction Engineering:	\$0		Cat	NM State SBSI	\$2,320,906	\$395,510	\$0	\$0	\$0	\$2,716,416
Contingencies:	\$0									
Indirects:	\$0									
Bond Financing:	\$0									
Potential Change Order:	\$0									
Total Project Cost:	\$9,000,000			Fund by Share	\$7,689,600	\$1,310,400	\$0	\$0	\$0	\$9,000,000

AMENDMENT HISTORY

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

08/2019 2023 07/2019 Program D2045 MTP, D19-23 TIP, 20-23 STIP, in FY 2023

Fed FY 2020 (Oct - Sept)

DISTRICT	COUNTY	CSJ/CN	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
NM DIST. 1	DA	E100320	NM 213	E	Dona Ana	NMDOT	\$1,200,000

TIP PROJECT NAME: NM 213 Widening Preliminary Engineering Phase

LIMITS FROM: Intersection with NM 404 (MP 0)

LIMITS TO: TX State Line (MP 3)

TIP DESCRIPTION: NM 213 Widening Preliminary Engineering Phase: Alignment Study and Preliminary Engineering Phase for NM 213

REMARKS: Program D2045 MTP, D19-23 TIP, 20-23 STIP, in FY 2020.

REVISION DATE: 08/2019

MPO PROJECT ID: M642X-PE

MTP REFERENCE: M642X-PE

FUNDING CATEGORY: STP NC

Total Project Cost Information:		Authorized Funding by Category/Share								
	Cost of Approved Phases:	Cat	Other	NM STP NC	Federal Share	State Share	Regional Share	Local Share	Lcl Contribution	Total Share
Preliminary Engineering:	\$1,200,000				\$1,025,280	\$174,720	\$0	\$0	\$0	\$1,200,000
Right Of Way:	\$0									
Construction:	\$0									
Construction Engineering:	\$0									
Contingencies:	\$0									
Indirects:	\$0									
Bond Financing:	\$0									
Potential Change Order:	\$0									
Total Project Cost:	\$1,200,000				\$1,025,280	\$174,720	\$0	\$0	\$0	\$1,200,000

AMENDMENT HISTORY

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

08/2019 2020 07/2019 Program D2045 MTP, D19-23 TIP, 20-23 STIP, in FY 2020.

DISTRICT	COUNTY	CSJ/CN	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
NM DIST. 1	DA	E100203	NM 404	C	Dona Ana County	NMDOT	\$26,500,000
TIP PROJECT NAME: NM 404 Widening Project					REVISION DATE:	08/2019	
LIMITS FROM: NM 404: I-10					MPO PROJECT ID:	P620X-CAP	
LIMITS TO: NM 404: NM 213 Intersection					MTP REFERENCE:	P620X-CAP	
TIP DESCRIPTION: NM 404 Widening Project: Widen NM 404 from I-10 to NM 213 from 2 lanes to 4 lanes					FUNDING CATEGORY:	State Legislative Funds, NHPP, STP-Flex, SBSI	
REMARKS: Program D2045 MTP, D19-23 TIP, 20-23 STIP, in FY 2022.							

Total Project Cost Information:		Authorized Funding by Category/Share						
			Federal Share	State Share	Regional Share	Local Share	Lcl Contribution	Total Share
Preliminary Engineering:	\$0		\$0	\$8,818,077	\$0	\$0	\$0	\$8,818,077
Right Of Way:	\$0							
Construction:	\$26,500,000	Cost of Approved Phases:						
Construction Engineering:	\$0	\$26,500,000						
Contingencies:	\$0							
Indirects:	\$0							
Bond Financing:	\$0							
Potential Change Order:	\$0							
Total Project Cost:	\$26,500,000		Fund by Share	\$14,960,555	\$11,539,445	\$0	\$0	\$0

AMENDMENT HISTORY

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

08/2019 2022 07/2019 Program D2045 MTP, D19-23 TIP, 20-23 STIP, in FY 2022.

DISTRICT	COUNTY	CSJ/CN	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
NM DIST. 1	DA	E100202	IH 10	C	Anthony	NMDOT	\$18,000,000

TIP PROJECT NAME: NM 404/I-10 Bridge Replacement

LIMITS FROM: At I-10 & NM 404 Interchange

LIMITS TO:

TIP DESCRIPTION: Bridge Replacement at NM 404/I-10 Interchange

REMARKS: Amend D2045 MTP, D19-23 TIP, 20-23 STIP to add \$9,181,923 of State legislative funds, add \$3,301,661 to the already existing \$2,800,000 of NHPP for a total of \$6,101,661, add \$16,416 to the already existing \$2,700,000 of SBSI for a total of \$2,716,416, and remove \$3,000,000 of STP-Flex for a total funding of \$18,000,000 in FY 2021.

REVISION DATE: 08/2019

MPO PROJECT ID: B607X

MTP REFERENCE: B607X

FUNDING CATEGORY: State Legislative Funds, SBSI Border, NHPP

PROJECT HISTORY:
Program D2045 MTP, D19-23 TIP, 18-21 STIP, in FY 2021.

Total Project Cost Information:		Authorized Funding by Category/Share								
			Federal Share	State Share	Regional Share	Local Share	Lcl Contribution	Total Share		
Preliminary Engineering:	\$0	Cat	NM State Funds	State Legislative Funds	\$0	\$9,181,923	\$0	\$0	\$0	\$9,181,923
Right Of Way:	\$0									
Construction:	\$18,000,000	Cat	NM State Funds	SBSI Border	\$2,320,906	\$395,510	\$0	\$0	\$0	\$2,716,416
Construction Engineering:	\$0									
Contingencies:	\$0	Cat	NM NHPP	NHP	\$5,213,260	\$888,401	\$0	\$0	\$0	\$6,101,661
Indirects:	\$0									
Bond Financing:	\$0	Cat	-		\$0	\$0	\$0	\$0	\$0	\$0
Potential Change Order:	\$0									
Total Project Cost:	\$18,000,000		Fund by Share		\$7,534,166	\$10,465,834	\$0	\$0	\$0	\$18,000,000

AMENDMENT HISTORY

History STIP Rev Date	History FY	History Date	History Note/Amendment
07/2018	2021	05/2018	Program D2045 MTP, D19-23 TIP, 18-21 STIP, in FY 2021.
08/2019	2021	07/2019	Amend D2045 MTP, D19-23 TIP, 20-23 STIP to add \$9,181,923 of State legislative funds, add \$3,301,661 to the already existing \$2,800,000 of NHPP for a total of \$6,101,661, add \$16,416 to the already existing \$2,700,000 of SBSI for a total of \$2,716,416, and remove \$3,000,000 of STP-Flex for a total funding of \$18,000,000 in FY 2021.

Fed FY 2020 (Oct - Sept)

DISTRICT	COUNTY	CSJ/CN	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
NM DIST. 1	DA	E100291	CS	E	Chaparral	Dona Ana County	\$50,420

TIP PROJECT NAME: Lisa Drive Connectivity Project (LDCP) - Preliminary Engineering

REVISION DATE: 08/2019

LIMITS FROM: Lisa Drive/Lisa Pond

MPO PROJECT ID: E603A

LIMITS TO: Lisa Drive/Regala Way.

MTP REFERENCE: E603A

TIP DESCRIPTION: Combined multi-purpose path and environmental control feature which provides increased ADA accessibility adjacent to Lisa Drive.

FUNDING CATEGORY: NM TAP

REMARKS: Amend to change control number from E100290 to E100291 in FY 2020.

PROJECT HISTORY:

Program D2045 MTP, D19-23 TIP, 18-21 STIP, in FY 2020.

Total Project Cost Information:		Cost of Approved Phases:	Cat	9TAP	NM TAP	Authorized Funding by Category/Share					Total Share
						Federal Share	State Share	Regional Share	Local Share	Lcl Contribution	
Preliminary Engineering:	\$50,420				\$43,079	\$0	\$0	\$7,341	\$0	\$50,420	
Right Of Way:	\$0										
Construction:	\$85,238										
Construction Engineering:	\$14,647										
Contingencies:	\$0	\$50,420									
Indirects:	\$0										
Bond Financing:	\$0										
Potential Change Order:	\$0										
Total Project Cost:	\$150,305				\$43,079	\$0	\$0	\$7,341	\$0	\$50,420	

AMENDMENT HISTORY

History STIP Rev Date	History FY	History Date	History Note/Amendment
12/2018	2020	10/2018	Program D2045 MTP, D19-23 TIP, 18-21 STIP, in FY 2020.
08/2019	2020	07/2019	Amend to change control number from E100290 to E100291 in FY 2020.

Fed FY 2021 (Oct - Sept)

DISTRICT	COUNTY	CSJ/CN	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
NM DIST. 1	DA	E100291	CS	C	Chaparral	Dona Ana County	\$49,942

TIP PROJECT NAME: Lisa Drive Connectivity Project (LDCP) - Construction Phase I

LIMITS FROM: Lisa Drive/Lisa Pond Intersection

LIMITS TO: Lisa Drive/Regala Way

TIP DESCRIPTION: Combined multi-purpose path and environmental control feature which provides increased ADA accessibility adjacent to Lisa Drive.

REMARKS: Amend to change control number from E100290 to E100291 in F 2021.

*Project Sponsor paying for PE and/or ROW Costs, if any.

PROJECT HISTORY:

Program D2045 MTP, D19-23 TIP, 18-21 STIP, in FY 2021.

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share							
Item	Amount		Federal Share	State Share	Regional Share	Local Share	Lcl Contribution	Total Share		
Preliminary Engineering:	\$50,420	\$85,238	Cat 9TAP	NM TAP	\$36,414	\$0	\$0	\$6,205	\$0	\$42,619
Right Of Way:	\$0		Cat 3LC	Local Contribution	\$0	\$0	\$0	\$0	\$7,323	\$7,323
Construction:	\$85,238		Fund by Share		\$36,414	\$0	\$0	\$6,205	\$7,323	\$49,942
Construction Engineering:	\$14,647									
Contingencies:	\$0									
Indirects:	\$0									
Bond Financing:	\$0									
Potential Change Order:	\$0									
Total Project Cost:	\$150,305									

AMENDMENT HISTORY

History STIP Rev Date	History FY	History Date	History Note/Amendment
12/2018	2021	10/2018	Program D2045 MTP, D19-23 TIP, 18-21 STIP, in FY 2021.
08/2019	2021	07/2019	Amend to change control number from E100290 to E100291 in FY 2021.

Fed FY 2022 (Oct - Sept)

DISTRICT	COUNTY	CSJ/CN	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
NM DIST. 1	DA	E100292	CS	C	Chaparral	Dona Ana County	\$49,942

TIP PROJECT NAME: Lisa Drive Connectivity Project (LDCP) - Construction Phase II

REVISION DATE: 08/2019

LIMITS FROM: Lisa Drive/Lisa Pond Intersection

MPO PROJECT ID: E603C

LIMITS TO: Lisa Drive/Regala Way

MTP REFERENCE: E603C

TIP DESCRIPTION: Combined multi-purpose path and environmental control feature which provides increased ADA accessibility adjacent to Lisa Drive.

FUNDING CATEGORY: NM TAP, CAT 3 LC

REMARKS: Amend to change control number from E100290 to E100292 in FY 2022.

*Project Sponsor paying for PE and/or ROW Costs, if any.

PROJECT HISTORY:
Program D2045 MTP, D19-23 TIP, 18-21 STIP, in FY 2022.

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share							
			Federal Share	State Share	Regional Share	Local Share	Lcl Contribution	Total Share		
Preliminary Engineering:	\$50,420									
Right Of Way:	\$0									
Construction:	\$85,238									
Construction Engineering:	\$14,647									
Contingencies:	\$0									
Indirects:	\$0									
Bond Financing:	\$0									
Potential Change Order:	\$0									
Total Project Cost:	\$150,305									
		Cat	9TAP	NM TAP	\$36,414	\$0	\$0	\$6,205	\$0	\$42,619
		Cat	3LC	Local Contribution	\$0	\$0	\$0	\$0	\$7,323	\$7,323
			Fund by Share		\$36,414	\$0	\$0	\$6,205	\$7,323	\$49,942

AMENDMENT HISTORY

History STIP Rev Date	History FY	History Date	History Note/Amendment
12/2018	2022	10/2018	Program D2045 MTP, D19-23 TIP, 18-21 STIP, in FY 2022.
08/2019	2022	07/2019	Amend to change control number from E100290 to E100292 in FY 2022.

**Destino 2045 MTP Project List
New Mexico Highway and Roadway Projects (NM funds)**

CN	Project ID	Project Name	Project Description	From	To	Network	Current Const. Cost / 2013-2040 Cost	Est. Construction Cost / YOE Cost (Includes Inflation)	Est. PE Cost (Includes Inflation)	Est. ROW Cost (Includes Inflation)	Total Project Cost/YOE (Includes Inflation)	Sponsor	YOE (FY)
E100202	B607X	NM 404/I-10 Bridge Replacement	Bridge Replacement at NM 404/ I-10 Interchange	At I-10 & NM 404 Interchange		2030	\$18,000,000	\$18,000,000	\$0	\$0	\$18,000,000	NMDOT	2021
E100291	E603A	Lisa Drive Connectivity Project (LDCP) - Preliminary Engineering	Combined multi-purpose path and environmental control feature which provides increased ADA accessibility adjacent to Lisa Drive.	Lisa Drive/Lisa Pond	Lisa Drive/Regala Way	2020	\$0	\$0	\$50,420	\$0	\$50,420	Dona Ana County	2020
E100291	E603B	Lisa Drive Connectivity Project (LDCP) - Construction Phase I	Combined multi-purpose path and environmental control feature which provides increased ADA accessibility adjacent to Lisa Drive.	Lisa Drive/Lisa Pond Intersection	Lisa Drive/Regala Way	2030	\$49,942	\$49,942	\$0	\$0	\$49,942	Dona Ana County	2021
E100292	E603C	Lisa Drive Connectivity Project (LDCP) - Construction Phase II	Combined multi-purpose path and environmental control feature which provides increased ADA accessibility adjacent to Lisa Drive.	Lisa Drive/Lisa Pond Intersection	Lisa Drive/Regala Way	2030	\$49,942	\$49,942	\$0	\$0	\$49,942	Dona Ana County	2022
E100320	M642X-PE	NM 213 Widening Preliminary Engineering Phase	Alignment Study and Preliminary Engineering Phase for NM 213	Intersection with NM 404 (MP 0)	TX State Line (MP 3)	2020	\$0	\$0	\$1,200,000	\$0	\$1,200,000	NMDOT	2020
E100203	P620X-CAP	NM 404 Widening Project	Widen NM 404 from I-10 to NM 213 from 2 lanes to 4 lanes	NM 404: I-10	NM 404: NM 213 Intersection	2030	\$26,500,000	\$26,500,000	\$0	\$0	\$26,500,000	NMDOT	2022
E100321	P621X-CAP	NM 213 Widening Project	Widen NM 213 from 2 to 4 lanes	Intersection with NM 404 (MP 0)	TX State Line (MP 3)	2030	\$9,000,000	\$9,552,272	\$0	\$0	\$9,552,272	NMDOT	2023

EL PASO MPO - New Mexico District 1 & 2
2020-2023 NM State Transportation Improvement Program
Destino 2019-2023 TIP

Funding by Category

Wednesday, August 21, 2019

Description	FY 2019		FY 2020		FY 2021		FY 2022		FY 2023		Total FY 2019 - 2023	
	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized
CAQ (CMAQ Mandatory)	\$1,444,165	\$1,444,165	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,444,165	\$1,444,165
Dona Ana County	\$11,154	\$11,154	\$0	\$0	\$7,323	\$7,323	\$7,323	\$7,323	\$0	\$0	\$18,477	\$18,477
NHPP (National Highway Performance Program)	\$0	\$0	\$0	\$0	\$6,101,661	\$6,101,661	\$11,981,923	\$11,981,923	\$6,283,584	\$6,283,584	\$6,101,661	\$6,101,661
NM State Funds	\$1,480,000	\$1,480,000	\$0	\$0	\$11,898,339	\$11,898,339	\$11,518,077	\$11,518,077	\$2,716,416	\$2,716,416	\$13,378,339	\$13,378,339
Other	\$0	\$0	\$1,200,000	\$1,200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,200,000	\$1,200,000
STPF (Surface Transp Prog Flexible)	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000,000	\$3,000,000	\$0	\$0	\$0	\$0
STPL (Surface Transp Prog Large Urban >200K)	\$812,000	\$812,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$812,000	\$812,000
TAPL (Transp. Alternative Prog Large Urban >200K)	\$54,018	\$54,018	\$50,420	\$50,420	\$42,619	\$42,619	\$42,619	\$42,619	\$0	\$0	\$147,057	\$147,057
Total	\$3,801,337	\$3,801,337	\$1,250,420	\$1,250,420	\$18,049,942	\$18,049,942	\$26,549,942	\$26,549,942	\$9,000,000	\$9,000,000	\$58,651,641	\$58,651,641

Funding Participation Source

Source	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Total
Federal Participation	\$3,231,564	\$1,068,359	\$7,570,580	\$14,996,969	\$7,689,600	\$34,557,072
State Participation	\$215,488	\$174,720	\$10,465,834	\$11,539,445	\$1,310,400	\$23,705,887
Local Participation	\$343,131	\$7,341	\$6,205	\$6,205	\$0	\$362,882
Local/State Contributions	\$11,154	\$0	\$7,323	\$7,323	\$0	\$25,800
Total	\$3,801,337	\$1,250,420	\$18,049,942	\$26,549,942	\$9,000,000	\$58,651,641



The Moving Ahead for Progress (MAP-21) federal transportation bill instituted performance measurement to provide greater accountability and transparency to achieve the most efficient and effective investment of transportation resources. Performance measurement requirements were refined in the Fixing America's Surface Transportation (FAST) Act. State DOTs and Metropolitan Planning Organizations (MPOs) are required to move towards a performance-based planning process with an emphasis on project selection based on specific planning factors.

Under Map-21, States are required to set annual safety performance targets. The annual measures States set targets for include:

1. Number of Fatalities,
2. Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT),
3. Number of Serious Injuries,
4. Rate of Serious Injuries per 100 million VMT, and
5. Number of Non- Motorized Fatalities and Non-Motorized Serious Injuries

The New Mexico Department of Transportation (NMDOT) established their statewide targets. Once the state set their safety targets, MPOs were required to either adopt the state's targets or set their own that would help achieve the statewide target. The El Paso MPO chose to adopt the state's targets. These statewide targets are:

NMDOT:

- Total Traffic Fatalities Per Calendar Year: 389.1
- Rate of Traffic Fatalities Per 100M VMT: 1.318
- Number of Serious Injuries: 870.3
- Rate of Serious Injuries Per 100M VMT: 2.745
- Number of Non-Motorized Fatalities and Serious Injuries: 220.6

Here is a list of projects to assist in achieving the PM1 Target for New Mexico:

- E100221-4th Street Roadway Improvements: This project addresses the pedestrian/bicycling serious injury and fatality performance target by providing multimodal accommodations that currently do not exist.
- E100290-Lisa Drive Connectivity Project: This project addresses the pedestrian/ bicycling serious injury and fatality performance target by providing a separated multiuse path outside of the roadway prism for multimodal traffic.
- E100200-NM 404 Phase C/D and Phase II FY 2019 Funding: This is the PE phase of the NM 404 corridor; this phase doesn't directly address the performance targets but the construction phases will.
- E100202-NM 404/I-10 Bridge Replacement: This project will help to reduce rear end crashes on I-10 by reconfiguring the interchange to prevent or reduce backup onto the Interstate travel lanes. Additionally, the bridge will be widened to allow for multimodal accommodations that currently do not exist and create a gap in the system from the City of Anthony to the Dona Ana Community College branch.

As part of the FAST Act, performance measures were incorporated for transit agencies, primarily through the Transit Asset Management (TAM) assessment and planning requirements. Sun Metro's TAM plan was developed to meet that requirement. Sun Metro continuously seeks grants through the regional MPO in order to supplement the competitive and formula funding grants available from the FTA. Primarily Sun Metro applies for FHWA Congestion Mitigation and Air Quality (CMAQ) and Surface Transportation Program (STP) funding through the MPO. Funding from these grants are crucial to the agency's State of Good Repair (SGR) program and the resulting Transit Asset Management Plan (TAM). CMAQ funds provide for new and replacement bus funding, to include vehicles needed for new and extended services. Funding also allows for new or enhancements of terminals and stops to include accessibility and passenger amenities if associated with new or extended services. STP provides similar funding but without the new or extended service requirements. This grant funding not only permits Sun Metro to provide efficient and dependable service but supplements funding from other sources necessary to maintain SGR standards. In FY2019 CMAQ, the federal funding portion obtained through the regional MPO, will total approximately \$5.5M for operating assistance (Dyer and Alameda BRT's and Streetcar services) plus replacement funding for three buses. As of October 2018 Sun Metro had been awarded approximately \$7.1M of funds for new revenue vehicles that were unspent or pending, including grants obtained through the CMAQ program and other grant programs.

The Moving Ahead for Progress (MAP-21) federal transportation bill instituted performance measurement to provide greater accountability and transparency to achieve the most efficient and effective investment of transportation resources. Performance measurement requirements were refined in the Fixing America’s Surface Transportation (FAST) Act. State DOTs and Metropolitan Planning Organizations (MPOs) are required to move towards a performance-based planning process with an emphasis on project selection based on specific planning factors.

Under Map-21, States are required to set four-year Pavement and Bridge (PM2) and Freight and Air Quality (PM3) performance targets.

The four-year measures for PM2 include:

1. Percentage of Interstate pavements in Good condition,
2. Percentage of Interstate pavements in Poor condition,
3. Percentage of non-Interstate NHS pavements in Good condition,
4. Percentage of non-Interstate NHS pavements in Poor condition,
5. Percentage of NHS by deck area classified as in Good condition, and
6. Percentage of NHS by deck area classified as in Poor condition

The four-year measures for PM3 include:

1. National Highway System Travel Time Reliability Measures:
 - a. Interstate Reliability
 - b. Non-Interstate Reliability,
2. Freight Reliability Measure:
 - a. Truck Travel Time Reliability, and
3. Congestion Mitigation and Air Quality (CMAQ):
 - a. Total Emission Reduction Measure

The New Mexico Department of Transportation (NMDOT) established their statewide targets. Once the state set their PM2 and PM3 targets, MPOs were required to either adopt the state’s targets or set their own that would help achieve the statewide target. The El Paso MPO chose to adopt the state’s targets. These statewide targets are:

NMDOT PM2:

Performance Measure	4 Year (2021)
Percentage of bridges on the NHS in Good condition	30.0%
Percentage of bridges on the NHS in Poor condition	2.5%
Percentage of Interstate pavements on the NHS in Good condition	59.1%
Percentage of Interstate pavements on the NHS in Poor condition	5.0%
Percentage of Non-Interstate pavements on the NHS in Good condition	34.2%
Percentage of Non-Interstate pavements on the NHS in Poor condition	12.0%

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

- The NM 404 and NM 213 corridors assist in meeting the targets for percent non-interstate NHS pavement and bridge conditions by reconstructing existing pavement and reconstructing a geometrically deficient bridge at I-10. All pavements and the bridge on these corridors will be “good” after the projects and will directly impact the percent non-interstate NHS pavements & bridges in good and poor conditions. The good condition pavement percentage will increase slightly and the poor condition pavement percentage will decrease by the same amount. The NM 404 bridge over I-10 is currently not in the poor category but the reconstruction will move it to the “good” condition category and assist with increasing the target for percent of bridges on the NHS in good condition

NMDOT PM3:

Performance Measure	2021 Target
NHS Travel Time Reliability	
IH Level of Travel Time Reliability	95.1%
Non-IH Level of Travel Time Reliability	90.4%
Performance Measure	
Truck Travel Time Reliability	1.15
Performance Measure	
Total Emission Reduction	
New Mexico	PM 10 1.79 kg/day

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

- All NM 213 and NM 404 projects will add capacity at full build out with the intention of acting as a potential truck bypass for I-10 through Downtown El Paso. The I-10/ NM 404 bridge reconstruction will be adding capacity and reducing idling vehicles which currently queue due to ineffective traffic signal timing and geometric deficiencies which hinder effective and efficient freight movement. Reducing idling of vehicles and providing added capacity, allowing for more consistent movement, even with lane closures, will ultimately reduce emissions for the region and improve freight movement.



PERFORMANCE BASED PLANNING AND PROGRAMMING



APPENDIX D: PERFORMANCE BASED PLANNING AND PROGRAMMING

Measuring and tracking the performance of the region's transportation system is a fundamental component of the Metropolitan Transportation Plan (MTP) and the performance-based planning process. Federal legislation passed in 2012 introduced a new requirement to incorporate a performance-based approach into the transportation planning process. The legislation, the Moving Ahead for Progress in the 21st Century Act, known as MAP-21, requires state Departments of Transportation (DOT), Metropolitan Planning Organizations (MPO), and transit authorities to set coordinated targets, report on a required set of performance measures, and prioritize projects using a coordinated performance-based planning process. These performance requirements were continued and reinforced by the Fixing America's Surface Transportation (FAST) Act, which was signed into law in 2015. Four Transportation Performance Management final rules have been released by the Federal Highway Administration and the Federal Transit Administration, passed through standard rulemaking procedure, and are now effective. Each final rule lists required measures, data sources, and calculation procedures.

The final rules include:

- Highway Safety Improvement Program, known as PM1
- Assessing Pavement Condition for the National Highway Performance Program and Bridge Condition for the National Highway Performance Program, known as PM2
- Assessing Performance of the National Highway System, Freight Movement on the Interstate System, and Congestion Mitigation and Air Quality Improvement Program (CMAQ), known as PM3
- Transit Asset Management

Federal performance measure final rules establish deadlines for target setting and reporting for each of the required performance measures. For the measures identified in each final rule, MPOs are required to include adopted targets, baseline performance measures, and progress toward the targets in the Destino 2045 MTP adopted two years after the effective date of the final rule. The four performance measure final rules currently effective were established at different times, and therefore have different target-setting and implementation deadlines, as seen below:

Final Rule	Rule Effective Date	Target Setting Deadlines			Required to be Included in MTPs
		Provider	State DOT	MPO	
Safety (PM1)	4/14/2016	N/A	8/31/2017	2/16/2018	5/27/2018
Pavement and Bridge Condition (PM2)	5/20/2017	N/A	5/20/2018	11/16/2018	5/20/2019
System Performance/Freight/CMAQ (PM3)	5/20/2017	N/A	5/20/2018	11/16/2018	5/20/2019
Transit Asset Management	10/01/2016	1/01/2017	10/01/2017	9/21/2018	10/01/2018

*Safety (PM1) is updated yearly



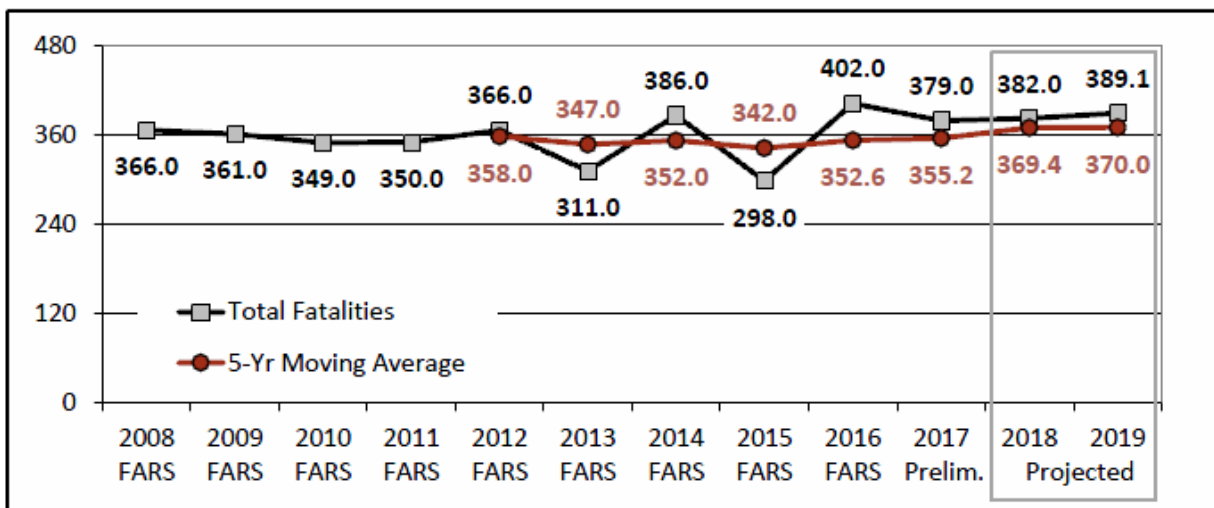
Safety (PM1):

On January 25, 2019 the El Paso MPO adopted the State of Texas Department of Transportation (TXDOT) and New Mexico Department of Transportation (NMDOT) targets for 5 Safety Performance measures based on five-year rolling averages for:

1. Number of Fatalities,
2. Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT),
3. Number of Serious Injuries,
4. Rate of Serious Injuries per 100 million VMT, and
5. Number of Non- Motorized Fatalities and Non-Motorized Serious Injuries

NMDOT PM 1 Targets

1) Number of Total Fatalities

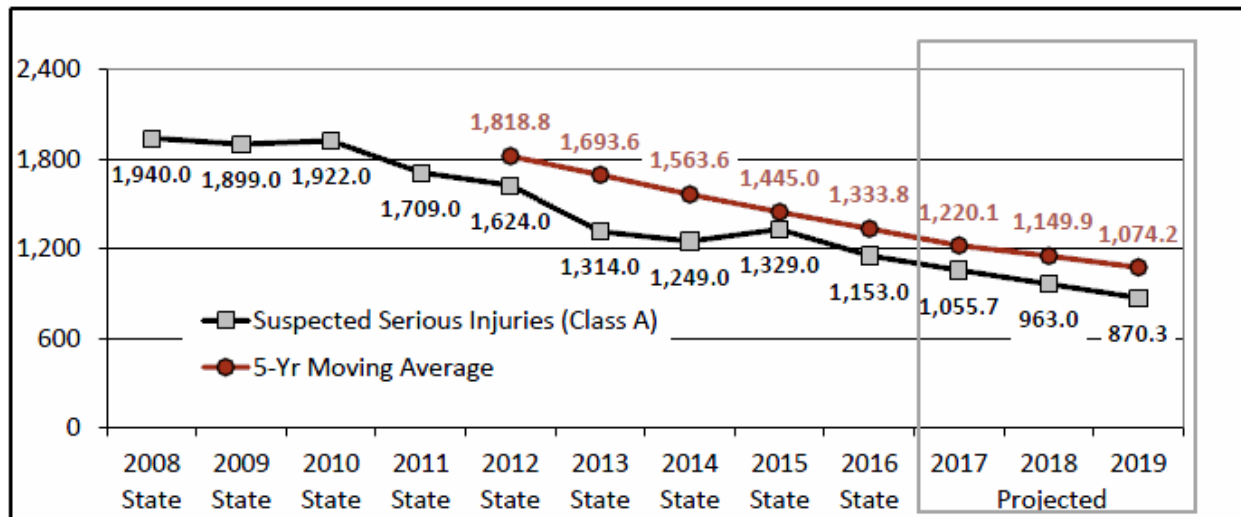


NMDOT Target Statement: Limit the increase in total fatalities to 6.4 percent from 352.6 in 2016 to 375 by December 31, 2019 (FARS; 5-year averages).

NMDOT Justification: Five-year average fatalities fell by 7 percent between 2011 and 2015, but then rose in 2016 to their highest level in ten years. 2017 preliminary data and 2018 and 2019 projected data indicate fatalities remaining high. Although the 5- year trend line indicates a 5 percent increase in overall fatalities from 2016 to 2019, given the projected increases in pedestrian, speeding and alcohol-impaired fatalities, the State has determined a 6.4 percent increase in overall fatalities to be an achievable target in 2019.



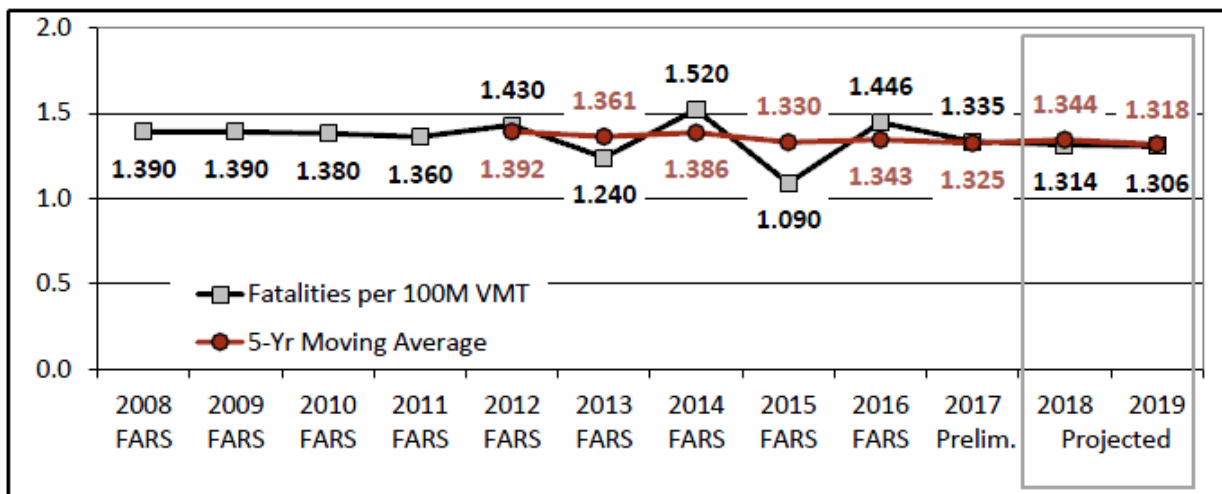
2) Number of Serious Injuries



NMDOT Target Statement: Decrease the number of serious injuries by 17.5 percent from 1,333.8 in 2016 to 1,100.0 by December 31, 2019.

NMDOT Justification: Five-year average serious injuries are projected to fall by 14.7 percent between 2016 and 2018, and the State anticipates a continued reduction in serious injuries in 2019. The State has determined a 17.5 percent reduction in these injuries from 2016 to 2019 is achievable.

3) Fatalities per 100M VMT

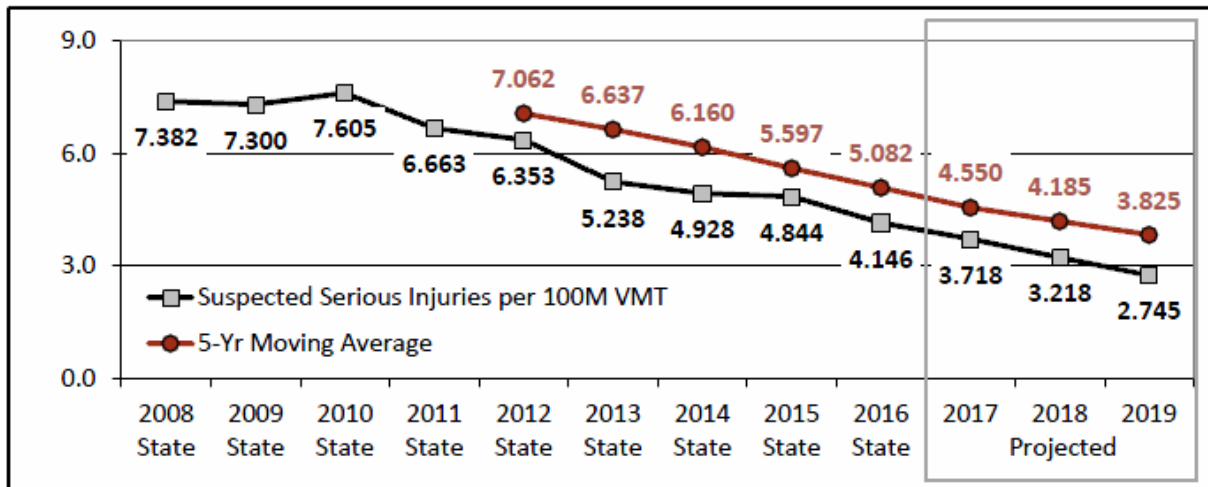


NMDOT Target Statement: Decrease the fatality rate from 1.343 in 2016 to 1.318 by December 31, 2019.

NMDOT Justification: Although five-year average fatalities are expected to increase in 2019 from 2016, with VMT expected to continue rising, the State determines that the projected 2019 five-year fatality rate is an achievable target.



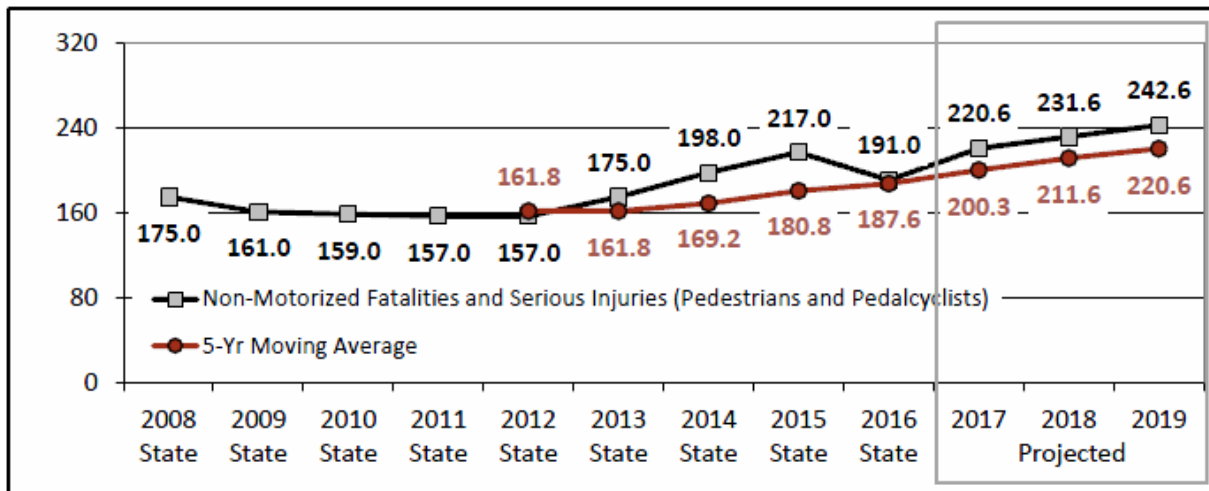
4) Serious Injuries per 100 VMT



NMDOT Target Statement: Decrease the rate of serious injuries from 5.082 in 2016 to 3.825 by December 31, 2019.

NMDOT Justification: Five-year average serious injury rates are projected to continue falling, and the State has determined the 2019 five-year average projection to be an achievable target.

5) Number of Non-motorized Fatalities and Serious Injuries



NMDOT Target Statement: Limit the increase in non-motorized fatalities and non-motorized serious injuries to 220.6 by December 31, 2019.

NMDOT Justification: Five-year average non-motorized fatalities and serious injuries are projected to rise over the next four years, and the State has determined the 2019 five-year average projection to be an achievable target.



TXDOT (PM1) TARGETS:

1. Total number of traffic fatalities:

Target: Total number of traffic fatalities (C-1)

2019 Target: To decrease the expected rise of fatalities to not more than a five-year average of 3,791.0 fatalities in 2019

The 2019 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data	Source
2015	3,582	FARS
2016	3,776	ARF
2017	3,726	CRIS
2018	3,891	Target
2019	3,980	Target
2019 Target expressed as 5-year average		3,791.0

As noted in the table above, the calendar year target for 2019 would be 3,980 fatalities.

2021 Target: To decrease the expected rise of fatalities from the projected 4,012 in 2019 to not more than 4,155 fatalities in 2021



2. Number of serious injuries:

Target: Total number of serious injuries (C-2)

2019 Target: To decrease the expected rise of serious injuries to not more than a five-year average of 17,751.0 serious injuries in 2019

The 2019 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data	Source
2015	17,110	CRIS
2016	17,602	CRIS
2017	17,546	CRIS
2018	18,130	Target
2019	18,367	Target
2019 Target expressed as 5-year average		17,751.0

As noted in the table above, the calendar year target for 2019 would be 18,367 serious injuries.

2021 Target: To decrease the expected rise of serious injuries from the projected 18,516 serious injuries in 2019 to not more than 18,835 serious injuries in 2021



3. Fatalities per 100 million vehicle miles traveled:

Target: Fatalities per 100 million vehicle miles traveled (C-3)

2019 Target: To decrease the expected rise of fatalities per 100 MVMT to not more than a five-year average of 1.414 fatalities per 100 MVMT in 2019

The 2019 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data	Source
2015	1.39	FARS
2016	1.39	ARF
2017	1.36	CRIS
2018	1.46	Target
2019	1.47	Target
2019 Target expressed as 5-year average		1.414

As noted in the table above, the calendar year target for 2019 would be 1.47 fatalities per 100 MVMT.

2021 Target: To decrease the expected rise of fatalities per 100 MVMT from the projected 1.48 fatalities per 100 MVMT in 2019 to not more than 1.49 fatalities per 100 MVMT in 2021



4. Serious Injuries per 100 million miles traveled:

Target: Serious Injuries per 100 million vehicle miles traveled

2019 Target: To decrease the serious injuries per 100 MVMT to not more than a five year average of 6.550 serious injuries per 100 MVMT in 2019

The 2019 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data	Source
2015	6.63	CRIS
2016	6.49	CRIS
2017	6.39	CRIS
2018	6.64	Target
2019	6.60	Target
2019 Target expressed as 5-year average		6.550

As noted in the table above, the calendar year target for 2019 would be 6.60 serious injuries per 100 MVMT.

2021 Target: To decrease the rate of serious injuries per 100 MVMT from 6.60 serious injuries per 100 MVMT in 2019 to 6.51 serious injuries per 100 MVMT in 2021



5. Total number of non-motorized fatalities and serious injuries:

Target: Total number of non-motorized fatalities and serious injuries

2019 Target: To decrease the expected rise of non-motorized fatalities and serious injuries to not more than a five year average of 2,237.6 non-motorized fatalities and serious injuries in 2019

The 2019 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data	Source
2015	2,036	FARS-CRIS
2016	2,301	ARF-CRIS
2017	2,148	CRIS
2018	2,309	Target
2019	2,394	Target
2019 Target expressed as 5-year average		2,237.6

As noted in the table above, the calendar year target for 2019 would be 2,394 non-motorized fatalities and serious injuries.

2021 Target: To decrease the expected rise of non-motorized fatalities and serious injuries from the projected 2,413 serious injuries in 2019 to not more than 2,560 non-motorized fatalities and serious injuries in 2021



Pavement and Bridge (PM2):

On November 16, 2018 the El Paso MPO adopted the State of Texas Department of Transportation (TXDOT) and New Mexico Department of Transportation (NMDOT) targets for six Pavement and Bridge Performance measures:

1. Percentage of Interstate pavements in Good condition,
2. Percentage of Interstate pavements in Poor condition,
3. Percentage of non-Interstate NHS pavements in Good condition,
4. Percentage of non-Interstate NHS pavements in Poor condition,
5. Percentage of NHS by deck area classified as in Good condition, and
6. Percentage of NHS by deck area classified as in Poor condition

NMDOT PM2:

Performance Measure	4 Year (2021)
Percentage of bridges on the NHS in Good condition	30.0%
Percentage of bridges on the NHS in Poor condition	2.5%
Percentage of Interstate pavements on the NHS in Good condition	59.1%
Percentage of Interstate pavements on the NHS in Poor condition	5.0%
Percentage of Non-Interstate pavements on the NHS in Good condition	34.2%
Percentage of Non-Interstate pavements on the NHS in Poor condition	12.0%

TXDOT PM2:

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



Freight and Air Quality (PM3):

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

1. National Highway System Travel Time Reliability Measures:
 - a. Interstate Reliability
 - b. Non-Interstate Reliability,
2. Freight Reliability Measure:
 - a. Truck Travel Time Reliability, and
3. Congestion Mitigation and Air Quality (CMAQ):
 - a. Total Emission Reduction Measure

NMDOT PM3:

Performance Measure	2021 Target
NHS Travel Time Reliability	
IH Level of Travel Time Reliability	95.1%
Non-IH Level of Travel Time Reliability	90.4%
Performance Measure	
2021 Target	
Truck Travel Time Reliability	1.15
Performance Measure	
2021 Target	
Total Emission Reduction	
New Mexico	PM 10 1.79 kg/day



TXDOT PM3:

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



Transit Asset Management (TAM):

On September 21, 2018 the Transportation Policy Board approved two new MPO Planning Memorandums of Understanding (MOU), one for Texas and one for New Mexico. The MOU's outline the roles and responsibilities of the states, the MPO, and the mass transit provider, Sun Metro, in carrying out the metropolitan transportation planning process and associated performance measures. Based on the federal performance measure final rule on Transit Asset Management (TAM) issued in July 2016, MPOs are required to coordinate with transit providers to set performance targets and integrate individual transit providers' performance targets and TAM plans into planning documents. El Paso MPO reached out to the transit providers in the region to include Sun Metro the mass transit provider for the region and requested targets. The El Paso MPO Transportation Project Advisory Committee (TPAC) reviewed Sun Metro targets, the state of Texas, and the state of New Mexico targets and recommended that the El Paso MPO Transportation Policy Board (TPB) adopt the state of Texas' targets, as the targets for the El Paso MPO. Sun Metro may have agency-level targets that differ from the El Paso MPO adopted targets. These agency-level targets may better meet their needs in planning for state of good repair for Sun Metro. EPMPPO will continue to coordinate with Sun Metro to report, track, and adjust the targets over time to meet the El Paso MPO targets.

El Paso MPO TAM 4 year targets

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

As part of the FAST Act, performance measures were incorporated for transit agencies, primarily through the Transit Asset Management (TAM) assessment and planning requirements. Sun Metro's TAM plan was developed to meet that requirement. Sun Metro continuously seeks grants through the regional MPO in order to supplement the competitive and formula funding grants available from the FTA. Primarily Sun Metro applies for FHWA Congestion Mitigation and Air Quality (CMAQ) and Surface Transportation Program (STP) funding through the MPO. Funding from these grants are crucial to the agency's State of Good Repair (SGR) program and the resulting Transit Asset Management Plan (TAM). CMAQ funds provide for new and replacement bus funding, to include vehicles needed for new and extended services. Funding also allows for new or enhancements of terminals and stops to include accessibility and passenger amenities if associated with new or extended services. STP provides similar funding but without the new or extended service requirements. This grant funding not only permits Sun Metro to provide efficient and dependable service but supplements funding from other sources necessary to maintain SGR standards. In FY2019 CMAQ, the federal funding portion obtained through the regional MPO, will total approximately \$5.5M for operating assistance (Dyer and Alameda BRT's and Streetcar services) plus replacement funding for three buses. As of October 2018 Sun Metro had been awarded approximately \$7.1M of funds for new revenue vehicles that were unspent or pending, including grants obtained through the CMAQ program and other grant programs.