El Paso Metropolitan Planning Organization

December 11, 2020

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 October 23, 2020 and November 13, 2020 meetings.

Highway Projects:

1. Program the Booth Road Widening-Operational Improvements project (MPO ID M643X /CN E100350) using $800,000 of Border State Infrastructure (SBSI) funds in Fiscal Year (FY) 2022

2. Program Rio Grande Trail Phase I (MPO ID M644A/CN E100360) project using $42,619 Transportation Alternatives Program (TAP) funds and $66,881 Category 3 Local Contribution funds in FY 2021

3. Program Rio Grande Trail Phase II (MPO ID M644B/CN E100361) project using $42,619 Transportation Alternatives Program (TAP) funds and $517,398 Category 3 Local Contribution funds 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.

Sincerely,

Eduardo Calvo, AICP
Executive Director

Enclosures

cc: Jolene Herrera, NMDOT
Debra Hudson, NMDOT

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DISTRICT	COUNTY	CSJ/CN	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
NM DIST. 1	DA	**E100350**		C	Other	NMDOT	**$800,000**

TIP PROJECT NAME: **Booth Road Widening-Operational Improvements**

LIMITS FROM: End of route (MP 0)
LIMITS TO: Intersection with Binational Way (MP 0.136)
TIP DESCRIPTION: Pavement reconstruction and roadway widening
REMARKS: Amend D2045 MTP, D 19-23 TIP, 20-23 STIP to program using $800,000 of SBSI in FY 2022

REVISION DATE: 12/2020
MPO PROJECT ID: **M643X**
MTP REFERENCE: M643X
FUNDING CATEGORY: SBSI

Total Project Cost Information:

Preliminary Engineering:	$0
Right Of Way:	$0
Construction:	$800,000
Construction Engineering:	$0
Contingencies:	$0
Indirects:	$0
Bond Financing:	$0
Potential Change Order:	$0
Total Project Cost:	**$800,000**

Cost of Approved Phases: **$800,000**

Authorized Funding by Category/Share

Cat		Federal Share	State Share	Regional Share	Local Share	Lcl Contribution	Total Share
NM State SBSI Funds		$683,520	$116,480	$0	$0	$0	$800,000
Fund by Share		**$683,520**	**$116,480**	**$0**	**$0**	**$0**	**$800,000**

AMENDMENT HISTORY

History STIP Rev Date	History FY	History Date	History Note/Amendment
12/2020	2022	10/2020	Amend D2045 MTP, D 19-23 TIP, 20-23 STIP to program using $800,000 of SBSI in FY 2022

DISTRICT	COUNTY	CSJ/CN	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
NM DIST. 1	DA	**E100360**		E	Sunland Park	Sunland Park	**$109,500**

TIP PROJECT NAME: **Rio Grande Trail Phase I**

LIMITS FROM: Racetrack Drive
LIMITS TO: 1,450-ft west of Sunland Park Drive
TIP DESCRIPTION: 12-ft wide paved multi-purpose levee trail (PE Phase)
REMARKS: Amend D2045 MTP, D 19-23 TIP, 20-23 STIP to program using $42,619 Transportation Alternatives Program (TAP) funds and $66,881 Category 3 Local Contribution funds in FY 2021

REVISION DATE: 12/2020
MPO PROJECT ID: **M644A**
MTP REFERENCE: M644A
FUNDING CATEGORY: TAP, 3 LC

Total Project Cost Information:

Preliminary Engineering:	$109,500
Right Of Way:	$0
Construction:	$476,972
Construction Engineering:	$10,000
Contingencies:	$73,045
Indirects:	$0
Bond Financing:	$0
Potential Change Order:	$0
Total Project Cost:	**$669,517**

Cost of Approved Phases: **$109,500**

Authorized Funding by Category/Share

			Federal Share	State Share	Regional Share	Local Share	Lcl Contribution	Total Share
Cat 9TAP	TAP		$36,414	$0	$0	$6,205	$0	$42,619
Cat 3LC	Local Contribution		$0	$0	$0	$0	$66,881	$66,881
	Fund by Share		**$36,414**	**$0**	**$0**	**$6,205**	**$66,881**	**$109,500**

AMENDMENT HISTORY

History STIP Rev Date	History FY	History Date	History Note/Amendment
12/2020	2021	11/2020	Amend D2045 MTP, D 19-23 TIP, 20-23 STIP to program using $42,619 Transportation Alternatives Program (TAP) funds and $66,881 Category 3 Local Contribution funds in FY 2021

DISTRICT	COUNTY	CSJ/CN	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
NM DIST. 1	DA	**E100360**		C	Sunland Park	Sunland Park	**$560,017**

TIP PROJECT NAME: **Rio Grande Trail Phase II**

LIMITS FROM: Racetrack Drive

LIMITS TO: 1,450-ft west of Sunland Park Drive

TIP DESCRIPTION: 12-ft wide paved multi-purpose levee trail

REMARKS: Amend D2045 MTP, D 19-23 TIP, 20-23 STIP to program using $42,619 Transportation Alternatives Program (TAP) funds and $517,398 Category 3 Local Contribution funds in FY 2022.

REVISION DATE: 12/2020

MPO PROJECT ID: **M644B**

MTP REFERENCE: M644B

FUNDING CATEGORY: TAP, 3 LC

Total Project Cost Information:

Preliminary Engineering:	$109,500
Right Of Way:	$0
Construction:	$476,972
Construction Engineering:	$10,000
Contingencies:	$73,045
Indirects:	$0
Bond Financing:	$0
Potential Change Order:	$0
Total Project Cost:	**$669,517**

Cost of Approved Phases: **$560,017**

Authorized Funding by Category/Share

			Federal Share	State Share	Regional Share	Local Share	Lcl Contribution	Total Share
Cat 9TAP	TAP		$36,414	$0	$0	$6,205	$0	$42,619
Cat 3LC	Local Contribution		$0	$0	$0	$0	$517,398	$517,398
	Fund by Share		**$36,414**	**$0**	**$0**	**$6,205**	**$517,398**	**$560,017**

AMENDMENT HISTORY

History STIP Rev Date	History FY	History Date	History Note/Amendment
12/2020	2022	11/2020	Administratively Amend D2045 MTP, D 19-23 TIP, 20-23 STIP to change control number from E100361 to E1100360 in FY 2022.
12/2020	2022	11/2020	Amend D2045 MTP, D 19-23 TIP, 20-23 STIP to program using $42,619 Transportation Alternatives Program (TAP) funds and $517,398 Category 3 Local Contribution funds 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 / 2019-2045 Cost	Est. Construction Cost / YOE Cost (Includes Inflation)	Est. PE Cost (Includes Inflation)	Est. ROW Cost (Includes Inflation)	Total Project Cost/YOE (Includes Inflation)	Sponsor	YOE (FY)
E100221	M638X-B	4th Street Roadway Improvements	Sidewalk, paved asphalt bike lanes, and ADA wheelchair ramps and drivepads	Approximately 140 Linear feet (0.03 mi) south of Livesay Street	NM 404 (Ohara Road)	2020	$2,256,165	$2,256,165	$0	$0	$2,256,165	Anthony, NM	2019
E100290	E602B	Lisa Drive Connectivity Project (LDCP)	Combined multi-purpose path and stormwater management facility	Lisa Drive at McCombs Rd., project located North and parallel to Lisa Dr.	Lisa Drive at Lisa Retention Pond, project located North and parallel to Lisa Dr.	2020	$65,172	$65,172	$0	$0	$65,172	Dona Ana County	2019
E100200	M644X	NM 404 Phase C/D and Phase II FY2019 Funding	Phase C/D (environmental and preliminary design) and Phase II (final design) for the NM 404 projects to include: NM 404/I-10 Bridge Replacement, Super 2 project, and 4 lane project	I-10/NM 404 Intersection	NM 404/NM 213 Intersection	2020	$0	$0	$1,480,000	$0	$1,480,000	NMDOT	2019
E100202	B607X	NM 404/I-10 Bridge Replacement	Bridge Replacement at NM 404/ I-10 Interchange	At I-10 & NM 404 Interchange		2030	$19,091,351	$19,091,351	$0	$0	$19,091,351	NMDOT	2021
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	$42,500,000	$42,500,000	$0	$273,000	$42,773,000	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
E100330	E607X	Airport Road Sidewalk Project	A sidewalk parallel to Airport road, along the south and west boundary of the roadway, within existing road ROW. This sidewalk project connects existing driveways, ADA ramps and other existing infrastructure improvements along Airport Road.	Airport Road at Industrial Avenue Intersection, south of roadway	Airport Road at Constellation Drive, southwest of roadway	2030	$342,026	$342,026	$0	$0	$342,026	NMDOT	2020
E100430	T610X	South Central Regional Transit District (SCRTD) Bus Acquisition	This project will acquire two hybrid-electric buses to support the operation of transit service that currently operates as Sun Metro Route 83.	Citywide	Citywide	2020	$1,370,000	$1,370,000	$0	$0	$1,370,000	SCRTD	2020
E100350	M643X	Booth Road Widening-Operational Improvements	Pavement reconstruction and roadway widening	End of route (MP 0)	Intersection with Binational Way (MP 0.136)	2030	$800,000	$800,000	$0	$0	$800,000	NMDOT	2022
E100360	M644A	Rio Grande Trail Phase I	12-ft wide paved multi-purpose levee trail (PE Phase)	Racetrack Drive	1,450-ft west of Sunland Park Drive	2030	$560,017	$0	$109,500	$0	$109,500	Sunland Park	2021
E1003610	M644B	Rio Grande Trail Phase II	12-ft wide paved multi-purpose levee trail	Racetrack Drive	1,450-ft west of Sunland Park Drive	2030	$560,017	$560,017	$0	$0	$560,017	Sunland Park	2022

EL PASO MPO - New Mexico District 1 & 2

2020-2023 NM State Transportation Improvement Program

Destino 2019-2023 TIP

Funding by Category

Thursday, December 10, 2020

	FY 2019		FY 2020		FY 2021		FY 2022		FY 2023		Total FY 2019 - 2023	
Description	**Programmed**	**Authorized**	**Programmed**	**Authorized**	**Programmed**	**Authorized**	**Programmed**	**Authorized**	**Programmed**	**Authorized**	**Programmed**	**Authorized**
CBIP (Coordinated Border Infrastructure Prog.)	$0	$0	$0	$0	$127,909	$127,909	$0	$0	$0	$0	$127,909	$127,909
City of Sunland Park, N.M.	$0	$0	$0	$0	$66,881	$66,881	$517,398	$517,398	$0	$0	$584,279	$584,279
CAQ (CMAQ Mandatory)	$1,444,165	$1,444,165	$0	$0	$3,094,280	$3,094,280	$0	$0	$0	$0	$4,538,445	$4,538,445
Dona Ana County	$11,154	$11,154	$0	$0	$0	$0	$0	$0	$0	$0	$11,154	$11,154
NHPP (National Highway Performance Program)	$0	$0	$0	$0	$1,597,932	$1,597,932	$20,836,101	$20,836,101	$6,283,584	$6,283,584	$28,717,617	$28,717,617
NM State Funds	$1,480,000	$1,480,000	$0	$0	$9,100,000	$9,100,000	$13,450,909	$13,450,909	$2,716,416	$2,716,416	$26,747,325	$26,747,325
Other	$0	$0	$1,200,000	$1,200,000	$3,019,770	$3,019,770	$0	$0	$0	$0	$4,219,770	$4,219,770
Other State Fund	$0	$0	$0	$0	$0	$0	$800,000	$800,000	$0	$0	$800,000	$800,000
STLE (Surface Transp Prog Large Urban - Exempt)	$0	$0	$240,816	$240,816	$240,816	$240,816	$481,632	$481,632	$0	$0	$963,264	$963,264
STPF (Surface Transp Prog Flexible)	$0	$0	$0	$0	$905,990	$905,990	$5,995,050	$5,995,050	$0	$0	$6,901,040	$6,901,040
STPL (Surface Transp Prog Large Urban >200K)	$812,000	$812,000	$1,471,210	$1,471,210	$1,004,654	$1,004,654	$2,009,308	$2,009,308	$0	$0	$5,297,172	$5,297,172
TAPF (Transp. Alternative Prog Flexible)	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
TAPL (Transp. Alternative Prog Large Urban >200K)	$54,018	$54,018	$0	$0	$42,619	$42,619	$42,619	$42,619	$0	$0	$139,256	$139,256
Total	**$3,801,337**	**$3,801,337**	**$2,912,026**	**$2,912,026**	**$19,200,851**	**$19,200,851**	**$44,133,017**	**$44,133,017**	**$9,000,000**	**$9,000,000**	**$79,047,231**	**$79,047,231**

Funding Participation Source

Source	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Total
Federal Participation	$3,231,564	$2,488,035	$8,566,066	$29,731,021	$7,689,600	$51,706,286
State Participation	$215,488	$174,720	$10,561,699	$13,878,393	$1,310,400	$26,140,700
Local Participation	$343,131	$249,271	$6,205	$6,205	$0	$604,812
Local/State Contributions	$11,154	$0	$66,881	$517,398	$0	$595,433
Total	**$3,801,337**	**$2,912,026**	**$19,200,851**	**$44,133,017**	**$9,000,000**	**$79,047,231**

El Paso Metropolitan Planning Organization

D

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**

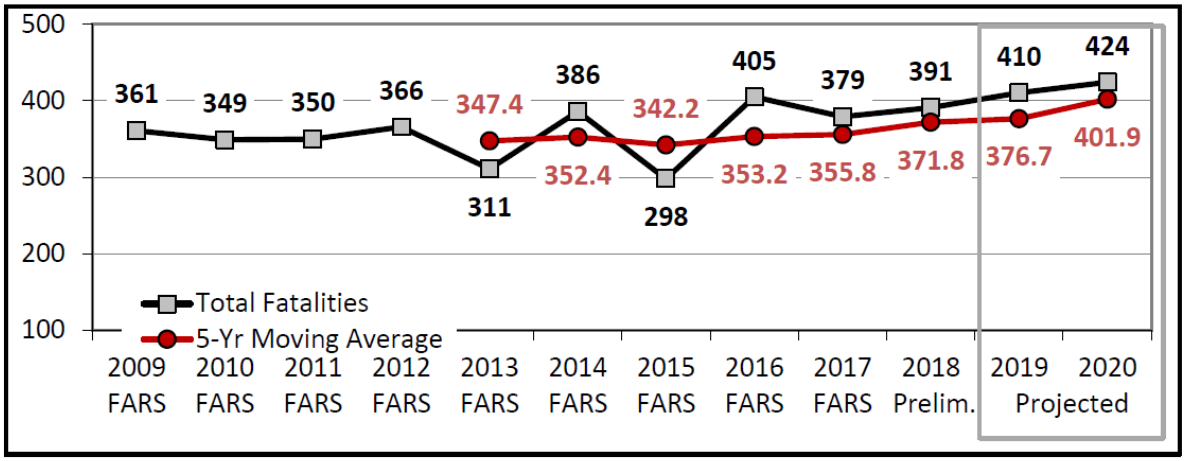
Safety (PM1):

On January 24, 2020 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 (Safety) 2020 Targets

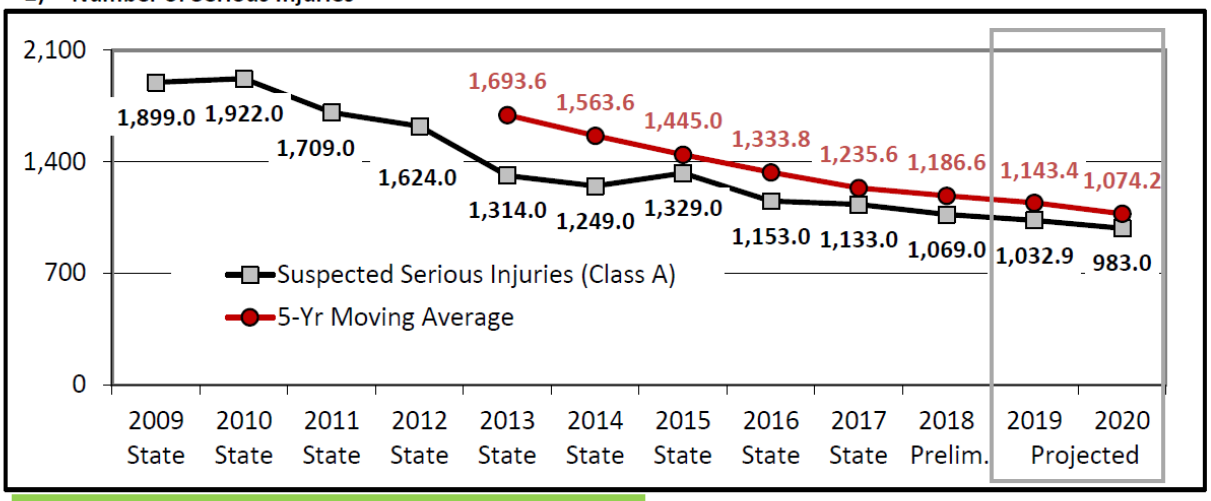
1) Number of Total Fatalities



NMDOT 2020 Target for Number of Total Fatalities: 401.9

NMDOT Justification: Although five-year average fatalities rose by a moderate 2.4 percent between 2013 and 2017, preliminary and projected data indicate that fatalities will increase by about 13 percent between 2017 and 2020. Fatalities involving SUVs, pickup trucks and pedestrians are increasing and in 2018, accounted for 51.4 percent of all crash fatalities. Given the prevalence of SUV and pickup truck ownership, and projected increase in fatalities overall, the five-year average projection of 401.9 is determined to be the 2020 target.

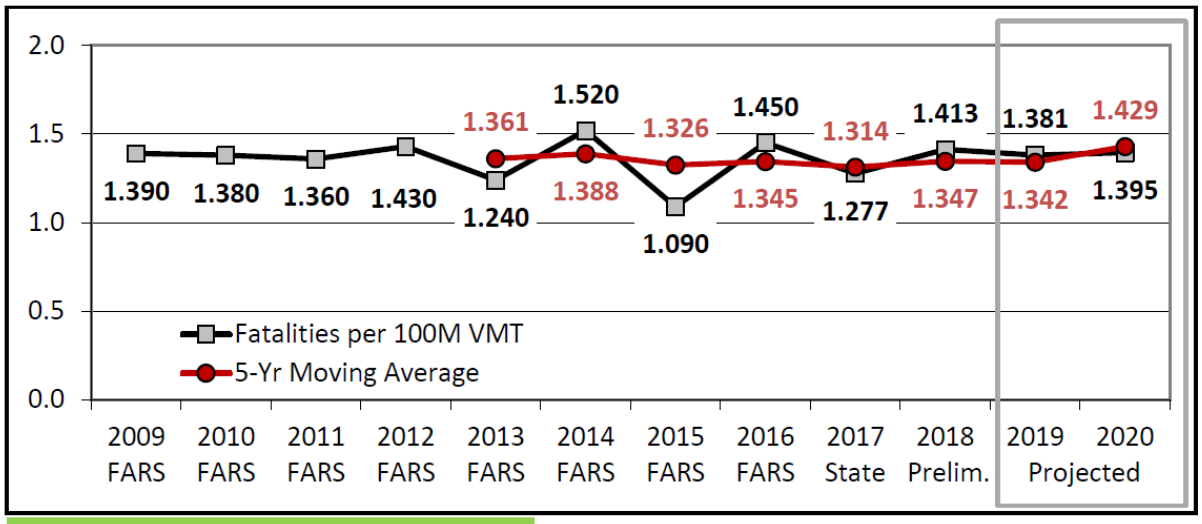
2) Number of Serious Injuries



NMDOT 2020 Target for Number of Serious Injuries: 1,074.2

NMDOT Justification: Five-year average serious injuries are projected to fall by about 7.5 percent between 2017 and 2019, and the State anticipates a continued reduction in serious injuries in 2020. The five-year average projection of 1,074.2 is the 2020 target.

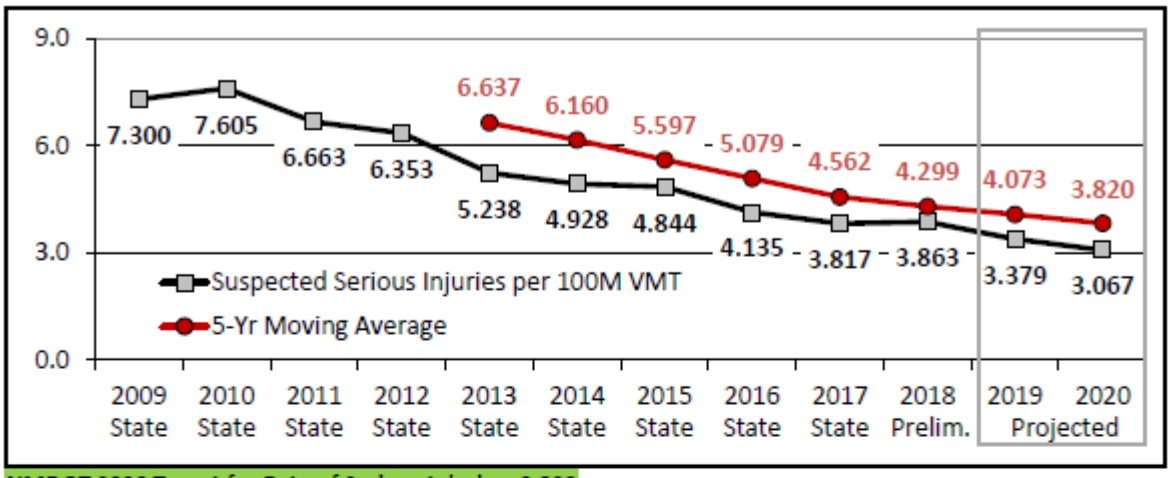
3) Rate of Fatalities



NMDOT 2020 Target for Rate of Fatalities: 1.429

NMDOT Justification: Although five-year average fatalities are expected to increase in 2020 from 2017, VMT is also expected to rise, thus the projected five-year average of 1.429 is the 2020 target.

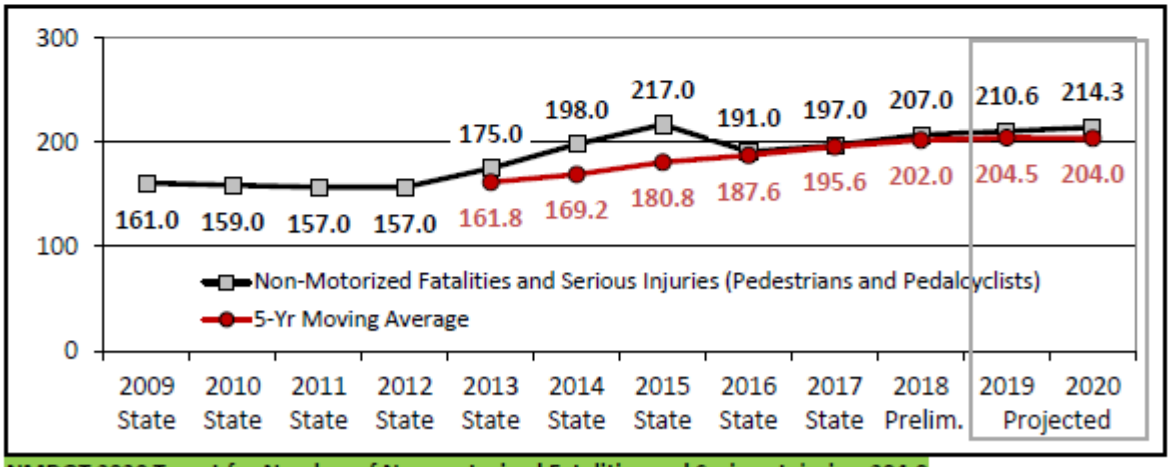
4) Rate of Serious Injuries



NMDOT 2020 Target for Rate of Serious Injuries: 3.820

NMDOT Justification: Justification: Five-year average serious injury rates are projected to continue falling, thus the five-year average projection of 3.820 is the 2020 target.

5) Number of Non-motorized Fatalities and Serious Injuries



NMDOT 2020 Target for Number of Non-motorized Fatalities and Serious Injuries: 204.0

NMDOT Justification: Five-year average non-motorized fatalities and serious injuries are projected to rise by about 5 percent over the next three years. The five-year average projection of 204.0 is the 2020 target.

TXDOT (PM1) TARGETS:

Target: Total number of traffic fatalities

2020 Target: To decrease the expected rise of fatalities to not more than a five-year average of 3,840 fatalities in 2020. The 2020 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data	Source
2016	3,797	FARS
2017	3,722	ARF
2018	3,631	CRIS
2019	3,980	Target
2020	4,068	Target
2020 Target expressed as 5-year average		3,840

As noted in the table above, the calendar year target for 2020 would be 4,068 fatalities.

Target: Total number of serious injuries

2020 Target: To decrease the expected rise of serious injuries to not more than a five-year average of 17,533 serious injuries in 2020. The 2020 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data	Source
2016	17,573	CRIS
2017	17,535	CRIS
2018	14,892	CRIS
2019	18,367	Target
2020	18,602	Target
2020 Target expressed as 5-year average		17,394

As noted in the table above, the calendar year target for 2020 would be 18,602 serious injuries.

Target: Fatalities per 100 million vehicle miles traveled

2020 Target: To decrease the expected rise of fatalities per 100 MVMT to not more than a five-year average of 1.406 fatalities per 100 MVMT in 2020. The 2020 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data	Source
2016	1.40	FARS
2017	1.37	ARF
2018	1.31	CRIS
2019	1.47	Target
2020	1.48	Target
2020 Target expressed as 5-year average		1.406

As noted in the table above, the calendar year target for 2020 would be 1.48 fatalities per 100 MVMT.

Target: Serious Injuries per 100 million vehicle miles traveled

2020 Target: To decrease the serious injuries per 100 MVMT to not more than a five-year average of 6.286 serious injuries per 100 MVMT in 2020. The 2020 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data	Source
2016	6.48	CRIS
2017	6.42	CRIS
2018	5.37	CRIS
2019	6.60	Target
2020	6.56	Target
2020 Target expressed as 5-year average		6.286

As noted in the table above, the calendar year target for 2020 would be 6.56 serious injuries per 100 MVMT.

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

2020 Target: To decrease the expected rise of non-motorized fatalities and serious injuries to not more than a five year average of 2,285.0 non-motorized fatalities and serious injuries in 2020. The 2020 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data	Source
2016	2,304	FARS-CRIS
2017	2,146	ARF-CRIS
2018	2,104	CRIS
2019	2,394	Target
2020	2,477	Target
2020 Target expressed as 5-year average		2,285.0

As noted in the table above, the calendar year target for 2020 would be 2,477 non-motorized fatalities and serious injuries.

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. EPMPO 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.

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	2021 Target
Truck Travel Time Reliability	1.15

Performance Measure		2021 Target
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.

MPO Self-Certification

In accordance with 23 Code of Federal Regulations (CFR) part 450.334 and 450.220 of the Fixing America's Surface Transportation Act (FAST Act), the Texas Department of Transportation, and the El Paso Metropolitan Planning Organization for the El Paso urbanized area(s) hereby certify that the metropolitan transportation planning process is being conducted in accordance with all applicable requirements including:

1) 23 United States Code (U.S.C) 134, 49 U.S.C 503, and 23 CFR 450 subpart C – Metropolitan Transportation Planning and Programming;
2) In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5) Section 1101(b) of the FAST Act (Public Law 109-59)) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Robert Bielek, P.E.

Robert Bielek, P.E. – District Engineer
Texas Department of Transportation-El Paso

May 18, 2018
Date

Joe Moody, Chairperson
Transportation Policy Board

May 18, 2018
Date

Trent Doolittle

Trent Doolittle, P.E. – District Engineer
New Mexico Department of Transportation

May 18, 2018
Date