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Executive Director

March 26, 2021

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 February 19, 2021 and March 26, 2021 meetings.

Highway Projects:

1. Program the Industrial Avenue Grade Separation (MPO ID X601-PE/CN E100370) project using \$1,650,000 of Federal Railroad Administration (FRA) Consolidated Rail Infrastructure and Safety Improvements (CRISI) program funds in Fiscal Year (FY) 2021
2. Amend the NM 404 Widening Project (MPO ID P620X-CAP/CN E100203) to reduce National Highway Performance Program (NHPP) funds from \$20,836,101 to \$6,545,922 and add \$14,290,179 of National Highway Freight Program (NHFP) funds for a total funding of \$42,773,000 in FY 2022
3. Deprogram the Booth Road Widening-Operational Improvements project (MPO ID M643X /CN E100350) using \$800,000 of Border State Infrastructure (SBSI) funds in FY 2022

The Transportation Project Advisory Committee (TPAC) meeting and the TPB meetings were used as open forums for the MPO public involvement process. Please let us know if you have any questions.

Sincerely,

Eduardo Calvo, AICP

Executive Director

Enclosures

cc: Jolene Herrera, NMDOT

Shelly May, NMDOT

Debra Hudson, NMDOT

Fed FY 2021 (Oct - Sept)							El Paso Metropolitan Planning Organization
DISTRICT	COUNTY	CSJ/CN	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
NM DIST. 1	DA	E100370		E	Santa Teresa	Dona Ana County	\$1,650,000
TIP PROJECT NAME: Industrial Avenue Grade Separation					REVISION DATE:	03/2021	
LIMITS FROM:	Industrial Avenue				MPO PROJECT ID:	X601-PE	
LIMITS TO:					MTP REFERENCE:	X601-PE	
TIP DESCRIPTION:	Preliminary engineering on Industrial Avenue for grade separation over UPRR				FUNDING CATEGORY:	FRA CRISI	
REMARKS:	Amend D2045 MTP, D19-23 TIP, 20-23 STIP to program project using \$1,650,000 of Federal Railroad Administration (FRA) Consolidated Rail Infrastructure and Safety Improvements (CRISI) program funds in Fiscal Year (FY) 2021						

Total Project Cost Information:			Authorized Funding by Category/Share										
Preliminary Engineering:	\$1,650,000	Cost of Approved Phases: \$1,650,000	Cat	Other	FRA CRISI	Federal Share	State Share	Regional Share	Local Share	Lcl Contribution	Total Share		
Right Of Way:	\$0					\$1,320,000	\$0	\$0	\$330,000	\$0	\$1,650,000		
Construction:	\$0		Fund by Share					\$1,320,000	\$0	\$0	\$330,000	\$0	\$1,650,000
Construction Engineering:	\$0												
Contingencies:	\$0												
Indirects:	\$0												
Bond Financing:	\$0												
Potential Change Order:	\$0												
Total Project Cost:	\$1,650,000												

AMENDMENT HISTORY

History STIP Rev Date	History FY	History Date	History Note/Amendment
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03/2021	2021	02/2021	Amend D2045 MTP, D19-23 TIP, 20-23 STIP to program project using \$1,650,000 of Federal Railroad Administration (FRA) Consolidated Rail Infrastructure and Safety Improvements (CRISI) program funds in Fiscal Year (FY) 2021
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DISTRICT	COUNTY	CSJ/CN	HWY	PHASE	CITY	PROJECT SPONSOR	YOY COST
NM DIST. 1	DA	E100203	NM 404	C,R	Dona Ana County	NMDOT	\$42,773,000
TIP PROJECT NAME: NM 404 Widening Project					REVISION DATE:	03/2021	
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, NHFP, STP-Flex, SBSI, STP-L, STPL	
REMARKS:	Amend D2045 MTP, Amended D2045 MTP, D19-23 TIP, D21-24 TIP) to reduce National Highway Performance Program (NHPP) funds from \$20,836,101 to \$6,545,922 and add \$14,290,179 of National Highway Freight Program (NHFP) for a total funding of \$42,773,000 in FY 2022						

PROJECT HISTORY:
Amend D2045 MTP, D19-23 TIP, 20-23 STIP to increase cost to \$42,773,000 reduce State Legs funds to \$8,818,077, increase NHPP to \$20,836,101, increase STP-LU to \$2,490,940, increase STP Flex to \$5,995,050, increase SBSI funds to \$4,632,832 in FY 2022

Total Project Cost Information:			Authorized Funding by Category/Share								
					Federal Share	State Share	Regional Share	Local Share	Lcl Contribution	Total Share	
			Cat	NM State Funds	State Legislative Funds	\$0	\$8,818,077	\$0	\$0	\$0	\$8,818,077
			Cat	NM NHPP	NHPP	\$5,592,836	\$953,086	\$0	\$0	\$0	\$6,545,922
			Cat	NM STPF	STP Flex	\$5,122,171	\$872,879	\$0	\$0	\$0	\$5,995,050
			Cat	Other	SBSI	\$3,958,292	\$674,540	\$0	\$0	\$0	\$4,632,832
			Cat	NM STPL	NM STP-Large Urban	\$1,922,506	\$327,618	\$0	\$0	\$0	\$2,250,124
Preliminary Engineering:	\$0	Cost of Approved Phases: <									

AMENDMENT HISTORY

History STIP Rev Date	History FY	History Date	History Note/Amendment
08/2019	2022	07/2019	Program D2045 MTP, D19-22 TIP, 20-23 STIP, in FY 2022.
03/2020	2022	03/2020	Amend D2045 MTP, D19-23 TIP, 20-23 STIP to increase construction cost from \$26,500,000 to \$29,340,688, increase State Legislative funds from \$8,818,077 to \$11,914,079, reduce NHPP from \$11,981,923 to \$10,481,139, add \$1,004,654 of STP-Large Urban and \$240,816 of STP-Large Urban Exempt for a total funding of \$29,340,688 in FY 2022.
07/2020	2022	05/2020	Program in to Amended D2045 MTP, D21-24, TIP, 20-23 STIP, in FY 2022.
09/2020	2022	09/2020	Amend D2045 MTP, Amended D2045 MTP, D19-23 TIP, D21-24 TIP, 20-23 STIP to increase cost from \$29,340,688 to \$42,773,000 reduce State Legislative funds from \$11,914,079 to \$8,818,077, increase National Highway Performance Program (NHPP) funds from \$10,481,139 to \$20,836,101, increase Surface Transportation Program (STP) Large Urban funds from \$1,245,470 to \$2,490,940, increase STP Flex funds from \$3,000,000 to \$5,995,050 and increase Border State Infrastructure (SBSI) funds from \$2,700,000 to \$4,632,832 for a total funding of \$42,773,000 in Fiscal Year (FY) 2022.
03/26/2021	2022	03/2021	Amend D2045 MTP, Amended D2045 MTP, D19-23 TIP, D21-24 TIP) to reduce National Highway Performance Program (NHPP) funds from \$20,836,101 to \$6,545,922 and add \$14,290,179 of National Highway Freight Program (NHFP) for a total funding of \$42,773,000 in FY 2022

Fed FY 2022 (Oct - Sept)							
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					REVISION DATE:	03/2021	
LIMITS FROM:	End of route (MP 0)				MPO PROJECT ID:	M643X	
LIMITS TO:	Intersection with Binational Way (MP 0.136)				MTP REFERENCE:	M643X	
TIP DESCRIPTION:	Pavement reconstruction and roadway widening				FUNDING CATEGORY:	SBSI	
REMARKS:	Amend D2045 MTP, Amended D2045 MTP, D 19-23 TIP, 20-23 STIP to deprogram project						

DEPROGRAMMED FROM: FY 2022

PROJECT HISTORY:
Amend D2045 MTP, Amended D2045 MTP, D 19-23 TIP, D 21-24 TIP. 20-23 STIP to program using \$800,000 of SBSI in FY 2022

Total Project Cost Information:			Authorized Funding by Category/Share										
Preliminary Engineering:	\$0	Cost of Approved Phases:	Cat	NM State Funds	SBSI	Federal Share	State Share	Regional Share	Local Share	Lcl Contribution	Total Share		
Right Of Way:	\$0					\$683,520	\$116,480	\$0	\$0	\$0	\$800,000		
Construction:	\$0		Fund by Share					\$683,520	\$116,480	\$0	\$0	\$0	\$800,000
Construction Engineering:	\$0												
Contingencies:	\$0												
Indirects:	\$0												
Bond Financing:	\$0												
Potential Change Order:	\$0												
Total Project Cost:	\$0												

AMENDMENT HISTORY

History STIP Rev Date	History FY	History Date	History Note/Amendment
12/2020	2022	10/2020	Amend D2045 MTP, Amended D2045 MTP, D 19-23 TIP, D 21-24 TIP. 20-23 STIP to program using \$800,000 of SBSI in FY 2022
03/2021	2022	03/2021	Amend D2045 MTP, Amended D2045 MTP, D 19-23 TIP, 20-23 STIP to deprogram project 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 driveways	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
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
E100360	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
E100370	X601-PE	Industrial Avenue Grade Seperation	Preliminary engineering on Industrial Avenue for grade separation over UPRR	Industrial Avenue		2030	\$0	\$0	\$1,650,000	\$0	\$1,650,000	Dona Ana County	2021

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

Funding by Category

Thursday, March 25, 2021

	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	\$6,545,922	\$6,545,922	\$6,283,584	\$6,283,584	\$14,427,438	\$14,427,438
NHPP (National Highway Performance Program)-Freight	\$0	\$0	\$0	\$0	\$0	\$0	\$14,290,179	\$14,290,179	\$0	\$0	\$14,290,179	\$14,290,179
NM State Funds	\$1,480,000	\$1,480,000	\$0	\$0	\$9,100,000	\$9,100,000	\$8,818,077	\$8,818,077	\$2,716,416	\$2,716,416	\$22,114,493	\$22,114,493
Other	\$0	\$0	\$1,200,000	\$1,200,000	\$4,669,770	\$4,669,770	\$0	\$0	\$0	\$0	\$5,869,770	\$5,869,770
Other State Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$4,632,832	\$4,632,832	\$0	\$0	\$4,632,832	\$4,632,832
STLE (Surface Transp Prog Large Urban - Exempt)	\$0	\$0	\$240,816	\$240,816	\$240,816	\$240,816	\$240,816	\$240,816	\$0	\$0	\$722,448	\$722,448
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
STPS (Surface Transp Prog Small Urban >5K <200K)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
STPL (Surface Transp Prog Large Urban >200K)	\$812,000	\$812,000	\$1,471,210	\$1,471,210	\$1,004,654	\$1,004,654	\$2,250,124	\$2,250,124	\$0	\$0	\$5,537,988	\$5,537,988
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	\$20,850,851	\$20,850,851	\$43,333,017	\$43,333,017	\$9,000,000	\$9,000,000	\$79,897,231	\$79,897,231

Funding Participation Source

Source	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Total
Federal Participation	\$3,231,564	\$2,488,035	\$9,886,066	\$29,047,501	\$7,689,600	\$52,342,766
State Participation	\$215,488	\$174,720	\$10,561,699	\$13,761,913	\$1,310,400	\$26,024,220
Local Participation	\$343,131	\$249,271	\$336,205	\$6,205	\$0	\$934,812
Local/State Contributions	\$11,154	\$0	\$66,881	\$517,398	\$0	\$595,433
Total	\$3,801,337	\$2,912,026	\$20,850,851	\$43,333,017	\$9,000,000	\$79,897,231





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

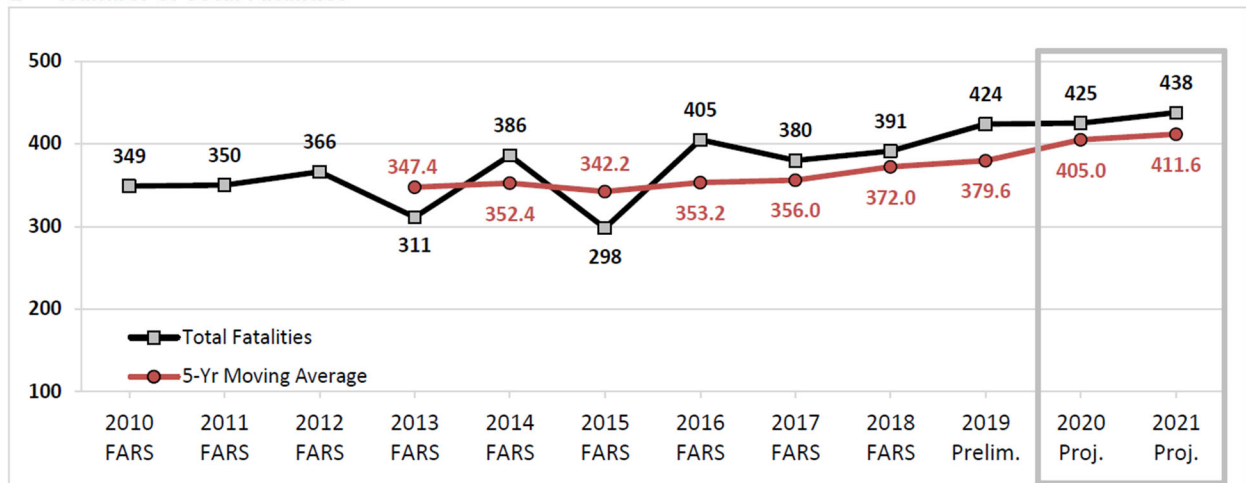
Safety (PM1):

On February 19, 2021 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) 2021 Targets

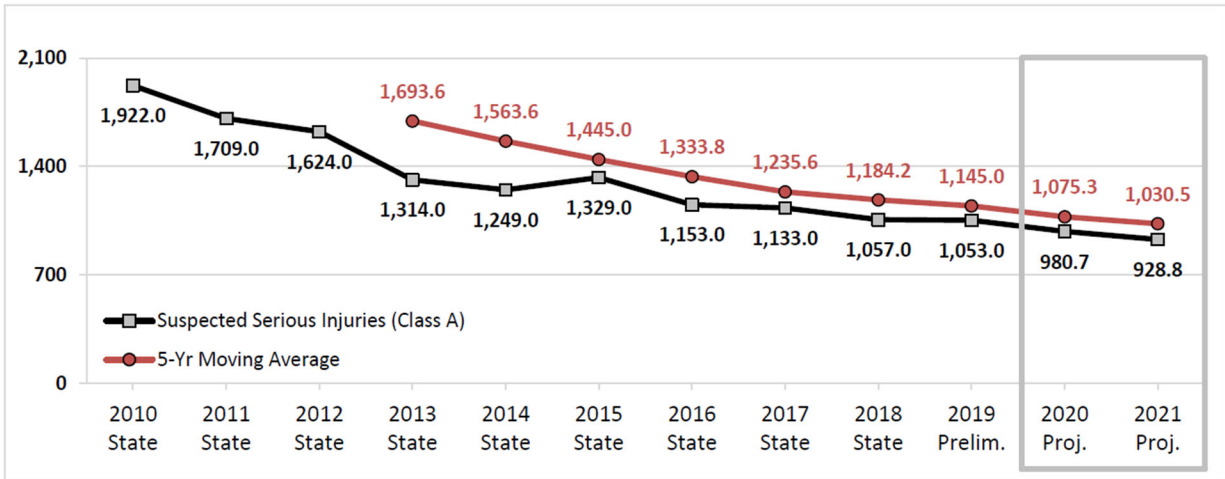
1 Number of Total Fatalities



NMDOT 2021 Target for Number of Total Fatalities: 411.6

NMDOT Justification: Although five-year average fatalities rose by a moderate 5.5 percent between 2014 and 2018, preliminary and projected data indicate that fatalities will increase by about 10.6 percent between 2018 and 2021. In 2019, fatalities involving large, personal vehicles (SUVs/Pick-up Trucks/Vans/4-Wheel Drives) or involving pedestrians have increased and accounted for 53.3 percent of all crash fatalities. Given the prevalence of large, personal vehicle ownership, and projected increase in fatalities overall, the five-year average projection of 411.6 is determined to be the 2021 target.

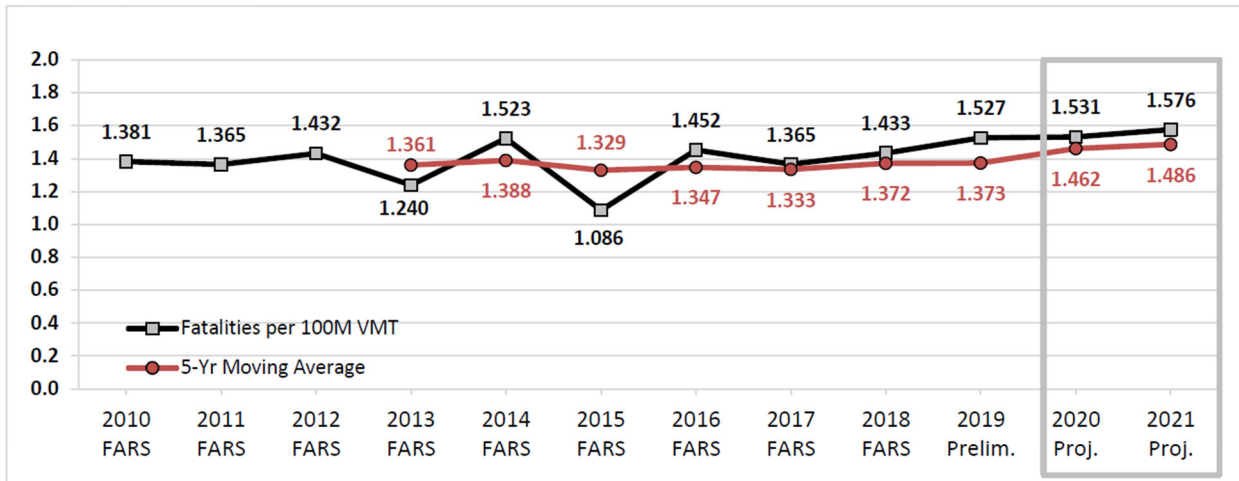
2 Number of Serious Injuries



NMDOT 2021 Target for Number of Serious Injuries: 1,030.5

NMDOT Justification: Five-year average serious injuries are projected to fall by about 13.2 percent between 2018 and 2021, and the State anticipates a continued reduction in serious injuries in 2020. The five-year average projection of 1,030.5 is the 2021 target.

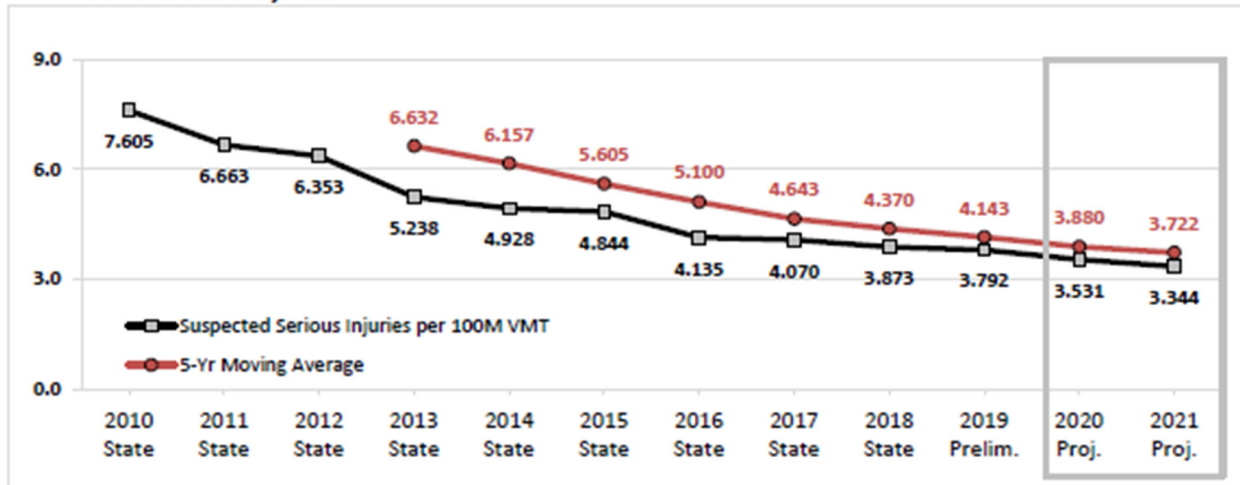
3 Rate of Fatalities



NMDOT 2021 Target for Rate of Fatalities: 1.486

NMDOT Justification: Five-year average fatalities are expected to increase in 2021 from 2017, thus the projected five-year average of 1.486 is the 2021 target. Due to the uncertainty of the COVID-19 pandemic's impact on VMT, the preliminary 2019 VMT value is also used for the 2020 and 2021 VMT values.

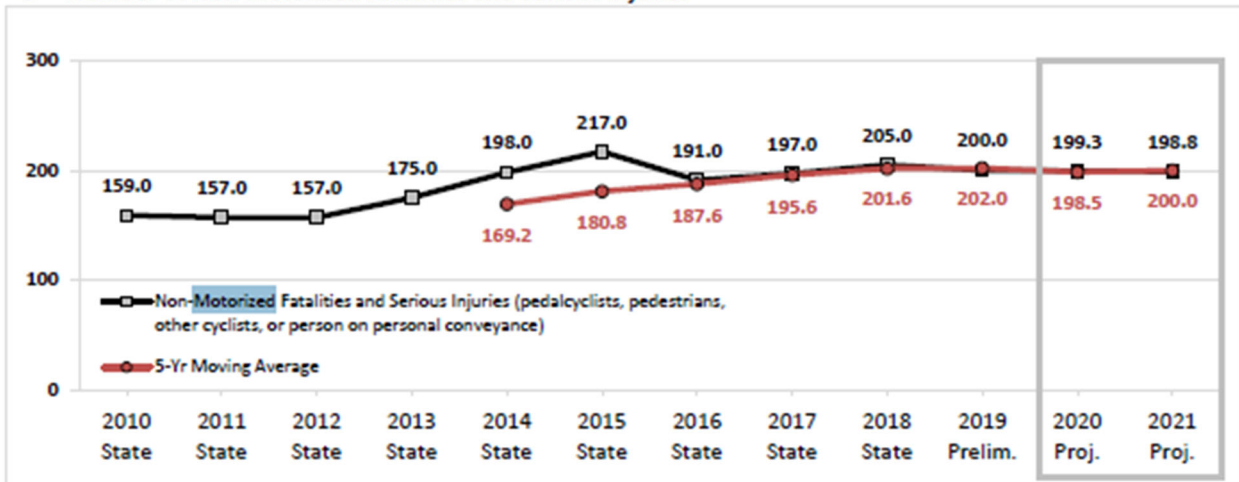
4 Rate of Serious Injuries



NMDOT 2021 Target for Rate of Serious Injuries: 3.722

NMDOT Justification: Five-year average serious injury rates are projected to continue falling, thus the five-year average projection of 3.722 is the 2021 target.

5 Number of Non-motorized Fatalities and Serious Injuries



NMDOT 2021 Target for Number of Non-motorized Fatalities and Serious Injuries: 200.0

NMDOT Justification: Five-year average non-motorized fatalities and serious injuries are projected to remain relatively constant over the next two years from 2020 to 2021. The five-year average projection of 200.0 is the 2021 target.

TXDOT (PM1) TARGETS:**Target: Total number of traffic fatalities**

2021 Target: To decrease the expected rise of fatalities to not more than a five-year average of 3,687 fatalities in 2021. The 2021 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data	Source
2017	3,732	FARS
2018	3,642	ARF
2019	3,610	CRIS
2020	4,068	Target
2021	3,384	Target
2021 Target expressed as 5-year average		3,687

As noted in the table above, the calendar year target for 2021 would be 3,384 fatalities.

Target: Total number of serious injuries

2021 Target: To decrease the expected rise of serious injuries to not more than a five-year average of 17,151 serious injuries in 2021. The 2021 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data	Source
2017	17,538	CRIS
2018	14,937	CRIS
2019	15,843	CRIS
2020	18,602	Target
2021	18,835	Target
2021 Target expressed as 5-year average		17,151

As noted in the table above, the calendar year target for 2021 would be 18,835 serious injuries.

Target: Fatalities per 100 million vehicle miles traveled (MVMT)

2021 Target: To decrease the expected rise of fatalities per 100 MVMT to not more than a five-year average of 1.33 fatalities per 100 MVMT in 2021. The 2021 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data	Source
2017	1.37	FARS
2018	1.31	ARF
2019	1.26	CRIS
2020	1.48	Target
2021	1.25	Target
2021 Target expressed as 5-year average		1.33

As noted in the table above, the calendar year target for 2021 would be 1.25 fatalities per 100 MVMT.

Target: Serious Injuries per 100 million vehicle miles traveled

2021 Target: To decrease the serious injuries per 100 MVMT to not more than a five-year average of 6.06 serious injuries per 100 MVMT in 2021. The 2021 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data	Source
2017	6.42	CRIS
2018	5.30	CRIS
2019	5.53	CRIS
2020	6.56	Target
2021	6.51	Target
2021 Target expressed as 5-year average		6.06

As noted in the table above, the calendar year target for 2021 would be 6.51 serious injuries per 100 MVMT.

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

2021 Target: To decrease the expected rise of non-motorized fatalities and serious injuries to not more than a five year average of 2,316.40 non-motorized fatalities and serious injuries in 2021. The 2021 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data	Source
2017	2,146	FARS-CRIS
2018	2,099	ARF-CRIS
2019	2,300	CRIS
2020	2,477	Target
2021	2,560	Target
2021 Target expressed as 5-year average		2,316.40

As noted in the table above, the calendar year target for 2021 would be 2,560 non-motorized fatalities and serious injuries.

Pavement and Bridge (PM2):

On November 16, 2018 the El Paso MPO adopted the NMDOT targets and on March 26, 2021 the El Paso MPO adopted the revised TXDOT PM 2 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 Measures	Baseline	2-Year Condition / Performance	2-Year Target	4-Year Target	4-Year Adjustment
% of Pavements of the Interstate System in Good Condition		66.6%		66.4%	65.5%
% of Pavements of the Interstate System in Poor Condition		0.1%		0.3%	0.2%
% of Pavements of the Non-Interstate NHS in Good Condition	54.5%	55.2%	52.0%	52.3%	54.1%
% of Pavements of the Non-Interstate NHS in Poor Condition	14.0%	13.5%	14.3%	14.3%	14.2%

Performance Measures	Baseline	2-Year Condition / Performance	2-Year Target	4-Year Target	4-Year Adjustment
% of NHS Bridges Classified as in Good Condition	50.7%	50.7%	50.6%	50.4%	
% of NHS Bridges Classified as in Poor Condition	0.9%	1.3%	0.8%	0.8%	1.5%

Freight and Air Quality (PM3):

On November 16, 2018 the El Paso MPO adopted the NMDOT PM 3 targets and on March 26, 2021 the El Paso MPO adopted the revised TXDOT PM 3 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:



Time Travel Reliability Performance Measures	Baseline	2-Year Condition / Performance	2-Year Target	4-Year Target	4-Year Adjustment
Percent of the Person-Miles Traveled on the Interstate That Are Reliable	79.5%	81.2%	61.2%	56.6%	70.0%
Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable		83.0%		55.0%	70.0%

Freight Reliability Performance Measures	Baseline	2-Year Condition / Performance	2-Year Target	4-Year Target	4-Year Adjustment
Truck Travel Time Reliability (TTTR) Index	1.40	1.44	1.70	1.79	1.78

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.

Public Transportation Agency Safety Plan (PTASP):

On September 18, 2020 the El Paso MPO adopted the mass transit provider Sun Metro's PTASP. Sun Metro developed their PTASP in compliance with the requirements on 49 CFR 673.11(a) (1-6). The performance measures adopted in this PTASP for fix route, streetcar and paratransit per every 100,000 miles are for:

- Fatalities
- Injuries
- Safety Events
 - Accidents
 - Incidents
 - Occurrences
- System Reliability

Performance Measures – Fix Route Per every 100,000 miles		Fiscal Year			
		2019	2020	2021	2022
FATALITIES		0	0	0	0
INJURIES		50	45	40	35
SAFETY EVENTS	Accidents	178	50	45	45
	Incidents		78	70	65
	Occurrences		50	45	45
SYSTEM RELIABILITY (Mean Distance Between Failures)		82864 Miles	90,000 Miles	95000 Miles	100,000 Miles

Performance Measures – Streetcar Per every 100,000 miles		Fiscal Year			
		2019	2020	2021	2022
INJURIES		9	7	6	5
SAFETY EVENTS	Accidents	2	1	1	0
	Incidents	9	7	6	5
	Occurrences	9	7	6	5
SYSTEM RELIABILITY (Mean Distance Between Failures)		2879 hrs.	2900 hrs.	2950 hrs.	3000 hrs.



Performance Measures – Paratransit Per every 100,000 miles		Fiscal Year			
		2019	2020	2021	2022
INJURIES		8	8	6	5
SAFETY EVENTS	Accidents	20	17	15	12
	Incidents	25	22	19	15
	Occurrences	32	25	23	20
SYSTEM RELIABILITY (Mean Distance Between Failures)		87019 miles	88000 miles	90,000 miles	91,000 miles

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 (FY 2021 Targets):

- Total Traffic Fatalities Per Calendar Year: 411.6
- Rate of Traffic Fatalities Per 100M VMT: 1.486
- Number of Serious Injuries: 1,030.5
- Rate of Serious Injuries Per 100M VMT: 3.722
- Number of Non-Motorized Fatalities and Serious Injuries: 200.0

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.
- E100360-Rio Grande Trail: The Rio Grande Trail will provide non-motorized modes of travel connectivity for biking and walking. Non-motorized sidewalk and trail connectivity elements are designed in accordance to Report No. FHWA-SA-12-026 and AASHTO Green Book, alleviating safety concerns when utilizing the same roadway as motorized travelers.
- 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.
- E100203 NM 404 Widening: This project will reduce head on crashes caused by unsafe passing movements currently experienced on the corridor. In addition, a substantial amount of freight is projected to use this corridor after the completion on the NE Parkway in TX as a bypass to I-10
- 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

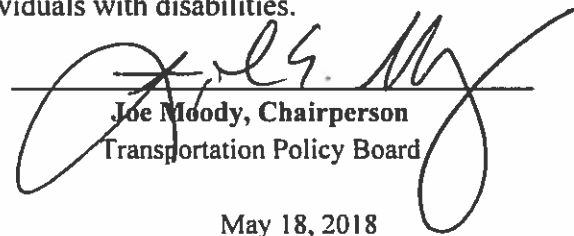
In accordance with 23 Code of Federal Regulations (CFR) part 450.334 and 450.220 of the Fixing America's Surface Transportation Act (FAST Act), the Texas Department of Transportation, and the El Paso Metropolitan Planning Organization for the El Paso urbanized area(s) hereby certify that the metropolitan 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. – District Engineer
 Texas Department of Transportation-El Paso

May 18, 2018

Date


Joe Moody, Chairperson
 Transportation Policy Board

May 18, 2018

Date


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

May 18, 2018

Date