



El Paso Metropolitan Planning Organization

Transportation Policy Board

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Eduardo Calvo, AICP
Executive Director

March 27, 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 February 21 and March 27, 2020 meetings.

Highway Projects:

1. Amend Lisa Drive Connectivity Project (LDCCP) – Preliminary Engineering (MPO ID: E603A/CN: E100291) project to change project name to Lisa Drive Connectivity Project (LDCCP) - PE and Construction and program additional \$49,211 of NM TAP funds for a total funding of \$99,631 in Fiscal Year (FY) 2020.
2. Amend NM 404/I-10 Bridge Replacement (MPO ID:B607X/CN: E100202) project to add \$3,094,280 of CAT 5 CMAQ, reduce State Legislative funds from \$9,181,923 to \$6,085,921, reduce NHPP funds from \$6,101,661 to \$3,951,923, add \$1,004,654 of STP-Large Urban, \$240,816 of STP-Large Urban Exempt and \$905,990 of STP-F for a total funding of \$18,000,000 in FY 2021.
3. Amend NM 404 Widening (MPO ID: P620X-CAP/CN: E100203) 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.

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

Fed FY 2020 (Oct - Sept)

DISTRICT	COUNTY	CSJ/CN	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
NM DIST. 1	DA	E100291	CS	C,E	Chaparral	Dona Ana County	\$99,631

TIP PROJECT NAME: Lisa Drive Connectivity Project (LDCP) - PE and Construction

REVISION DATE: 03/2020

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 D2045 MTP, D19-23 TIP, 20-23 STIP to change project name from Lisa Drive Connectivity Project (LDCP) - Preliminary Engineering to Lisa Drive Connectivity Project (LDCP) - PE and Construction and program additional \$49211 of NM TAP funds in FY 2020.

PROJECT HISTORY:

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

Total Project Cost Information:

Preliminary Engineering:	\$50,420
Right Of Way:	\$0
Construction:	\$85,238
Construction Engineering:	\$14,646
Contingencies:	\$49,211
Indirects:	\$0
Bond Financing:	\$0
Potential Change Order:	\$0
Total Project Cost:	\$199,515

Cost of Approved Phases:
\$135,658

Authorized Funding by Category/Share

Cat	9TAP	NM TAP	Federal Share	State Share	Regional Share	Local Share	Lcl Contribution	Total Share
			\$85,125	\$0	\$0	\$14,506	\$0	\$99,631
		Fund by Share	\$85,125	\$0	\$0	\$14,506	\$0	\$99,631

AMENDMENT HISTORY

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

12/2018	2020	10/2018	Program D2045 MTP, D19-22 TIP, 18-21 STIP, in FY 2020.
08/2019	2020	07/2019	Amend to change control number from E100290 to E100291 in FY 2020.
03/2020	2020	02/2020	Amend D2045 MTP, D19-23 TIP, 20-23 STIP to change project name from Lisa Drive Connectivity Project (LDCP) - Preliminary Engineering to Lisa Drive Connectivity Project (LDCP) - PE and Construction and program additional \$49211 of NM TAP funds in FY 2020.

Fed FY 2021 (Oct - Sept)

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					REVISION DATE:	03/2020	
LIMITS FROM: At I-10 & NM 404 Interchange					MPO PROJECT ID:	B607X	
LIMITS TO:					MTP REFERENCE:	B607X	
TIP DESCRIPTION: Bridge Replacement at NM 404/I-10 Interchange					FUNDING CATEGORY:	State Legislative Funds, SBSI Border, NHPP, CMAQ, STP-L, STP-F	
REMARKS: Amend D2045 MTP, D19-23 TIP, 20-23 STIP to add \$3,094,280 of CAT 5 CMAQ, reduce State Legislative funds from \$9,181,923 to \$6,085,921, reduce NHPP funds from \$6,101,661 to \$3,951,923, add \$1,004,654 of STP-Large Urban, \$240,816 of STP-Large Urban Exempt and \$905,990 of STP-F for a total funding of \$18,000,000 in FY 2021.					VOC (Kg/Day): 0.0339	CO (Kg/Day): 0.168	
					NOX (Kg/Day): 0.0097	PM 10 (Kg/Day): 0.0071	
					PROJECT HISTORY: Admin Amend D2045 MTP, D19-23 TIP and 20-23 STIP to reduce Construction cost from \$18,000,000 to \$17,880,000 and increase Construction Engineering by \$120,000 for a Total project cost of \$18,000,000.		

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	\$6,085,921	\$0	\$0	\$0	\$6,085,921
	Cat	NM State Funds	SBSI Border	\$2,320,906	\$395,510	\$0	\$0	\$0	\$2,716,416
	Cat	NM NHPP	NHPP	\$3,376,523	\$575,400	\$0	\$0	\$0	\$3,951,923
	Cat	NM CMAQ	NM CMAQ Mandatory	\$2,643,753	\$450,527	\$0	\$0	\$0	\$3,094,280
	Cat	NM STPL	NM STPL Large Urban	\$858,376	\$146,278	\$0	\$0	\$0	\$1,004,654
Preliminary Engineering: \$0	Cat	NM STPF	NM STP Flex	\$774,078	\$131,912	\$0	\$0	\$0	\$905,990
Right Of Way: \$0	Cat	NM STLE	NM STPL - Exempt	\$205,753	\$35,063	\$0	\$0	\$0	\$240,816
Construction: \$17,880,000		Cost of Approved Phases:							
Construction Engineering: \$120,000		\$17,880,000							
Contingencies: \$0									
Indirects: \$0									
Bond Financing: \$0									
Potential Change Order: \$0									
Total Project Cost: \$18,000,000			Fund by Share	\$10,179,389	\$7,820,611	\$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, D19-22 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.
02/2020	2021	02/2020	Admin Amend D2045 MTP, D19-23 TIP and 20-23 STIP to reduce Construction cost from \$18,000,000 to \$17,880,000 and increase Construction Engineering by \$120,000 for a Total project cost of \$18,000,000.
03/2020	2021	03/2020	Amend D2045 MTP, D19-23 TIP, 20-23 STIP to add \$3,094,280 of CAT 5 CMAQ, reduce State Legislative funds from \$9,181,923 to \$6,085,921, reduce NHPP funds from \$6,101,661 to \$3,951,923, add \$1,004,654 of STP-Large Urban, \$240,816 of STP-Large Urban Exempt and \$905,990 of STP-F for a total funding of \$18,000,000 in FY 2021.

DISTRICT	COUNTY	CSJ/CN	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
NM DIST. 1	DA	E100203	NM 404	C	Dona Ana County	NMDOT	\$29,340,688
TIP PROJECT NAME: NM 404 Widening Project					REVISION DATE:	03/2020	
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, STP-L, STPLE	
REMARKS: 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.							

PROJECT HISTORY:
Program D2045 MTP, D19-22 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	Cost of Approved Phases:							
Right Of Way:	\$0								
Construction:	\$29,340,688								
Construction Engineering:	\$0								
Contingencies:	\$0								
Indirects:	\$0								
Bond Financing:	\$0								
Potential Change Order:	\$0								
Total Project Cost:	\$29,340,688								
			Fund by Share	\$14,742,414	\$14,598,274	\$0	\$0	\$0	\$29,340,688

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.

**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)
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 (LDCCP)	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	\$18,000,000	\$18,000,000	\$0	\$0	\$18,000,000	NMDOT	2021
E100291	E603A	Lisa Drive Connectivity Project (LDCCP) - PE and Construction	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	\$49,211	\$49,211	\$50,420	\$0	\$99,631	Dona Ana County	2020
E100291	E603B	Lisa Drive Connectivity Project (LDCCP) - 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 (LDCCP) - 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	\$29,340,688	\$29,340,688	\$0	\$0	\$29,340,688	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 Earhardt 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

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

Funding by Category

Wednesday, February 26, 2020

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	\$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	\$7,323	\$7,323	\$7,323	\$7,323	\$0	\$0	\$18,477	\$18,477
NHPP (National Highway Performance Program)	\$0	\$0	\$0	\$0	\$3,951,923	\$3,951,923	\$10,481,139	\$10,481,139	\$6,283,584	\$6,283,584	\$3,951,923	\$3,951,923
NM State Funds	\$1,480,000	\$1,480,000	\$0	\$0	\$8,802,337	\$8,802,337	\$14,614,079	\$14,614,079	\$2,716,416	\$2,716,416	\$10,282,337	\$10,282,337
Other	\$0	\$0	\$1,200,000	\$1,200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,200,000	\$1,200,000
STLE (Surface Transp Prog Large Urban - Exempt)	\$0	\$0	\$240,816	\$240,816	\$240,816	\$240,816	\$240,816	\$240,816	\$0	\$0	\$481,632	\$481,632
STPF (Surface Transp Prog Flexible)	\$0	\$0	\$0	\$0	\$905,990	\$905,990	\$3,000,000	\$3,000,000	\$0	\$0	\$905,990	\$905,990
STPL (Surface Transp Prog Large Urban >200K)	\$812,000	\$812,000	\$1,471,210	\$1,471,210	\$1,004,654	\$1,004,654	\$1,004,654	\$1,004,654	\$0	\$0	\$3,287,864	\$3,287,864
TAPL (Transp. Alternative Prog Large Urban >200K)	\$54,018	\$54,018	\$99,631	\$99,631	\$42,619	\$42,619	\$42,619	\$42,619	\$0	\$0	\$196,268	\$196,268
Total	\$3,801,337	\$3,801,337	\$3,011,657	\$3,011,657	\$18,049,942	\$18,049,942	\$29,390,630	\$29,390,630	\$9,000,000	\$9,000,000	\$63,253,566	\$63,253,566

Funding Participation Source

Source	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Total
Federal Participation	\$3,231,564	\$2,573,160	\$10,215,803	\$14,778,828	\$7,689,600	\$38,488,955
State Participation	\$215,488	\$174,720	\$7,820,611	\$14,598,274	\$1,310,400	\$24,119,493
Local Participation	\$343,131	\$263,777	\$6,205	\$6,205	\$0	\$619,318
Local/State Contributions	\$11,154	\$0	\$7,323	\$7,323	\$0	\$25,800
Total	\$3,801,337	\$3,011,657	\$18,049,942	\$29,390,630	\$9,000,000	\$63,253,566





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



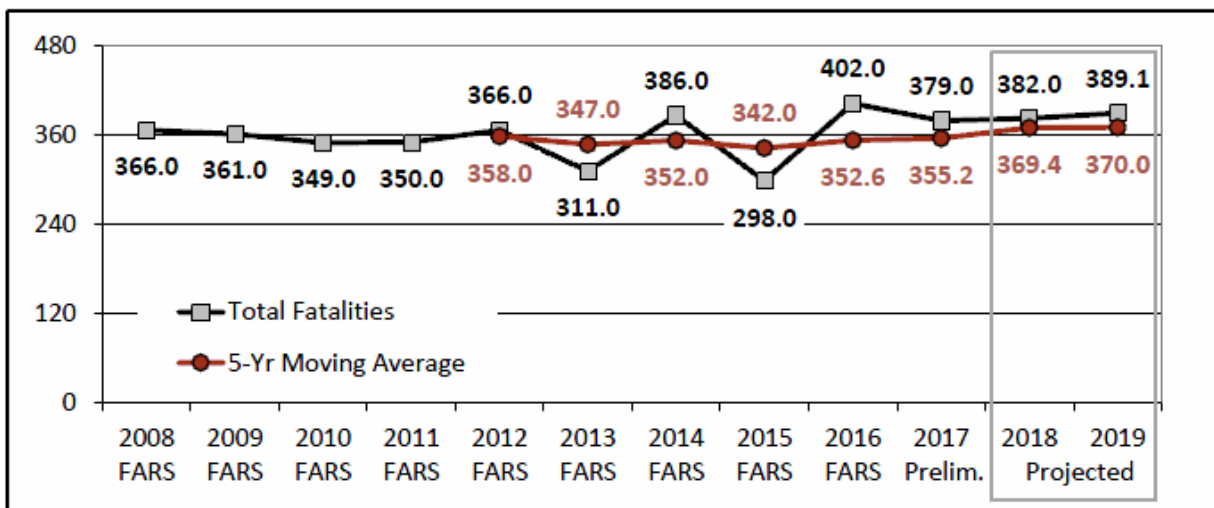
Safety (PM1):

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

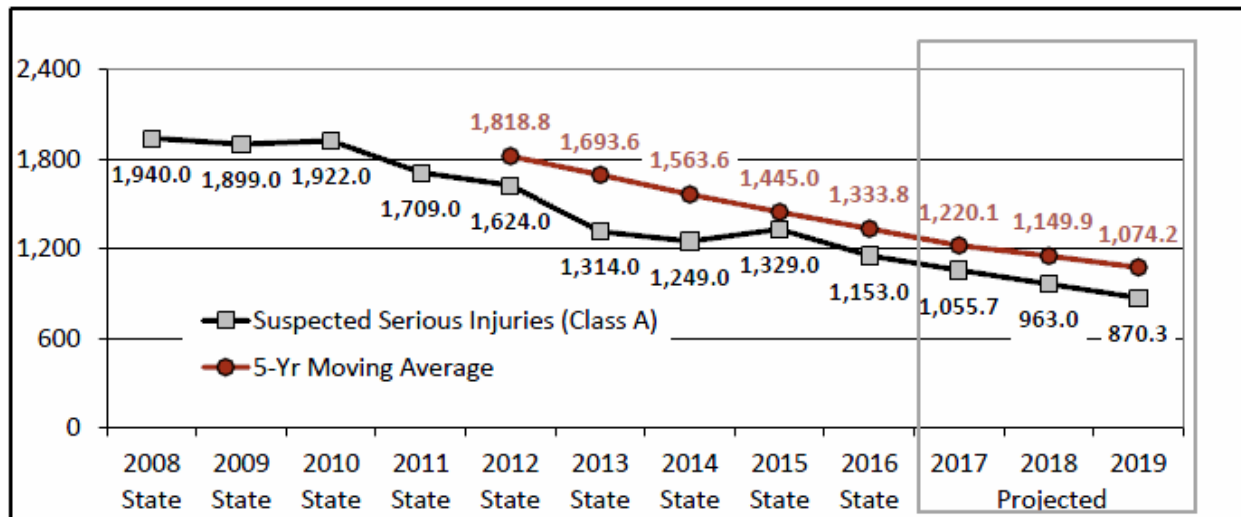


NMDOT Target Statement: Limit the increase in total fatalities to 6.4 percent from 352.6 in 2016 to 375 by December 31, 2019 (FARS; 5-year averages).

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.



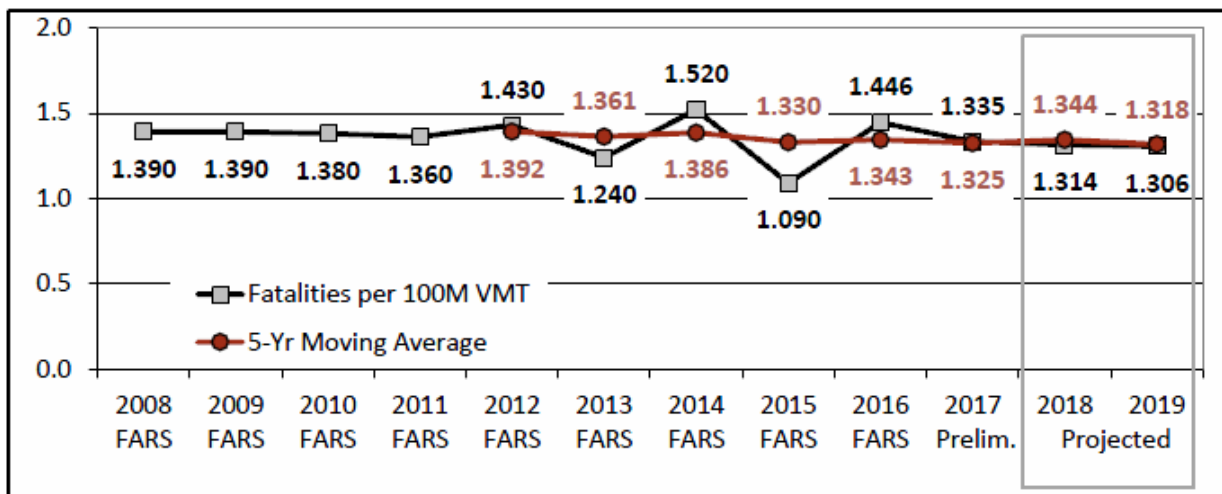
2) Number of Serious Injuries



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

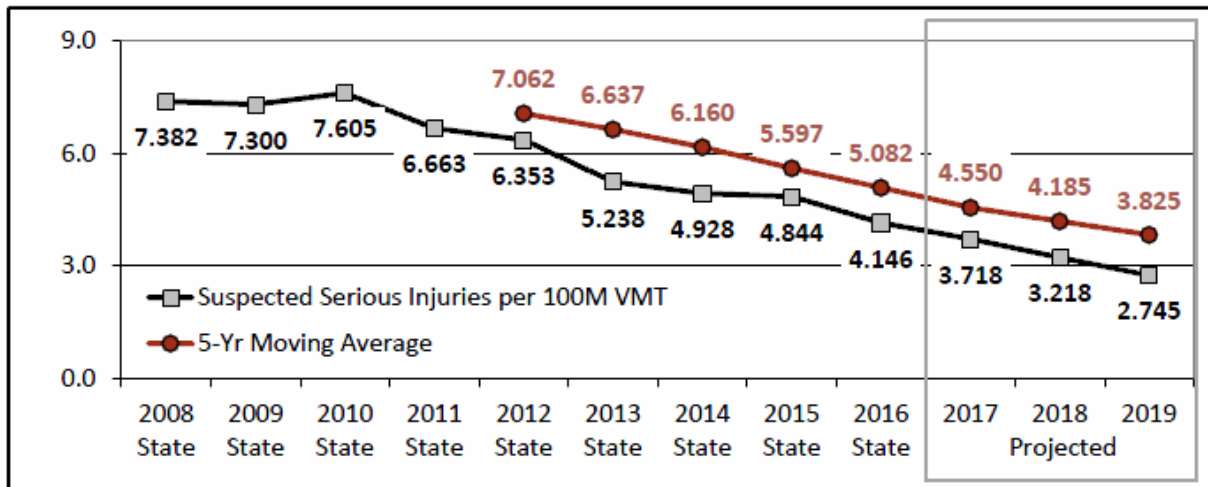


NMDOT Target Statement: Decrease the fatality rate from 1.343 in 2016 to 1.318 by December 31, 2019.

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.



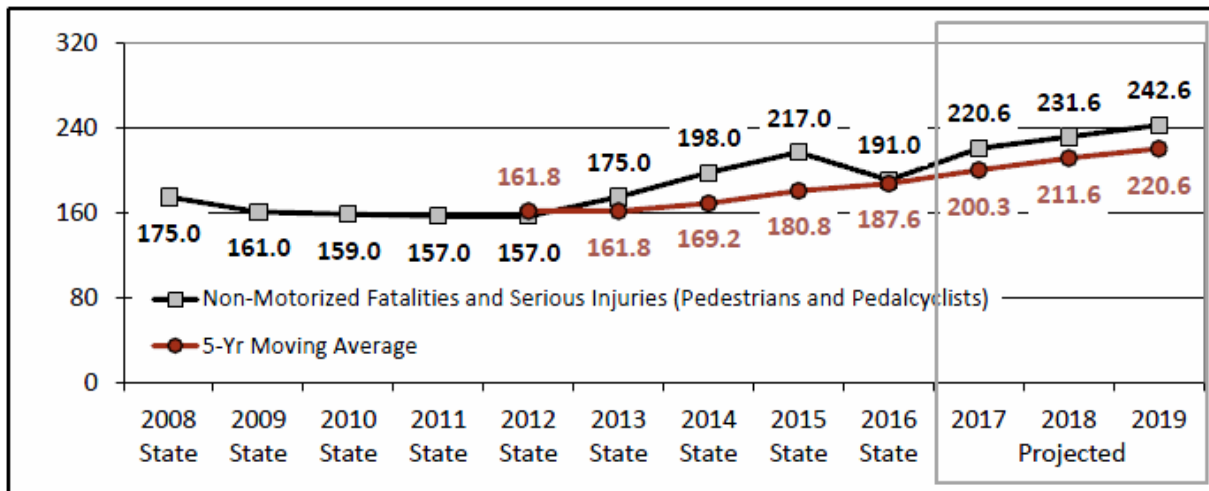
4) Serious Injuries per 100 VMT



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

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.