El Paso Metropolitan Planning Organization

December 21, 2022

Mr. Trent Doolittle, P.E.
District Engineer
NMDOT District 1
2912 E. Pine Street
Deming, NM 88030

Revision to the RMS 2023-2026 Transportation Improvement Program (TIP) for inclusion in the 2022-2025 Statewide Transportation Improvement Program (STIP) through the December Amendment

Dear Mr. Doolittle:

Enclosed is the TIP page for inclusion into the 2022-2025 STIP, RMS 2050 MTP and the RMS 2023-2026 TIP. The Transportation Policy Board (TPB) approved the amendments at their November 18, 2022 meeting.

1. Program the *Border Highway Connector (BHC) Preliminary Engineering Phase* (CN E100390/MPO ID P623A-PE) project in FY 2024

If you have any questions or concerns, please feel free to contact me at 915-212-0258.

Sincerely,

Harrison Plourde, AICP
Assistant Director

Enclosures

cc: Jolene Herrera, NMDOT
Andreas Linnan, NMDOT

DISTRICT	COUNTY	CSJ/CN	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
NM DIST. 1	DA	**E100390**		E,R	Sunland Park	NMDOT	**$3,000,000**

TIP PROJECT NAME: Border Highway Connector (BHC) - Preliminary Engineering Phase

REVISION DATE: 12/2022

LIMITS FROM: NM 136, MP: TBD

MPO PROJECT ID: P623A-PE

LIMITS TO: NM 273, MP: TBD

MTP REFERENCE: P623A-PE

TIP DESCRIPTION: Developing the BHC location and corridor alignment study is NMDOT's process to plan, design, identify impacts and acquire right-of-way needed to construct a new roadway corridor between the existing NM 136 Corridor to the existing NM 273 (McNutt Rd.)

FUNDING CATEGORY: FY 22 HB2 state funds

REMARKS: The study is looking at possible alignments for the connector to connect the City of Sunland Park to the Santa Teresa Port of Entry on NM 136. Study area covers from the US/Mexico Border north to the NM 136/Dona Ana County Road A002 intersection and across the section east to NM 273 (McNutt Rd).

PROJECT HISTORY:
Program in RMS 2050 MTP, 23-26 TIP in FY 2024

Total Project Cost Information:

Preliminary Engineering:	$2,700,000
Right Of Way:	$300,000
Construction:	$0
Construction Engineering:	$0
Contingencies:	$0
Indirects:	$0
Bond Financing:	$0
Potential Change Order:	$0
Total Project Cost:	**$3,000,000**

Cost of Approved Phases: **$3,000,000**

Authorized Funding by Category/Share

Cat			Federal Share	State Share	Regional Share	Local Share	Lcl Contribution	Total Share
	NM State Funds	FY 22 HB2	$0	$3,000,000	$0	$0	$0	$3,000,000
	Fund by Share		**$0**	**$3,000,000**	**$0**	**$0**	**$0**	**$3,000,000**

AMENDMENT HISTORY

History STIP Rev Date	History FY	History Date	History Note/Amendment
12/2022	2024	11/2022	Program in RMS 2050 MTP, 23-26 TIP in FY 2024

RMS 2050 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)
	R612X	Acosta Road Rehabilitation	Scope includes planning, design, and construction and construction management of a full depth roadway reconstruction, drainage, underground storm drain, erosion control, sidewalk and ADA wheelchair ramps, and permanent signing & striping. The project also includes bike lanes and/or bike routes.	I-10 W Frontage Road	Anthony Drive	2040	$10,800,000	$12,721,849	$1,272,185	$0	$13,994,033	Anthony, NM	2033
	R613X	Clark Avenue Rehabilitation	Scope includes planning, design, and construction and construction management of a full depth roadway reconstruction, drainage, underground storm drain, erosion control, sidewalk and ADA wheelchair ramps, and permanent signing & striping. The project also includes bike lanes and/or bike routes.	Texas State Line	Landers Ave	2040	$8,400,000	$9,894,771	$989,477	$0	$10,884,248	Anthony, NM	2033
	R614X	Church Street Rehabilitation	Scope includes planning, design, and construction and construction management of a full depth roadway reconstruction, drainage, underground storm drain, erosion control, sidewalk and ADA wheelchair ramps, and permanent signing & striping. The project also includes bike lanes and/or bike routes.	I-10 W Frontage Road	N 1st Street	2050	$10,800,000	$14,331,068	$1,433,107	$0	$15,764,175	Anthony, NM	2041
	A606X	St. Francis Drive Extension	Build 2-lane roadway. Scope includes Design, Construction and Construction Management of new roadway construction, drainage, environmental, erosion control, and permanent signing & striping. Shared use path to be included.	Pete Domenici Memorial Hwy (NM 136)	Sunland Park Extension	2032	$16,333,043	$17,595,326	$1,759,533	$0	$19,354,859	NM Border Authority	2027
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	2032	$42,500,000	$42,500,000	$0	$2,258,000	$44,758,000	NMDOT	2022
E100390	P623A-PE	Border Highway Connector (BHC) - Preliminary Engineering Phase	Developing the Border Highway Connector (BHC) location and corridor alignment study is NMDOT's process to plan, design, identify impacts and acquire right-of-way needed to construct a new roadway corridor between the existing NM 136 Corridor to the existing NM 273 (McNutt Rd). The study is looking at possible alignments for the connector to connect the City of Sunland Park to the Santa Teresa Port of Entry on NM 136. Study area covers from the US/Mexico Border north to the NM 136/Dona Ana County Road A002 intersection and across the section east to NM 273 (McNutt Rd).	NM 136, MP: TBD	NM 273, MP: TBD	2032	$0	$0	$2,700,000	$300,000	$3,000,000	NMDOT	2024
E100380	S601X	NM 273/Airport Road Signals	Install traffic signals at intersection NM 273/Airport Road	NM 273 (McNutt Road)/Airport Road Intersection	NM 273 (McNutt Road)/Airport Road Intersection	2032	$1,200,000	$1,200,000	$125,481	$0	$1,325,481	NMDOT	2025
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)	2032	$9,000,000	$9,000,000	$0	$0	$9,000,000	NMDOT	2026
	B608X	NM 404/NM 213 Interchange Improvement Project	This project is proposed to improve the safety and capacity of the NM 40 4/NM 213 Intersection (round about). Full build-out would include grade separation (fly-over) to support free flow freight traffic.	NM 404, MP 8.0 and NM 213 MP 2.5	NM 404 MP 9.0 and NM 213 MP 3.5	2032	$30,400,526	$33,592,581	$3,275,000	$2,000,000	$38,867,581	NMDOT	2028
	B609X	NM 136/Airport Road Grade Separation	Convert NM 136/Airport Road from an at-grade intersection to a grade separated interchange with exit/entrance ramps	Intersection NM 136 (Pete Dominici Hwy) and Airport Road	Intersection NM 136 (Pete Dominici Hwy) and Airport Road	2040	$46,691,328	$55,000,000	$5,500,000	$0	$60,500,000	NMDOT	2033
	B610X	NM 136/NM 273 Grade Separation	Convert NM 136/NM 273 from an at-grade intersection to a grade separated interchange with exit/entrance ramps	Intersection NM 136 (Pete Dominici Hwy) and NM 273 (McNutt Road)	Intersection NM 136 (Pete Dominici Hwy) and NM 273 (McNutt Road)	2040	$51,784,927	$61,000,000	$6,100,000	$0	$67,100,000	NMDOT	2033
	P622X	NM 9 Safety Corridor	Add shoulder and passing lanes to existing two lane roadway	NM 80	Junction NM 136 (Pete Dominici HWY)	2050	$7,536,075	$10,000,000	$1,000,000	$0	$11,000,000	NMDOT	2041
	R615X	NM 498 (Anapra)	Reconstruction of an existing 2-lane roadway. Scope includes Design, Construction and Construction Management of roadway reconstruction, drainage, erosion control, and permanent signing & striping. Shared use path to be included.	McNutt Road	Sunland Park Extension	2032	$1,484,057	$1,598,751	$159,875	$0	$1,758,626	Sunland Park	2027
	R616X	Race Track Drive	Reconstruction of an existing 2-lane roadway. Scope includes Design Construction and Construction Management of roadway reconstruction, drainage, erosion control, and permanent signing & striping. Shared use path to be included.	Doniphan Drive	McNutt Road	2032	$1,354,422	$1,459,097	$145,910	$0	$1,605,007	Sunland Park	2027
	A607X	Sunland Park Drive Extension	Widen from 2 to 3 lanes in each direction from State Line to McNutt and build/widen 4-lane roadway (2-lanes each direction) from McNutt to Sunland Park POE. Scope includes Design Construction and Construction Management of roadway widening and new roadway construction, drainage, erosion control, and permanent signing & striping	Texas State Line	Sunland Park POE	2032	$4,179,958	$4,503,002	$450,300	$0	$4,953,302	Sunland Park	2027
	C601X	Sunland Park (Camino Real de Tierra Adentro) POE	New International Port of Entry (POE) Crossings for passenger vehicles and pedestrians in Sunland Park, NM. This POE will connect Sunland Park, NM to Anapra/Ciudad Juarez, in Chihuahua, Mexico.	To be built at the international border , with 4-lane roadway connecting to the Sunland Park Extension and to U.S/Mexico Border		2032	$75,835,938	$81,696,843	$0	$0	$81,696,843	Sunland Park	2027

EL PASO MPO - New Mexico District 1 & 2

2022-2025 NM State Transportation Improvement Program

RMS 2023-2026 TIP

Funding by Category

Tuesday, December 20, 2022

	FY 2023		FY 2024		FY 2025		FY 2026		Total FY 2023 - 2026	
Description	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized
NHPP (National Highway Performance Program)	$0	$0	$0	$0	$0	$0	$6,283,584	$6,283,584	$6,283,584	$6,283,584
NM State Funds	$0	$0	$3,000,000	$3,000,000	$1,325,481	$1,325,481	$2,716,416	$2,716,416	$7,041,897	$7,041,897
Total	**$0**	**$0**	**$3,000,000**	**$3,000,000**	**$1,325,481**	**$1,325,481**	**$9,000,000**	**$9,000,000**	**$13,325,481**	**$13,325,481**

Funding Participation Source

Source	FY 2023	FY 2024	FY 2025	FY 2026	Total
Federal Participation	$0	$0	$0	$7,689,600	$7,689,600
State Participation	$0	$3,000,000	$1,325,481	$1,310,400	$5,635,881
Total	**$0**	**$3,000,000**	**$1,325,481**	**$9,000,000**	**$13,325,481**

El Paso Metropolitan Planning Organization

APPENDIX B: PERFORMANCE BASED PLANNING AND PROGRAMMING

PERFORMANCE MEASURES

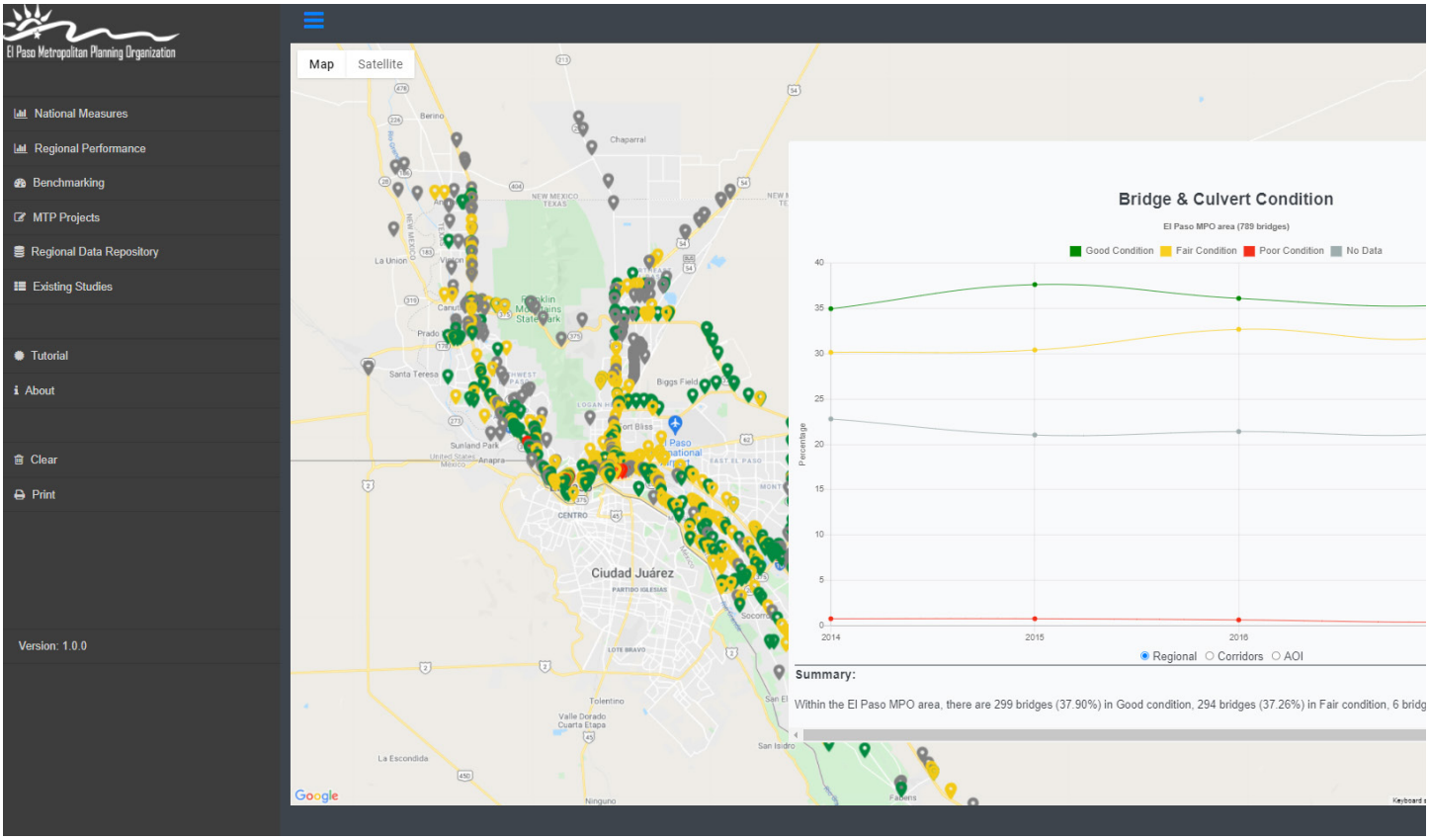
Measuring and tracking the performance of the region's transportation system is a fundamental component of the RMS 2050 MTP and the performance-based planning process. Performance measurement allows planners to assess the current state of the system to develop recommendations for improvements, evaluate the effectiveness of recently implemented improvements, and forecast the effectiveness of planned improvements.

The EPMPO–monitors two kinds of performance as part of its performance-based planning efforts: Observed Performance and Forecasted or Modeled Performance.

Observed Performance: Performance is measured based on information from various sources (national, state, local) and reported via a web-based application tool developed for geospatial visualization of performance of the transportation network. This webtool can be found at https://www.elpasompo.org/Links through the "EPMPO Performance Measures Tool" link.

The objectives of the Web Tool are:

- To track transportation performance over time
- To support identification of gaps in infrastructure across transportation modes
- To provide performance-based information for planning and programming decisions and
- To be a resource for local planning partners and general public.



The Multimodal Web Tool shows performance of transportation networks in the El Paso region captured by multimodal performance measures that were identified from Destino 2045 Metropolitan Transportation Plan (2018), Congestion Management Process (2013), and FHWA National Performance Measures (2017), and based on available local, state, and national data.

Forecasted or Modeled Performance: Using EPMPO's TDM, planners can forecast the performance of the region's transportation system, considering both planned system improvements and forecasted demographics. Performance-based planning using these measures was initiated with the development of the previous MTP (Destino 2045 MTP), and additional measures have been incorporated as part of the development of the RMS 2050 TDM and the reporting output summary has been improved.

NATIONAL PERFORMANCE REQUIREMENTS

Federal legislation passed in 2012 introduced a new requirement to incorporate a performance-based approach into the transportation planning process. The federal transportation bill *Moving Ahead for Progress in 21st Century Act* (MAP-21) required state Departments of Transportation, MPOs, 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 bolstered by the *Fixing America's Surface Transportation* (FAST) Act, which was signed into law in 2015.

The federal performance measures fall into three main categories—safety, maintenance, and performance. Safety measures track highway and transit deaths and injuries and include transit incidents like fires or crashes. Maintenance measures look at the age of transit fleets and the condition of roads and bridges. System performance measures look at highway congestion and reliability, freight movement, and environmental sustainability, including air quality.

TABLE 2-2: FEDERAL PERFORMANCE MEASURE CATEGORIES

Safety	Highway Safety
	Transit Safety (Public Transportation Agency Safety Plan)
Maintenance	Highway Pavement and Bridge Conditions
	Transit Asset Management (TAM)
System Performance	National Highway System (NHS) Congestion
	Freight
	Congestion Management and Air Quality (CMAQ) Program

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 adopt targets and baseline performance measures, and to report progress toward achieving the targets in Regional Performance adopted two years after the effective date of the final rule. The five performance measures' final rules currently effective were established at different times, and therefore have different target-setting and implementation deadlines, as seen in **Table 2-3** below.

TABLE 2-3: SUMMARY OF IMPLEMENTATION TIMELINES

FINAL RULE	FINAL RULE EFFECTIVE DATE	TARGET SETTING DEADLINE			REQUIRED TO BE INCLUDED IN MTP BY	REPORTING PERIOD	REPORTING SCHEDULE
		STATE DOT	TRANSIT PROVIDER	MPO			
***PM1*: Safety**	4/14/2016	8/31/2017	-	2/16/2018	5/27/2018	Annually	Annually
***PM2*: Infrastructure**	5/20/2017	5/20/2018	-	11/16/2018	5/20/2019	2- and 4-year performance periods	Biannually (2018,2020, 2022,etc.)
***PM3*: System Performance**							
Transit Asset Management (TAM)	10/1/2016	10/1/2017	-	12/27/2017	10/1/2018	Complete updated TAM Plan by Oct 2022	
Public Transportation Agency Safety Plan (PTASP)	7/19/2018	-	7/20/2020 (extended to 12/31/2020)	1/20/2021	7/20/2021	Updated and certified by transit agency annually.	

At the adoption date of RMS 2050 MTP, all five performance measure rules are effective, and the adoption of official targets is required and must be reported.

REQUIRED PERFORMANCE MEASURES AND TARGETS

A summary of the required National Performance Measures aligned with the seven National Goals is presented below in **Table 2-4**. The EPMPO has adopted targets set by the states (TxDOT and NMDOT) for all National Performance Measures. This section summarizes the adopted targets for each of the measures and provides an analysis to determine if the targets were met or not. Certain performance measures may be updated on an annual basis. See Appendix D for updated information.

TABLE 2-4: NATIONAL GOALS AND METRICS

NATIONAL GOAL	NATIONAL PERFORMANCE MEASURE(S)	
Safety	- Fatalities (# and rate)	
	- Serious Injuries (# and rate)	
	- Number of non-motorized fatalities and serious injuries	
Infrastructure Condition	- % of Interstate pavements in Good & Poor Condition	*National Highway System =NHS*
	- % of non-Interstate NHS pavements in Good & Poor condition	
	- % of HNS bridges classified as in Good & Poor condition	
Congestion Reduction	- Annual hours of PHED per capita	*Peak Hour Excessive Delay =PHED*
	-% Non-SOV Travel	
System Reliability	- % of PMT on the Interstate that are reliable	*Passenger Miles Traveled=PMT*
	- % of PMT on non- Interstate that are reliable	
Freight Movement & Economic Vitality	- TTTR Index on the Interstate System	*Truck Travel Time Reliability Index =TTTRI*
Environmental Sustainability	- % Change in CO2 Emissions on NHS Compared to Calendar year 2017	
Reduced project delivery delays	- No national measures in current legislation	

SAFETY (PM1)

State Targets adopted by the EPMPO Transportation Policy Board for previous fiscal years and for the most recent year up to the date of completion of RMS 2050 MTP are presented in the tables below for Texas and New Mexico respectively (**Table 2-5** and **Table 2-6**).

TABLE 2-5: SAFETY - TEXAS STATE TARGETS BY CALENDAR YEAR

PM1: SAFETY	2018	2019	2020	2021	2022
Number of fatalities	3,704	3,791	3,840	3,687	3,563
Rate of fatalities	1.43	1.414	1.406	1.33	1.27
Number of serious injuries	17,565	17,751	17,394	17,151	16,677
Rate of serious injuries	6.74	6.55	6.286	6.06	5.76
Number of non-motorized fatalities and serious injuries	2,151	2,237.6	2,285	2,346.4	2,367

TABLE 2-6: SAFETY - NEW MEXICO STATE TARGETS BY CALENDAR YEAR

PM1: SAFETY	2018	2019	2020	2021	2022
Number of fatalities	364.1	375	401.9	411.6	421.9
Rate of fatalities	1.33	1.318	1.429	1.486	1.645
Number of serious injuries	1,219.4	1,100	1,074.2	1,030.5	1,030.5
Rate of serious injuries	4.456	3.825	3.82	3.722	3.842
Number of non-motorized fatalities and serious injuries	228	220.6	204	200	190.6

Although the EPMPO has adopted the state's safety targets, eventually regional targets based on data specific to the EPMPO area will be developed. For this purpose, the EPMPO has initiated an analysis in cooperation with UTEP to calculate regional targets and performance, based on adopted targets following TxDOT and NMDOT methodology. The analysis presented below is based on available data for El Paso County and portions of Doña Ana County within the study area. The analysis aims to determine whether targets were met for the EPMPO study area and to provide information for the development of the regional targets.

Given that year 2020 was an unusual year due to the impact of the COVID-19 pandemic on traffic volumes and congestion, crash data for year 2019 is being reported for RMS 2050 MTP. According to the 2019 performance in El Paso County, only two out of five performance targets were either met or were better than baseline as presented in **Table 2-7** for El Paso County and five out of the five performance targets were met for Doña Ana and Otero Counties as shown in **Table 2-8**.

The Final Rule allows states that do not meet a target to be considered as having made significant progress toward meeting the target if the outcome for that performance measure is better than the state's performance for the year prior to the year in which the target was established (i.e., baseline safety performance). A state DOT is determined to have met, or made significant progress toward meeting, its targets when at least four of the five required performance targets are either met or the safety outcome for the performance measure has improved.

TABLE 2-7: EL PASO COUNTY, PM1: SAFETY CALENDAR YEAR 2019

PM1: SAFETY	BASELINE PERFORMANCE 2013-2017	2019 ACTUAL PERFORMANCE	5-YEAR ROLLING AVERAGE 2015-2019	2019 TARGET	TARGET STATUS	BETTER THAN BASELINE	MET OR MADE SIGNIFICANT PROGRESS
Number of Fatalities	67	80	75	70	NOT MET	NO	NO
Fatality Rate	1.299	1.388	1.383	1.283	NOT MET	NO	
Number of Serious Injuries	282.6	262	288.8	362.5	MET ✓	N/A*	
Serious Injury Rate	5.47	4.545	5.359	6.64	MET ✓	N/A*	
Number of Non-motorized Fatalities and Serious Injuries	58.6	74	63.8	62.5	NOT MET	NO	

** N/A indicates that better than baseline analysis not applicable since the target was met*

According to the 2019 performance in Doña Ana and Otero County, all five out of five performance targets were met.

TABLE 2-8: DOÑA ANA AND OTERO COUNTY, PM1: SAFETY CALENDAR YEAR 2019

PM1: SAFETY	BASELINE PERFORMANCE 2012-2016	2019 ACTUAL PERFORMANCE	5-YEAR ROLLING AVERAGE 2015-2019	2019 TARGET	TARGET STATUS	BETTER THAN BASELINE	MET OR MADE SIGNIFICANT PROGRESS
Number of Fatalities	5.6	7	5.2	6	MET ✓	N/A*	YES ✓
Fatality Rate	2.778	2.991	2.364	2.722	MET ✓	N/A*	
Number of Serious Injuries	19.2	6	12.2	15.8	MET ✓	N/A*	
Serious Injury Rate	9.592	2.6	5.59	7.194	MET ✓	N/A*	
Number of Non-motorized Fatalities and Serious Injuries	1.6	0	0.8	1.9	MET ✓	N/A*	

** N/A indicates that better than baseline analysis not applicable since the target was met*

INFRASTRUCTURE CONDITION (PM2)

Texas state targets for Infrastructure Condition adopted by the EPMPO Transportation Policy Board are presented in the **Table 2-9**. 2-year and 4-year targets for FY 2022 were adopted on November 16, 2018 and 4-year targets were revised on March 26, 2021.

TABLE 2-9: INFRASTRUCTURE CONDITION - TEXAS STATE TARGETS

PM2: INFRASTRUCTURE CONDITION *ADOPTED BY TPB ON:*	BASELINE	2-YEAR CONDITION/ PERFORMANCE	2-YEAR TARGET	2022 TARGET	
				4-YR	4-YR ADJUSTED
				11/16/2018	*3/26/2021*
Percentage of pavements on the Interstate System in GOOD condition	-	66.60%	-	66.40%	65.50%
Percentage of pavements on the Interstate System in POOR condition	-	0.10%	-	0.30%	0.20%
Percentage of pavements on the non-Interstate NHS in GOOD condition	54.50%	55.20%	52%	52.30%	54.10%
Percentage of pavements on the non-Interstate NHS in POOR condition	14.00%	13.50%	14.30%	14.30%	14.20%
Percent of NHS bridges classified as in GOOD condition	50.70%	50.70%	50.60%	50.40%	-
Percent of NHS bridges classified as in POOR condition	0.90%	1.30%	0.80%	0.80%	1.50%

The New Mexico state 4-year targets for FY 2021 were adopted by the Transportation Policy Board on November 16, 2018 (**Table 2-10**).

TABLE 2-10: INFRASTRUCTURE CONDITION - NEW MEXICO STATE TARGETS

PM2: INFRASTRUCTURE CONDITION *ADOPTED BY TPB ON NOV, 16 2018*	4 YEAR (2021)
Percentage of pavements on the Interstate System in GOOD condition	59.10%
Percentage of pavements on the Interstate System in POOR condition	5.00%
Percentage of pavements on the non-Interstate NHS in GOOD condition	34.20%
Percentage of pavements on the non-Interstate NHS in POOR condition	12.00%
Percent of NHS bridges classified as in GOOD condition	30.00%
Percent of NHS bridges classified as in POOR condition	2.50%

Similarly, the EPMPO has developed an analysis based on available regional data to determine whether the infrastructure condition targets were met for the EPMPO study area. This analysis will be used in the development of future targets specific to the region.

The latest Highway Performance Monitoring System (HPMS) pavement condition data available at the time of development of RMS 2050 MTP was for year 2018 in El Paso, Doña Ana, and Otero Counties. The latest National Bridge Investment Analysis System (NBIAS) bridge condition data was available for year 2019 in El Paso, Doña Ana, and Otero Counties.

Since Texas targets adopted by the state were only for years 2020 and 2022, the 2018 pavement data and 2019 bridge data are compared against these targets for El Paso County. As presented below in **Table 2-11**, only two of the six performance measures for El Paso County met the target.

TABLE 2-11: EL PASO COUNTY, PM2: INFRASTRUCTURE CONDITION

PM2: INFRASTRUCTURE CONDITION	TX BASELINE	TX ADOPTED TARGETS		EL PASO COUNTY ACTUAL PERFORMANCE
	2018	2020	2022	2018 HPMS, 2019 NBIAS
Percentage of pavements on the Interstate System in GOOD condition	-	-	66.40%	47.71%
Percentage of pavements on the Interstate System in POOR condition	-	-	0.30%	4.75%
Percentage of pavements on the non-Interstate NHS in GOOD condition	54.40%	52.00%	52.30%	29.28%
Percentage of pavements on the non-Interstate NHS in POOR condition	13.80%	14.30%	14.30%	25.55%
Percent of NHS bridges classified as in GOOD condition	50.63%	50.58%	50.42%	54.37% ✓
Percent of NHS bridges classified as in POOR condition	0.88%	0.80%	0.80%	0.00% ✓

✓ *indicates target was met*

Since NM targets adopted by the state were only for years 2019 and 2021, the 2018 pavement data and 2019 bridges data are compared against these targets for Doña Ana and Otero Counties. **Table 2-12** below demonstrates that all of the measures for Doña Ana and Otero Counties were met.

TABLE 2-12: DOÑA ANA AND OTERO COUNTY, PM2: INFRASTRUCTURE CONDITION

PM2: INFRASTRUCTURE CONDITION	NM ADOPTED TARGETS		ACTUAL PERFORMANCE
	2019	2021	2018 HPMS
Percentage of pavements on the Interstate System in GOOD condition	57.30%	59.10%	100% ✓
Percentage of pavements on the Interstate System in POOR condition	4.50%	5%	0.00% ✓
Percentage of pavements on the non-Interstate NHS in GOOD condition	35.60%	34.2%	72.16% ✓
Percentage of pavements on the non-Interstate NHS in POOR condition	9%	12%	7.58% ✓
Percent of NHS bridges classified as in GOOD condition	36%	30%	39.85% ✓
Percent of NHS bridges classified as in POOR condition	3.30%	2.50%	0.00% ✓

✓ *indicates target was met*

SYSTEM PERFORMANCE, FREIGHT, AND CMAQ (PM3)

Texas state targets for System Performance adopted by the EPMPO Transportation Policy Board are presented in **Table 2-13**. 2-year and 4-year targets for FY 2022 were adopted on November 16, 2018 and 4-year targets were revised on March 26, 2021.

TABLE 2-13: SYSTEM PERFORMANCE - TEXAS STATE TARGETS

PM3: SYSTEM PERFORMANCE *ADOPTED BY TPB ON:*	BASELINE	2-YEAR CONDITION / PERFORMANCE	2-YEAR TARGET	2022 TARGET	
				4-YR	4-YR ADJUSTED
				11/16/2018	*3/26/2021*
Percent of the Person-Miles Traveled on the Interstate That Are Reliable	79.50%	81.20%	61.20%	56.60%	70%
Percent of the Person-Miles Traveled on Non-Interstate That Are Reliable	-	83%	-	55.0%	70%
Truck Travel Time Reliability (TTTR) Index	1.40	1.44	1.7	1.79	1.78

The New Mexico state 4-year targets for FY 2021 were adopted by the Transportation Policy Board on November 16, 2018 (**Table 2-14**).

TABLE 2-14: SYSTEM PERFORMANCE - NEW MEXICO STATE TARGETS

PM3: SYSTEM PERFORMANCE *ADOPTED BY TPB ON:*	4 YEAR (2021) *NOV 16,2018*
Percent of the Person-Miles Traveled on the Interstate that are Reliable	95.10%
Percent of the Person-Miles Traveled on Non-Interstate that are Reliable	90.40%
Truck Travel Time Reliability (TTTR) Index	1.15

Observing the current performance of the roadway system is an important component of assessing the system's needs and planning for its future. For the regional analysis and to determine if the system performance targets were met or not for the EPMPO study area, UTEP has done a comparison of the adopted targets to actual performance based on available data.

These measures are primarily calculated using the National Performance Management Research Dataset (NPMRDS). The latest NPMRDS travel time reliability data was available for years 2017, 2018 and 2019 in El Paso County, Doña Ana and Otero Counties.

Since Texas targets were adopted only for years 2020 and 2022, the 2017/2018/2019 travel time reliability is compared against these targets for El Paso County.

TABLE 2-15: EL PASO COUNTY, PM3: SYSTEM PERFORMANCE

PM3: SYSTEM PERFORMANCE	TX BASELINE	TX ADOPTED TARGETS		ACTUAL PERFORMANCE		
		2020	2022	2017	2018	2019
Percent of the Person-Miles Traveled on the Interstate That Are Reliable	79.60%	61.20%	56.60%	88.4% ✓	88.3% ✓	91.20% ✓
Percent of the Person-Miles Traveled on Non-Interstate That Are Reliable	-	-	55.40%	79.2% ✓	76.7% ✓	83.1% ✓
Truck Travel Time Reliability (TTTR) Index	1.5	1.7	1.79	1.54 ✓	1.49 ✓	1.47 ✓

✓ *indicates target was met*

Since New Mexico targets were adopted only for years 2019 and 2021, the 2017/2018/2019 travel time reliability is compared against these targets for roadway links that belong to the El Paso MPO area in Doña Ana and Otero Counties.

TABLE 2-16: DOÑA ANA AND OTERO COUNTY, PM3: SYSTEM PERFORMANCE

PM3: SYSTEM PERFORMANCE	NM BASELINE	NM ADOPTED TARGETS		ACTUAL PERFORMANCE		
		2019	2021	2017	2018	2019
Percent of the Person-Miles Traveled on the Interstate that are Reliable	97.00%	96.10%	95.10%	100% ✓	100% ✓	100% ✓
Percent of the Person-Miles Traveled on Non-Interstate that are Reliable	90.50%	90.40%	90.40%	100% ✓	100% ✓	80.70%
Truck Travel Time Reliability (TTTR) Index	1.13	1.14	1.15	1.13 ✓	1.14 ✓	1.17

✓ *indicates target was met*

CMAQ/AIR QUALITY

Nonattainment MPOs are required to establish targets and report progress for the performance measures related to the Congestion Mitigation and Air Quality (CMAQ) program as established in 23 CFR Part 490 (§ 490.707 and § 490.807) for on-road mobile source emissions. As of the effective date for pollutant target setting, the EPMPO was the only Carbon Monoxide (CO) and Particulate matter-10 (PM-10) nonattainment area in Texas and the only PM-10 nonattainment area in New Mexico.

Methodologies and Emission Targets for these measures have been mutually agreed upon by EPMPO, TxDOT-Transportation Planning and Programming Division and NMDOT-Planning Division. The effectiveness of the Congestion Mitigation and Air Quality Improvement Program is gauged by the following measures:

- Annual Hours of Peak Hour Excessive Delay Per Capita
- Percent of Non-SOV travel
- Total Emissions Reduction: Particulate Matter less than or equal to 10 microns (PM-10)
- Total Emissions Reduction: Carbon Monoxide (CO)

Note that EPMPO is not required to set targets for the annual Hours of Peak Hour Excessive Delay Per Capita and the Percent of Non-SOV travel until the Second Performance Period in 2022-2025.

Mid-point-4-year target and methodology has been updated (23 CFR Part 490 Subparts A, E, F, G & H) due to more reliable data available in 2018 and 2019 for CO and PM-10. The established baseline for the updated 4-year targets, which relies on historical data from 2014-2017, will remain the same. After the first two years (2018-2019) of the first performance period were available, EPMPO updated the 4-year targets and recommended these targets to TxDOT to use for the state's on road mobile source emissions for CO and PM-10.

The Midpoint Performance Period On-road Mobile Source Emissions targets were presented to the Transportation Policy Board for approval in September 2020. The updated 4-year targets and the original 2-year and 4-year targets for Texas are presented in **Table 2-17**.

TABLE 2-17: PM3: CMAQ - TEXAS STATE TARGETS

TEXAS	BASELINE (KG/DAY)	ORIGINAL 2-YEAR TARGETS (KG/DAY)	MID-POINT CONDITION REPORT 2-YEAR TARGETS (KG/DAY)	ORIGINAL 4-YEAR TARGETS (KG/DAY)	*UPDATED MIDPOINT 4-YEAR TARGETS (KG/DAY)*
Total Emissions Reduction: PM-10	0.97	4.73	11.37	13.71	*21.96*
Total Emissions Reduction: CO	580.24	434.93	490.75	891.11	*841.62*

The EPMPO worked with NMDOT to develop on-road mobile source emission targets for PM-10. A cost benefit analysis methodology was used in 2018 to develop the original 2-year and 4-year emission targets for the first performance period. The same methodology was used for the update to the 4-year emissions target at the midpoint reporting period.

The established baseline was developed with the original targets that were set in 2018 and will remain the same until the development of targets for the next performance period. Because EPMPO updated the midpoint 4-year on-road mobile source emission target for PM-10 in Texas (based on actual, rather than projected, 2018-2019 data), and because the New Mexico methodology is tied to the Texas methodology by way of the cost benefit analysis, the New Mexico 4-year on road mobile source emission target for PM-10 has also been updated. The updated 4-year target and the original 2-year and 4-year targets for New Mexico are presented in **Table 2-18**.

TABLE 2-18: PM3: CMAQ - NEW MEXICO STATE TARGETS

NEW MEXICO	BASELINE (KG/DAY)	ORIGINAL 2-YEAR TARGET (KG/DAY)	MID-POINT CONDITION REPORT 2-YEAR TARGET (KG/DAY)	ORIGINAL 4-YEAR TARGET (KG/DAY)	*UPDATED MIDPOINT 4-YEAR TARGET (KG/DAY)*
Total Emissions Reduction: PM-10	0.17	0.65	1.14	1.79	*3.48*

It should be noted that the EPMPO is currently working with NMDOT to develop a new target methodology based on available data and independent from Texas methodology. This will allow a better representation of New Mexico's project goals in terms of the CMAQ portion of Air Quality Benefits.

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 MOUs 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, as well as targets for Texas and New Mexico and recommended that the El Paso MPO Transportation Policy Board (TPB) adopt the state of Texas' 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.

TABLE 2-19: EL PASO TRANSIT ASSET MANAGEMENT 4 YEAR TARGETS

TRANSIT ASSET MANAGEMENT	2022 TARGET
% 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 State of Good Repair 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

TABLE 2-20: PERFORMANCE MEASURES ADOPTED IN THE PTASP

PERFORMANCE MEASURES-FIXED 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)		82,864 miles	90,000 miles	95,000 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)		2,879 hrs.	2,900 hrs.	2,950 hrs.	3,000 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)		87,019 miles	88,000 miles	90,000 miles	91,000 miles

ADDRESSING PERFORMANCE IN RMS 2050

RMS 2050 MTP includes performance measures beyond those that are required by the final rules. These supplemental performance measures are quantifiable indicators of whether the policies and proposed program of projects in the RMS 2050 MTP help the region achieve the desired outcomes articulated in the adopted goals and objectives. This approach provides decision makers with the ability to objectively set policies and prioritize projects based on a project's anticipated outcomes and whether those outcomes truly address the region's transportation challenges by achieving the local, state and national goals and objectives.

The use of an outcome-based process using objective measures in the planning process also allows the MPO to track transportation system performance as the RMS 2050 MTP is implemented by tracking project performance after projects are constructed. This tracking of project performance will help the MPO determine whether the project's actual, real-world performance matches the results expected during the planning process. This approach also allows the EPMPO to meet its federal mandate for a process of continuous improvement of both the transportation system and the planning process itself.

The planning-level performance measures recommended for RMS 2050 MTP (**Table 2-21**) combine performance measures developed in collaboration with local stakeholders based on the adopted goals and objectives with performance measures required by the USDOT through federal regulations. In general, these performance measures fall into two broad categories. The first category includes those measures (such as mobility and accessibility) that can be modeled (using the MPO travel demand model of the regional transportation system) and quantified at the project level to evaluate the specific performance outcomes of individual projects or packages of projects. The second category includes measures (such as environmental sustainability) whose outcomes are more appropriately measured at the regional transportation system level (and which cannot be discretely modeled by the El Paso travel demand model).

TABLE 2-21: GOALS AND METRICS

GOALS	PLAN PERFORMANCE MEASURES	NATIONAL PERFORMANCE MEASURES
Safety	- Number of projects that include safety enhancements located near crash hotspots	- Crashes per 100 Million Vehicle Mile Traveled
		- Total crashes resulting in fatality or incapacitating injury
		- Total crashes involving cyclists and pedestrians
Maintenance & Operations	- Number of projects that repair or replace deficient bridges or pavements	- Number of deficient bridges
		- Lane miles of deficient pavement
Mobility	- Travel Time Index (Actual Travel Time Divided by Non-Congested Travel Time)	- Percent Miles Traveled on Network that are reliable
	- Annual hours of delay (millions)	- Peak Hours Excessive Delay Per Capita
	- Commute times from Environmental Justice zones (min)	- Truck Travel Time Reliability Index (TTTRI)
Accessibility & Travel Choice	- Percent of jobs, key destinations, and population within ½ mile of high-quality, rapid transit	- Percent non-SOV (single occupancy vehicle) trips
	- Average trip costs	
Sustainability	- Total Vehicle Miles Traveled (VMT)	- Estimated Max Daily CO Emissions (Tons/Day)
	- VMT per capita (regional)	- Estimated Max Daily PM10 Emissions (Tons/Day)
Economic Vitality	- Annual hours of delay along major freight corridors	-
	- Average wait times by mode at POEs	-
	- Number of projects that improve operations or multimodal access at current or future POEs	-
Quality of Life	- The indicator for this goal is a summary of performance on each goal for each alternative relative to the other alternatives	-
Implementation	- Number of projects ready for implementation based on the Project Readiness Report	-

RMS 2023-2026 TIP

MPO SELF-CERTIFICATION

In accordance with 23 CFR Part 450.336 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 transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

1. 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
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 (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT 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.

District
Texas Department of Transportation

Tomas Trevino, P.E.

District Engineer

3/25/22

Date

Metropolitan Planning Organization
Policy Board Chairperson

Walter L. Miller

Chairperson

03/25/2022

Date