



Santa Fe MPO Transportation Policy Board

Thursday February 22, 5:00PM

Location: 737 Agua Fria Street (Monica Roybal Center Conference Room)

AGENDA

- ◆ Call to Order
- ◆ Approval of Agenda
- ◆ Approval of Meeting Minutes 11_16_23
- ◆ **Communications from the Public**
- 1. Items for Discussion and Possible Action:**
 - A. Selection of TPB Chair and Vice Chair
 - B. Review and Recommend: 2024-2029 Formal TIP Amendment 2 via Self-Certificate
 - C. Review and Recommend: Adoption of Performance Measures 1: Safety Targets via Self-Certificate
 - D. Overview of MPO Training Manual
- 2. Matters from MPO Staff**
- 3. Matters from TPB Members**
- 4. Adjourn** - Next TPB Meeting: March 28, 2024

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**SUMMARY OF ACTION
 SANTA FE MPO TRANSPORTATION POLICY BOARD
 THURSDAY, DECEMBER 14, 2023, 4:00 PM
 737 AGUA FRIA, MONICA ROYBAL CENTER
 SANTA FE, NEW MEXICO**

<u>ITEM</u>	<u>ACTION</u>	<u>PAGE</u>
CALL TO ORDER		1
ROLL CALL	QUORUM	1
APPROVAL OF AGENDA	APPROVED	1
 <u>APPROVAL OF MINUTES</u>		
MINUTES OF SEPTEMBER 28, 2023 MEETING	APPROVED	2
COMMUNICATIONS FROM THE PUBLIC	NONE	2
 <u>ITEMS FOR DISCUSSION AND POSSIBLE ACTION</u>		
REVIEW AND APPROVE SANTA FE SAFE ROUTES TO SCHOOL ACTION PLAN FOR 2023-2027	APPROVED	2
MATTERS FROM MPO STAFF	INFORMATION/DISCUSSION	2
MATTERS FROM TPB MEMBERS	INFORMATION/DISCUSSION	2
NEXT MEETING	FEBRUARY, 22, 2024	2
ADJOURN	ADJOURNED	3

**SANTA FE MPO TRANSPORTATION POLICY BOARD
THURSDAY, DECEMBER 14, 2023, 4:00 PM
737 AGUA FRIA, MONICA ROYBAL CENTER
SANTA FE, NEW MEXICO**

1. CALL TO ORDER

A meeting of the Santa Fe MPO Transportation Policy Board was called to order by Councilor Jamie Cassutt, Chair, at 4:05 pm, on Thursday, December 14, 2023, and was held at 500 Market Street, Santa Fe, New Mexico.

2. ROLL CALL

MEMBERS PRESENT

Mr. Paul Brasher
Commissioner Anna Hansen
Commissioner Greene
Commissioner Hank Hughes
Councilor Jamie Cassutt, Chair

MEMBERS ABSENT

Councilor Amanda Chavez, Excused
Larry Samuel
Councilor Renee Villarreal

OTHERS PRESENT

Erick Aune, MPO Officer
Leah Yngve, MPO
Hannah Burnham, MPO
Jeanne Wolfenbargar, Traffic Engineer
Tim Rogers, Santa Fe Conservation Trust
Lucy Stanus, Sustainability Program, Santa Fe Conservation Trust

3. APPROVAL OF AGENDA

MOTION A motion was made by Commissioner Hansen, seconded by Commissioner Greene, to approve the motion as presented.

VOTE The motion passed on a voice vote.

4. APPROVAL OF MINUTES

A. MINUTES OF SEPTEMBER 28, 2023 MEETING

MOTION A motion was made by Commissioner Hughes, seconded by Commissioner Greene, to approve the minutes of September 28, 2023.

VOTE The motion passed on a voice vote.

5. COMMUNICATIONS FROM THE PUBLIC

None.

6. ITEMS FOR DISCUSSION AND POSSIBLE ACTION

A. REVIEW AND APPROVE SANTA FE SAFE ROUTES TO SCHOOL ACTION PLAN FOR 2023-2027

Mr. Aune presented the Santa Fe Safe Routes to School Action Plan for 2023-2027.

MOTION A motion was made by Commissioner Hansen, seconded by Mr. Brasher, to approve the Santa Fe Safe Routes to School Action Plan for 2023-2027.

VOTE The motion passed on a roll call vote as follows:

Commissioner Greene, yes; Commissioner Hansen, yes; Commissioner Hughes, yes; Mr. Brasher, yes; Chair Cassutt, yes.

7. MATTERS FROM MPO STAFF

Mr. Aune discussed matters from staff.

8. MATTERS FROM TPB MEMBERS

Matters from TPB members were discussed.

9. NEXT MEETING: FEBRUARY, 22, 2024

10. ADJOURN

There being no further business before the Board, the meeting adjourned at 5:00 pm

Councilor Jamie Cassutt, Chair

Elizabeth Martin, Stenographer



Santa Fe Metropolitan Planning Organization



Santa Fe MPO Staff Report

Technical Coordinating Committee: February 19, 2024

Transportation Policy Board: February 22, 2024

Matter of Approval: Approval of 2024-2029 TIP Amendment 2

RECOMMENDED ACTION: Approval of the FFY 2024-2029 TIP Amendment 2 via this Self-Certificate formally adopting the amendment.

Background:

Formal amendments to the Transportation Improvement Program (TIP) occur every quarter for additions of new projects to the TIP or significant project changes. Amendment 2 to the 2024-2029 TIP is the last amendment for this TIP. It will follow the below schedule:

SFMPO - Call for Amendment Proposals	1/02/2024
SFMPO – Deadline for Submittal of Amendment Proposals	1/16/2024
SFMPO – TCC Amendment Review	1/22/2024
SFMPO – Release for Public Review	1/25/2024
SFMPO – Close of 15 Day Public Review	2/08/2024
SFMPO – TCC Review and Public Comment and Recommendation	2/19/2024
SFMPO – TPB Public Hearing and Approval	2/22/2024

No public comment was received during the 15 day Public Review period.

The proposed amendment is:

TIP ID	Agency	DOC	Project Title	Type	Change
S100720	NMDOT	24-02	US-285, Lamy - USDOT 013802M	Rail/Highway Crossing	Increase state rail road crossing funding by \$144,000 for a total of \$300,000 in construction funding for FFY25.
S100730	NMDOT	24-02	I-25 Pavement Rehab	Road – Major Rehabilitation	\$15,584,447 in FFY28 National Highway Performance Program construction funds added



Santa Fe Metropolitan Planning Organization



MPO SELF-CERTIFICATION

Amendment 2 to the FFY 2024-2029 TIP Approved on February 22nd, 2024 by the Santa Fe MPO Transportation Policy Board

In accordance with 23 U.S.C. 450.334, the New Mexico Department of Transportation (NMDOT), and the Santa Fe Metropolitan Planning Organization (SF MPO) for the Santa Fe urbanized area hereby certify that the transportation planning process, specifically Transportation Improvement Program (TIP) Amendment 2 meets the Performance-Based Planning and Programming (PBPP) requirements established in 23 CFR 450.326(d), 49 CFR 625, and 49 CFR 630. The projects selected in the FFY 2024 – 2029 Transportation Improvement Program (TIP) were developed from the priorities outlined in the NMDOT Asset Management Plan, the New Mexico Strategic Highway Safety Plan, and the New Mexico Freight Plan; and from the priorities outlined in the Santa Fe Trails Transit Asset Management Plan, and the Santa Fe MPO 2020-2045 Metropolitan Transportation Plan and its formally adopted Master Plans.

The programmed projects included in this Amendment 2 to the TIP support the adopted Performance Targets of the Santa Fe MPO for Performance Measure 1 (Safety), Performance Measure 2 (State of Good Repair), Performance Measure 3 (System Performance), and Transit Asset Management. The TIP and each formal amendment were developed, reviewed and processed by the Santa Fe MPO in accordance with the Santa Fe MPO Public Participation Plan and the Santa Fe MPO Title VI Plan. The Santa Fe MPO also certifies 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) The fiscal constraint required in 23 C.F.R. 450;
- (2) 49 U.S.C. 5323(1), 23 U.S.C. 135, and 23 U.S.C. 450.220;
- (3) Title VI of the Civil Rights Act of 1964 and the Title VI assurance executed by each State under 23 U.S.C. 324 and 29 U.S.C. 794;
- (4) Section 1101(b) of the Transportation Equity Act for the 21st Century (Pub. L. 105-178) regarding the involvement of Disadvantaged Business Enterprises in FHWA and FTA funded planning projects (Sec. 105(f), Pub. L. 97-424, 96 Stat. 2100; 49 CFR, Subtitle A, Part 26);
- (5) The provisions of the Americans with Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat. 327, as amended) and U. S. DOT implementing regulation;
- (6) The provision of 49 U.S.C. Part 20 regarding restrictions on influencing certain activities; and
- (7) Sections 174 and 176(c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506(c) and (d)).

The projects and revisions that were part of the amendment are as follow:

PROPOSED PROJECT TO BE AMENDED:

TIP ID	Agency	DOC	Project Title	Type	Change
S100720	NMDOT	24-02	US-285, Lamy - USDOT 013802M	Rail/Highway Crossing	Increase state rail road crossing funding by \$144,000 for a total of \$300,000 in construction funding for FFY25.
S100730	NMDOT	24-02	I-25 Pavement Rehab	Road – Major Rehabilitation	\$15,584,447 in FFY28 National Highway Performance Program construction funds added

Chair- Santa Fe MPO TPB

Date



SFMPO Staff Report

Technical Coordinating Committee/Transportation Policy Board, February 2024

Performance Measures 1: Safety Targets

Matter of Approval: Adoption of Safety Targets Performance Measures 1)

Background:

Safety Performance Management (Safety PM 1) is part of the overall Transportation Performance Management (TPM) program.

The Safety PM Final Rule establishes five performance measures as the five-year rolling averages to include:

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

The Safety PM Final Rule also establishes the process for State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) to establish and report their safety targets, and the process that FHWA will use to assess whether State DOTs have met or made significant progress toward meeting their safety targets.

This year the NMDOT HSP and HSIP are changing how the targets are set. This is due to changes created by the Infrastructure Investment and Jobs Act (IIJA).

1. No longer annual: these will be set according to a 3-year period.
2. Targets must be “held-steady” or target improvement over the 3-year period.
3. In the past, targets were set using predictions based of the 5-year rolling average. This is no longer acceptable where predicted targets using this method increased.

- a. The targets continue to be 5-year moving averages and to achieve these targets the number of fatalities and serious injuries must decline. So, instead of just following the projections, NMDOT's HSIP and HSP will both hold steady or show declining targets for fatalities and serious injuries.
 - b. This change more adequately reflects the intention of the NMDOT's and the SFMPO's work.
4. An explanation of the NMDOT methodology can be found in the following NMDOT PM 1 Safety Target Report.
5. The SFMPO recommends adoption of the NMDOT targets as included in this report.



Santa Fe Metropolitan Planning Organization



MPO SELF-CERTIFICATION

Performance Measure (PM) Targets for Safety (PM1) Federal Fiscal Year 2024

Approved on February 22nd, 2024 by the Santa Fe MPO Transportation Policy Board

In accordance with 23 U.S.C. 450.334, the New Mexico Department of Transportation (NMDOT), and the Santa Fe Metropolitan Planning Organization (SFMPPO) for the Santa Fe urbanized area hereby certify that the transportation planning process, the adoption of Performance Measure Targets for Safety (PM1) for Federal Fiscal Year 2024 meets the Performance-Based Planning and Programming (PBPP) requirements established in 23 CFR 450.326(d), 49 CFR 625, and 49 CFR 630. The Santa Fe Metropolitan Planning Organization hereby certifies that the following, attached via Appendix A, Federal Fiscal Year (FFY) 2024 Targets for Safety (PM 1) for New Mexico, as required by the 23 CFR 490, Final Rule on the Highway Safety Improvement Program (HSIP) published March 15, 2016 (effective April 14, 2017) hereby approved and adopted on February 22nd, 2024. These targets shall be incorporated into the Santa Fe MPO Metropolitan Transportation Plan upon completion of the update to the 2025 – 2050 MTP. The state is required to set annual targets for five performance measures:

1. Number of Fatalities
2. Rate of Fatalities per 100 million vehicle miles travelled (VMT)
3. Number of Serious Injuries
4. Rate of Serious Injuries per 100 million VMT
5. Number of Non-motorized Fatalities and Serious Injuries

The first three are common measures and must be identical to the targets established for the Highway Safety Program (HSP). The NMDOT undertook a coordinated effort with the Metropolitan Planning Organizations (MPOs) and other stakeholders to set the targets. The Santa Fe MPO also certifies 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) The fiscal constraint required in 23 C.F.R. 450;

(2) 49 U.S.C. 5323(1), 23 U.S.C. 135, and 23 U.S.C. 450.220;

(3) Title VI of the Civil Rights Act of 1964 and the Title VI assurance executed by each State under 23 U.S.C. 324 and 29 U.S.C. 794;

(4) Section 1101(b) of the Transportation Equity Act for the 21st Century (Pub. L. 105-178) regarding the involvement of Disadvantaged Business Enterprises in FHWA and FTA funded planning projects (Sec. 105(f), Pub. L. 97-424, 96 Stat. 2100; 49 CFR, Subtitle A, Part 26);

(5) The provisions of the Americans with Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat. 327, as amended) and U. S. DOT implementing regulation;

(6) The provision of 49 U.S.C. Part 20 regarding restrictions on influencing certain activities; and

(7) Sections 174 and 176(c) and (d) of the Clean Air Act as amended (42 U.S. C. 7504, 7506(c) and (d). June 12th, 2019

ATTACHMENT A:

NMDOT FFY 2024 PM 1 Targets Report – 8/15/23 “Performance Measure (PM) Target Report - PM1 2024 Safety Targets”

Jamie Cassutt, Chair MPO TPB

Date



Performance Measure 1 Safety Targets 2024

Highway Safety Improvement Program

This document outlines the 2024 Safety Targets (PM 1) for New Mexico, as required by the 23 CFR 490. The New Mexico Department of Transportation (NMDOT) Multimodal Planning and Programs Bureau (MPPB) and the Traffic Safety Division (TSD) are responsible for coordinating the setting of PM 1 targets.

Overview of PM 1 Measures

NMDOT is required to set annual targets for five performance measures:

1. Number of Total Fatalities
2. Number of Serious Injuries
3. Fatality rate: fatalities per 100 million vehicle miles travelled (HMVMT)
4. Serious injury rate: serious injuries per HMVMT
5. Number of Non-motorized Fatalities and Serious Injuries

The first three are considered “common measures” and must be identical to the targets established in the Highway Safety Plan (HSP), produced by TSD.

Coordination with Stakeholders

The NMDOT undertook a coordinated effort with the Metropolitan Planning Organizations (MPOs), the HSP team and other stakeholders to set the common measure targets. The remaining two targets were set by the MPPB, using a similar logic and methodology to the common measures.

1. NMDOT staff from the TSD and the MPPB met in spring of 2023 to review preliminary data and discuss methodology. These meetings included the TSD staff responsible for setting and reporting the National Highway Traffic Safety Administration (NHTSA) HSP targets and staff from MPPB responsible for the Federal Highway Administration (FHWA) HSIP targets. Also included were staff from the University of New Mexico (UNM) Geospatial and Population Studies (GPS) Traffic Research Unit, which is under contract maintain the state’s crash database, and consultants that are under contract with MPPB who provide technical support for the HSIP.
2. On May 24, 2023, the NMDOT TSD held a meeting with stakeholders to discuss and adopt the targets required in the (HSP), including the three common measures. Stakeholders included: MPO staff, State of New Mexico agency staff from Department of Health, Regulation and Licensing, Human Services, the courts, UNM, and advocacy groups including Mothers Against Drunk Driving and Safer New Mexico.
3. During summer of 2023, MPPB staff discussed and set the targets for the remaining two measures required by the FHWA HSIP. To set the targets, MPPB staff used a similar logic and methodology discussed at the May 24 stakeholder meeting.
4. On August 15, 2023, the MPPB sent the draft PM 1 target report, containing targets for all five measures listed above, to the NMDOT Secretary, NMDOT Safety Committee and MPOs for final review and comment.
5. On August 31, 2023, MPPB will submit the 2023 HSIP Annual Report to FHWA, which contains the

final targets for the five measures listed above.

6. The MPOs have until February 28, 2024, to formally adopt the NMDOT PM 1 targets or set their own quantifiable targets.

Data Methodologies and Assumptions

In setting the 2024 safety targets, NMDOT and stakeholders did not rely solely on the crash data forecasts. Instead NMDOT used the data in combination with other relevant factors including: the assessment of the potential safety impacts of various strategies and projects, as well as other policy and planning goals. NMDOT worked with UNM to determine methodologies and assumptions for the forecasts used in the target setting process. These are as follows:

- UNM used ‘forecast’ function in Excel, based on 6-years of actual crash data, to obtain projected values for years 2023 and 2024.
- The preliminary Annual VMT for 2022 was provided by the Data Management Bureau of the NMDOT Planning Division.
- VMT from 2017 through 2022, excluding 2020, was used to calculate projected VMT values for 2023 and 2024.
- Crash data for 2022 is preliminary and was provided by UNM.
- The source data table is attached as Appendix A. This data was used in each of the ‘forecast’ functions in Excel to calculate the 2023 and 2024 projections. Appendix A also contains the data that was used to calculate the five-year moving averages.

Methodology Changes

The common measure targets are required to be identical between the Highway Safety Plan, NHTSA and the Highway Safety Improvement Program, FHWA.¹ Changes created by the Infrastructure Investment and Jobs Act (IIJA) resulted in the Highway Safety Plan (HSP) requirement for the plan to cover three years.² Additionally, the new rules mandate the NHTSA targets be held steady or show improvement over the three-year period. A waiver was issued by US DOT for calendar year 2024 allowing for the common measure targets to not be identical between the two programs, but NMDOT chose to use the rule change as an opportunity to reevaluate how the targets are set.

Projected 5-year moving averages were the prior standard method for determining the safety targets. However, 5-year moving averages just follow the current crash trends, and unfortunately the number of fatalities and serious injury crashes has been increasing over the last few years. This led the projected 5-year moving averages to show increasing fatalities and serious injuries at levels NMDOT cannot accept. The targets continue to be 5-year moving averages and to achieve these targets the number of fatalities and serious injuries must decline. So, instead of just following the projections, NMDOT’s HSIP and HSP will both hold steady or show declining targets for fatalities and serious injuries. This change more accurately demonstrates NMDOT’s commitment to improving safety outcomes for all roadway users. NMDOT’s FHWA and NHTSA safety programs, and all the work of the department, commit to using all the tools available to do everything in our power to bring down the number of fatalities and serious injuries on all public roads in New Mexico.

¹ <https://www.ecfr.gov/current/title-23/chapter-I/subchapter-E/part-490/subpart-B/section-490.209>

² <https://www.ecfr.gov/current/title-23/chapter-III/part-1300/subpart-B/section-1300.11>

This effort is a government-wide, multidisciplinary effort. Tribal and Local Public Agencies (TLPAs), and State agencies- led by NMDOT, must all work to promote safety culture by centering safety as a primary focus for all transportation projects, initiatives, and programs. We all must work to make safe driving and roadway behavior choices the only acceptable choices. To further these efforts to improve safety outcomes for all transportation system users, the following safety targets were set by NMDOT.

NMDOT PM 1 (Safety) 2024 Targets

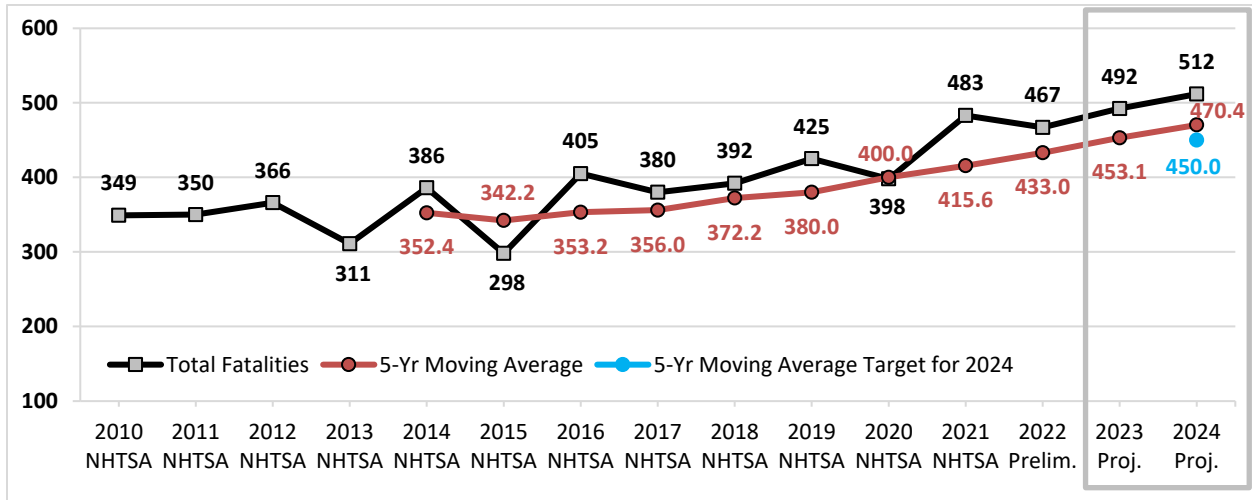


Figure 1 Total Fatalities

NMDOT 2024 Target for Total Fatalities: 450.0

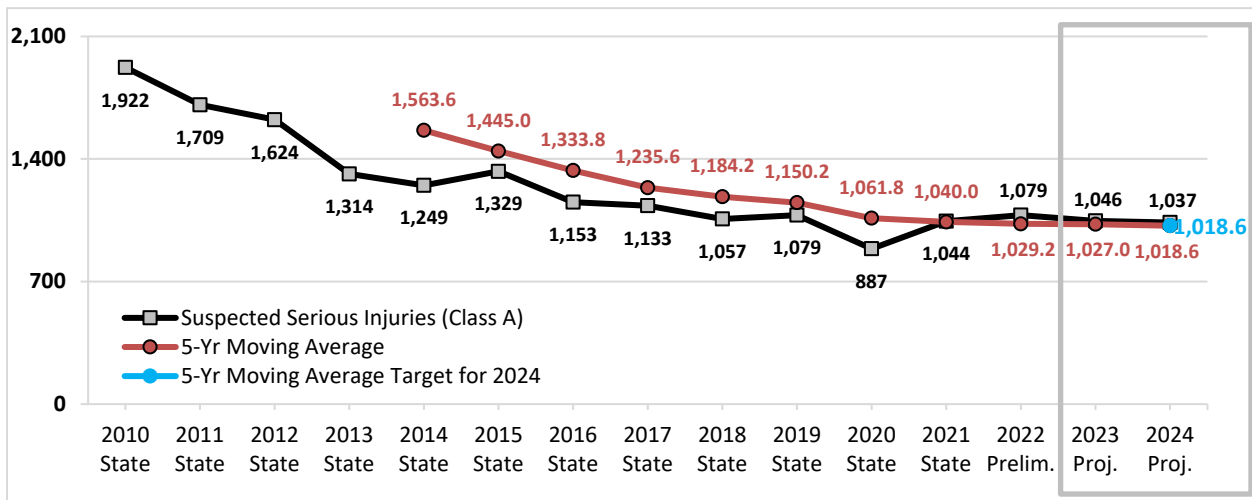


Figure 2 Total Serious Injuries

NMDOT 2024 Target for Serious Injuries: 1,018.6

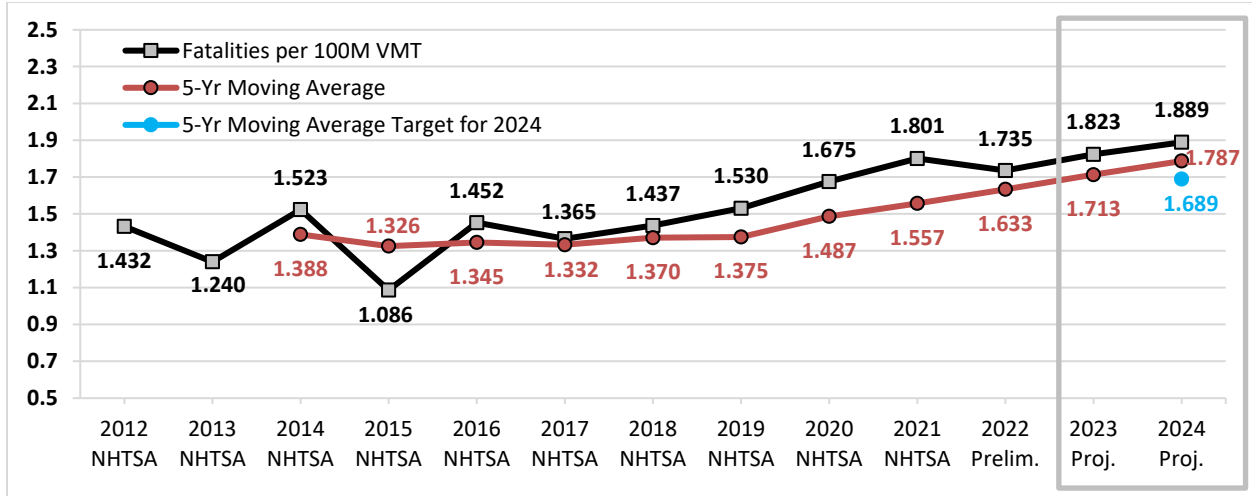


Figure 3 Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT)

NMDOT 2024 Target for Rate of Fatalities: 1.689

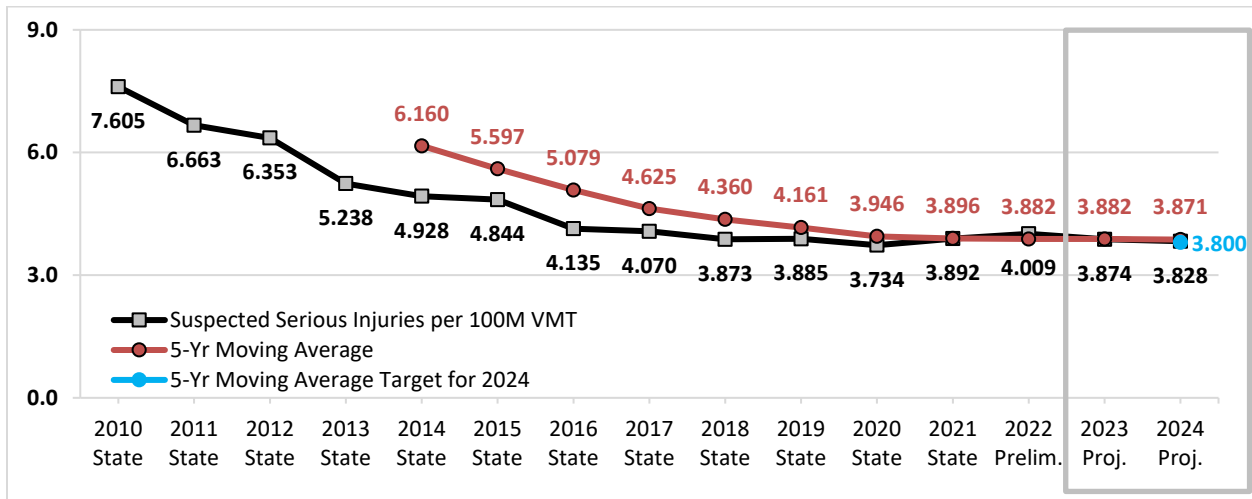


Figure 4 Rate of Serious Injuries per 100 million Vehicle Miles Traveled (VMT)

NMDOT 2024 Target for Rate of Serious Injuries: 3.800

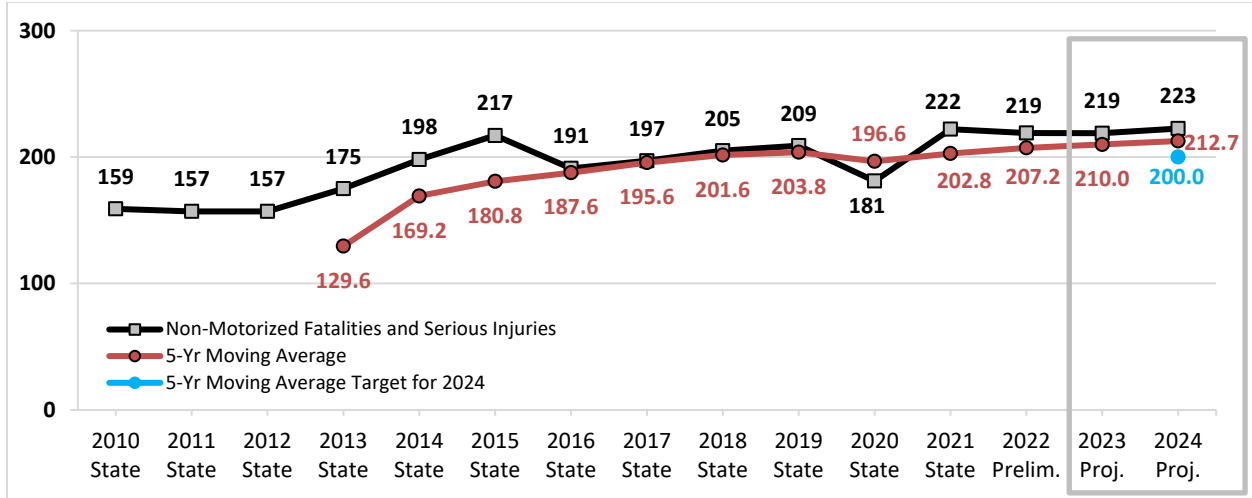


Figure 5 Total Non-Motorized Fatalities and Serious Injuries

NMDOT 2024 Target for Number of Non-motorized Fatalities and Serious Injuries: 200.0

Appendix A – Source Data Used for Calculations

Performance Measure	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Fatalities*	349	350	366	311	386	298	405	380	392	425	398	483	467	492	512
Serious Injuries**	1,922	1,709	1,624	1,314	1,249	1,329	1,153	1,133	1,057	1,079	887	1,044	1,079	1,046	1,037
HMVMT†	252.74	256.50	255.62	250.86	253.47	274.35	278.86	278.36	272.88	277.72	237.56	268.23	269.11	270.00	270.89
Fatality rate (per HMVMT)	1.381	1.365	1.432	1.240	1.523	1.086	1.452	1.365	1.437	1.530	1.675	1.801	1.735	1.823	1.889
Serious injury rate (per HMVMT)	7.605	6.663	6.353	5.238	4.928	4.844	4.135	4.070	3.873	3.885	3.734	3.892	4.009	3.874	3.828
Number non-motorized fatalities***	41	46	68	55	78	62	81	81	95	92	89	108			
Number of non-motorized serious injuries**	118	111	89	120	120	155	110	116	110	117	92	114			
Non-motorized fatalities and serious injuries****	159	157	157	175	198	217	191	197	205	209	181	222	219.0	218.8	222.6
Fatalities 5YMA start @2014					352.4	342.2	353.2	356.0	372.2	380.0	400.0	415.6	433.0	453.1	470.4
Serious Injuries 5YMA start @2014					1563.6	1445.0	1333.8	1235.6	1184.2	1150.2	1061.8	1040.0	1029.2	1027.0	1018.6
Fatality rate (per HMVMT) 5YMA start @2014					1.388	1.326	1.345	1.332	1.370	1.375	1.487	1.557	1.633	1.713	1.787
Serious injury rate (per HMVMT) 5YMA start @2014					6.160	5.597	5.079	4.625	4.360	4.161	3.946	3.896	3.882	3.882	3.871
Number non-motorized fatalities 5YMA					57.6	61.8	68.8	71.4	79.4	82.2	88	93	77	58	39
Number of non-motorized serious injuries 5YMA					111.6	119.0	118.8	124.2	122.2	121.6	109	110	87	65	41
Non-motorized fatalities and serious injuries 5YMA				129.6	169.2	180.8	187.6	195.6	201.6	203.8	196.6	202.8	207.2	210.0	212.7
HMVMT 5YMA				255.2	253.8	258.2	262.6	267.2	271.6	276.4	269.1	267.0	265.1	263.8	261.2

*Source: 2009-2020 is from NHTSA: <https://cdan.nhtsa.gov/SASStoredProcess/guest>.

**Source: Dataset for 2013 to 2020 that was received from NMDOT on 4/27/2021.

***Source: 2009-2020 is from <https://www-fars.nhtsa.dot.gov/People/PeopleAllVictims.aspx> & see images on "FARS_Screenshots" sheet in this XLS file for additional non-motorized fatality information.

****Non-motorized definition per FHWA: pedalcyclists, pedestrians, other cyclists, or person on personal conveyance.

†HMVMT source (change four-digit year to desired calendar year in link): <https://www.fhwa.dot.gov/policyinformation/statistics/2021/vm2.cfm>

2022 crash data is preliminary and originates from 5/30/2023 PDF titled "HSP-2023May30_Common Measure Targets" shared by UNM (Jessica Bloom)

The VMT for 2023 and 2024 are the forecasted values of the following five years: 2016-2019, 2021. The VMT for 2020 has been excluded from the forecast to obtain 2023 and 2024 VMT values.

Indicates a 'forecast' function was used in Excel to generate projections for 2023/2024