



Santa Fe Metropolitan Planning Organization



MPO SELF-CERTIFICATION

Performance Measure (PM) Targets for Freight Planning Mid-Period Adjustment (PM3) Federal Fiscal Year 2022-2025 Cycle

Approved on September 26th, 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 Freight Planning (PM3) for Federal Fiscal Years 2022- 2025 Mid-Period Progress and Target Report meets the Performance-Based Planning and Programming (PBPP) requirements established in 23 CFR 450.326(d), 49 CFR 625, and 49 CFR 630.

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 Performance Measure (PM) 3 Mid-Period Progress and Target Adjustment Report
Federal Fiscal Year 2024***


Justin Greene (Oct 1, 2024 09:42 MDT)

Justin Greene, Chair MPO TPB

09/26/24
Date

NMDOT uses AASHTO technical Services Program, and RITIS (Regional Integrated Transportation Information System) MAP-21 tools for the supporting data.

The summary of proposed changes is below:

Measure	2-Year Target (2023)	Actual (2023)	Current 4-Year Target (2025)	Proposed Adjusted 4-Year Target (2025)
LOTTR Interstate	95.1%	97.2%	95.1%	90.0%

Measure	2-Year Target (2023)	Actual (2023)	Current 4-Year Target (2025)	Proposed Adjusted 4-Year Target (2025)
LOTTR Non-Interstate (NHS)	94.1%	95.5%	94.1%	90.0%

Measure	2-Year Target (2023)	Actual (2023)	Current 4-Year Target (2025)	Proposed Adjusted 4-Year Target (2025)
Truck Travel Time Reliability Index	1.30	1.19	1.30	1.40

Measure	2-Year Target (2023)	Actual (2022)	Current 4-Year Target (2025)	Proposed Adjusted 4-Year Target (2025)
Non-Single Occupancy Vehicle	20.0%	22.0%	20.0%	22.0%

The Benefits of adjustments are:

1. More likely to meet target, reducing reporting requirements

2. Demonstrates an appropriate level of investment prioritization in Interstate reliability
3. Accommodates impacts of major construction project that are expected, especially in the MRCOG region.
4. The Non-Single Occupancy Vehicle requirement is not applicable for SFMPO, and pertains to the El Paso region only.

See the attached draft NMDOT documentation for more details.



Performance Measure (PM) 3 Mid-Period Progress and Target Adjustment Report Federal Fiscal Year 2024

This document outlines the Federal Fiscal Year (FFY) 2024 mid-period performance status and provides recommended adjusted 4-year targets for three of the PM 3 measures for New Mexico, as required by 23 CFR 490, System Performance/ Freight/ Congestion Mitigation Air Quality (CMAQ) Final Rule published January 18, 2017 (effective May 20, 2017). The Final Rule allows state Departments of Transportation (DOTs) to adjust the 4-year performance targets at the mid-point in the performance period. The mid-period adjusted 4-year targets are for the last year in the 2022-2025 reporting period. The New Mexico Department of Transportation (NMDOT) Multimodal Planning and Programs Bureau (MPPB) is responsible for reporting on progress and coordinating the setting of PM 3 targets.

Overview of PM 3 Measures

The PM 3 measures are as follows:

1. Two measures to assess system performance:
 - a. Percentage of person-miles traveled on the Interstate System that are reliable (Level of Travel Time Reliability Interstate (LOTTR))
 - b. Percentage of person-miles traveled on the non-Interstate National Highway System (NHS) that are reliable (Level of Travel Time Reliability Non-Interstate NHS (LOTTR Non-Interstate NHS))
2. One measure to assess freight movement:
 - a. Truck Travel Time Reliability (TTTR) Index
3. Three measures related to areas in non-attainment/maintenance for air quality, which currently only applies to the El Paso Metropolitan Planning Organization (EPMPO) planning area, due to portions of southern Doña Ana County being in non-attainment for air quality:
 - a. Annual Hours of peak-hour excessive delay per capita
 - b. Percent of Non-Single Occupancy Vehicle (SOV) travel
 - c. On-Road Mobile Source Emissions Reduction

Coordination within NMDOT and with Metropolitan Planning Organizations

The NMDOT coordinated internally, as well as with the Metropolitan Planning Organizations (MPOs), on system performance and freight reliability progress and target review, as well as with EPMPO on target review for the measures that only apply to that planning area.

1. On June 18, 2024, MPPB staff presented the PM 3 progress and proposed mid-period target adjustments to the MPOs at the MPO Quarterly. The MPOs supported the proposed target adjustments. The information from the meeting was distributed to the MPOs on June 24, 2024 with a request for comment by July 12, 2024. No comments were received.
2. On July 31, 2024, MPPB staff presented the PM 3 progress and proposed mid-period target adjustments to the District Engineers, Executive staff, and MPO staff. There were minimal comments in the meeting, aside from Mid-Region MPO expressing support. There were no comments in opposition to the proposed adjusted targets.
3. On August 1, 2024, MPPB distributed a draft of this report to District Engineers, Executive staff and MPO staff for review and comment. [insert summary of any comments received]
4. [complete section based upon forthcoming actions]

Data Sources and Observations

The FFY2024 PM 3 mid-period progress report and target adjustments for system performance and freight movement are based on data accessed through the University of Maryland Center for Advanced Transportation Technology Laboratory's (CATT Lab) Regional Integrated Transportation Information System (RITIS) MAP-21 tool. NMDOT accesses this tool through the American Association of State Highway Transportation Officials' (AASHTO) Technical Service Program for Transportation Performance Management, and the tool is used by many state DOTs and MPOs to assist with determinations related to these three performance measures:

- Percentage of person-miles traveled on the Interstate System that are reliable (Level of Travel Time Reliability Interstate (LOTTR))
- Percentage of person-miles traveled on the non-Interstate National Highway System (NHS) that are reliable (Level of Travel Time Reliability Non-Interstate NHS (LOTTR Non-Interstate NHS))
- Truck Travel Time Reliability (TTTR) Index

The RITIS MAP-21 tool uses the National Performance Management Research Data Set (NPMRDS) to calculate these measures according to the requirements outlined in the FHWA Ruling: National Performance Management Measures; Assessing Performance of the National Highway System, Freight Movement on the Interstate System, and Congestion Mitigation and Air Quality Improvement Program (January 18, 2017).

Throughout 2022 and 2023, NMDOT used this tool to observe these three metrics as both total statewide numbers (displayed in a bar chart on a monthly basis), as well as geographically (displayed by roadway segment on a map). See Figures 1-6 below for the monthly performance for each measure for 2022 and 2023. Each Figure provides the data, the target for that year, as well as the year-to-date score for the measure. Note that the annual (year-to-date) score is the actual measure and is calculated using the statutory formula¹; it is not an average of the monthly scores. The monthly scores are calculated slightly differently than the year-to-date score, since the statutory formula requires numerous annualized numbers, but the monthly scores are still a useful reference point to understand the status and progress.

Based on these observations, NMDOT determined that travel times on our interstate and non-interstate NHS roads are very reliable. Our freight movement, as measured by the TTTR Index, also shows to be highly reliable. These observations reflect that NMDOT's decision-making frameworks and project prioritization processes satisfactorily support reliable travel on the interstates and non-interstate NHS. Therefore, NMDOT determined that it is appropriate to set targets based upon thresholds for when NMDOT would need to pay additional focus and possibly provide additional resources to increase reliability. This is the foundational philosophy behind the updated targets recommended below for LOTTR and LOTTR Non-Interstate NHS.

¹ 23 Code of Federal Regulations (CFR) § 490.509-513; 23 CFR § 490.609-613

Actuals: Level of Travel Time Reliability (LOTTR) – Interstate, 2022-2023

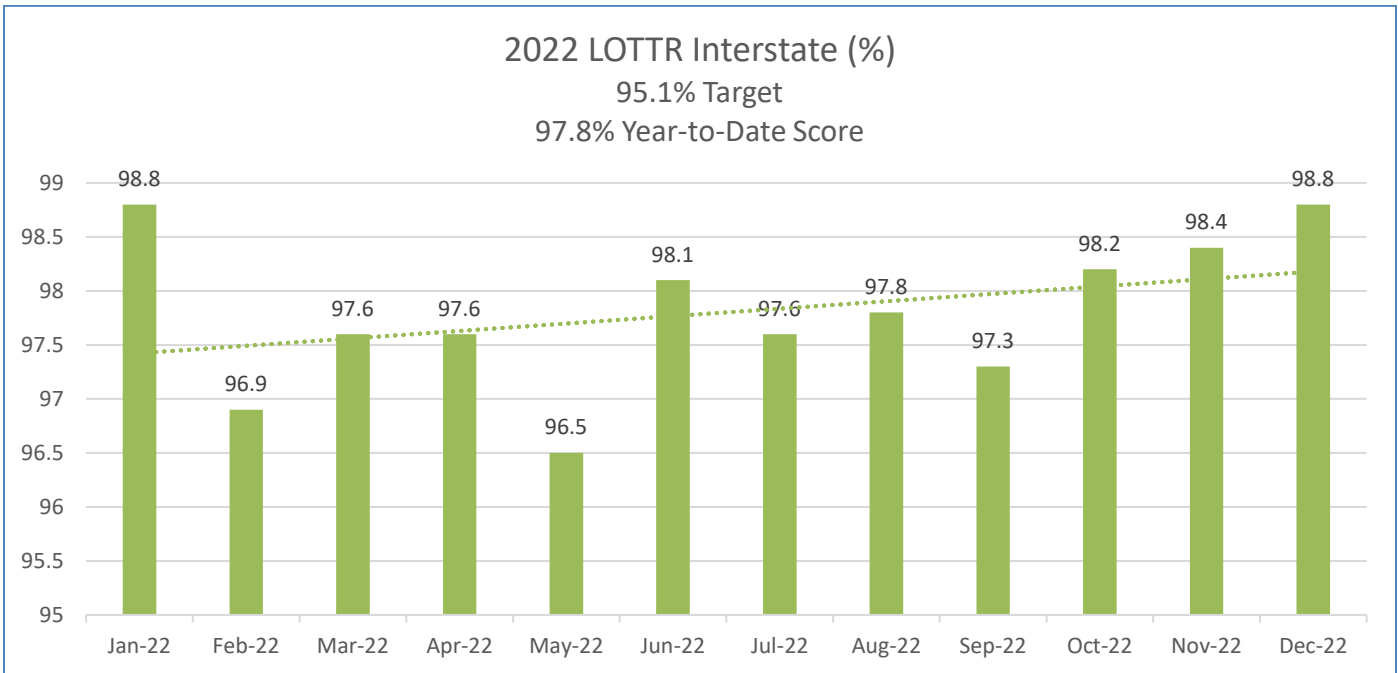


Figure 1: Interstate Travel Time Reliability for New Mexico (2022); data source: RITIS MAP-21 Tool using NPMRDS data

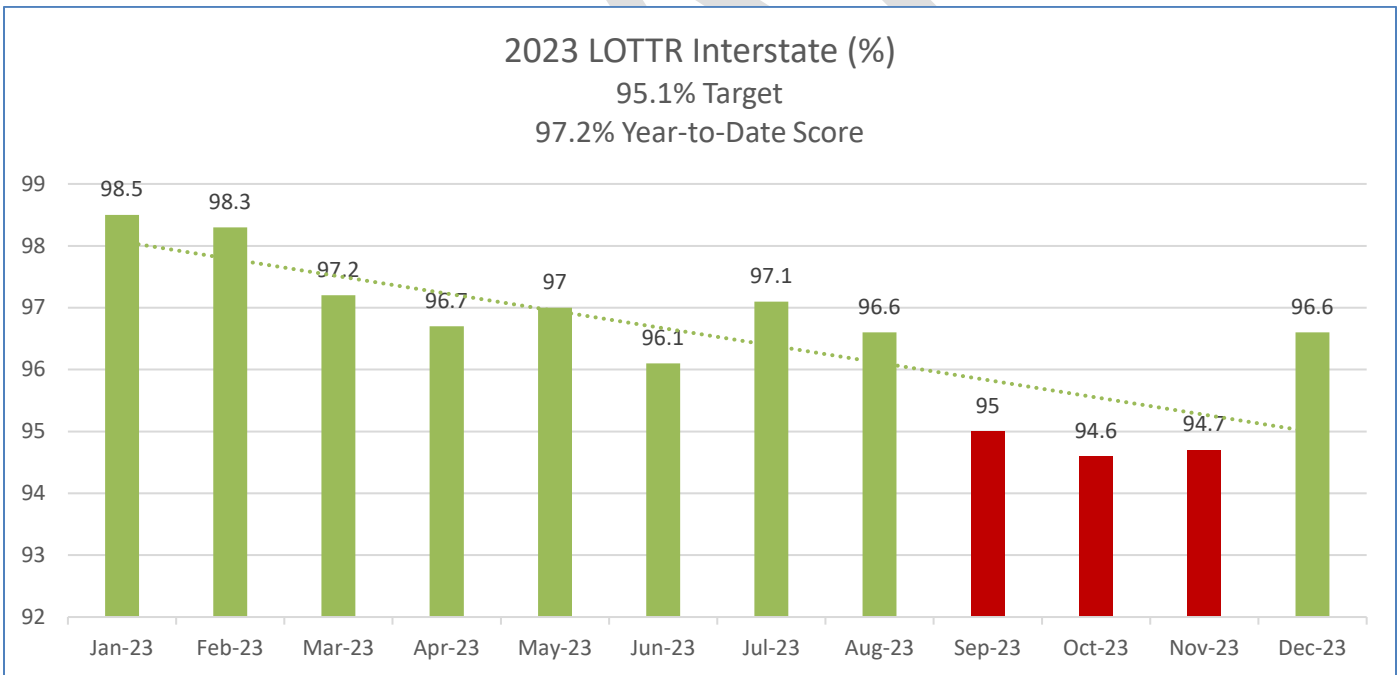


Figure 2: Interstate Travel Time Reliability for New Mexico (2023); data source: RITIS MAP-21 Tool using NPMRDS data

Actuals: Level of Travel Time Reliability – Non-Interstate National Highway System (NHS), 2022-2023

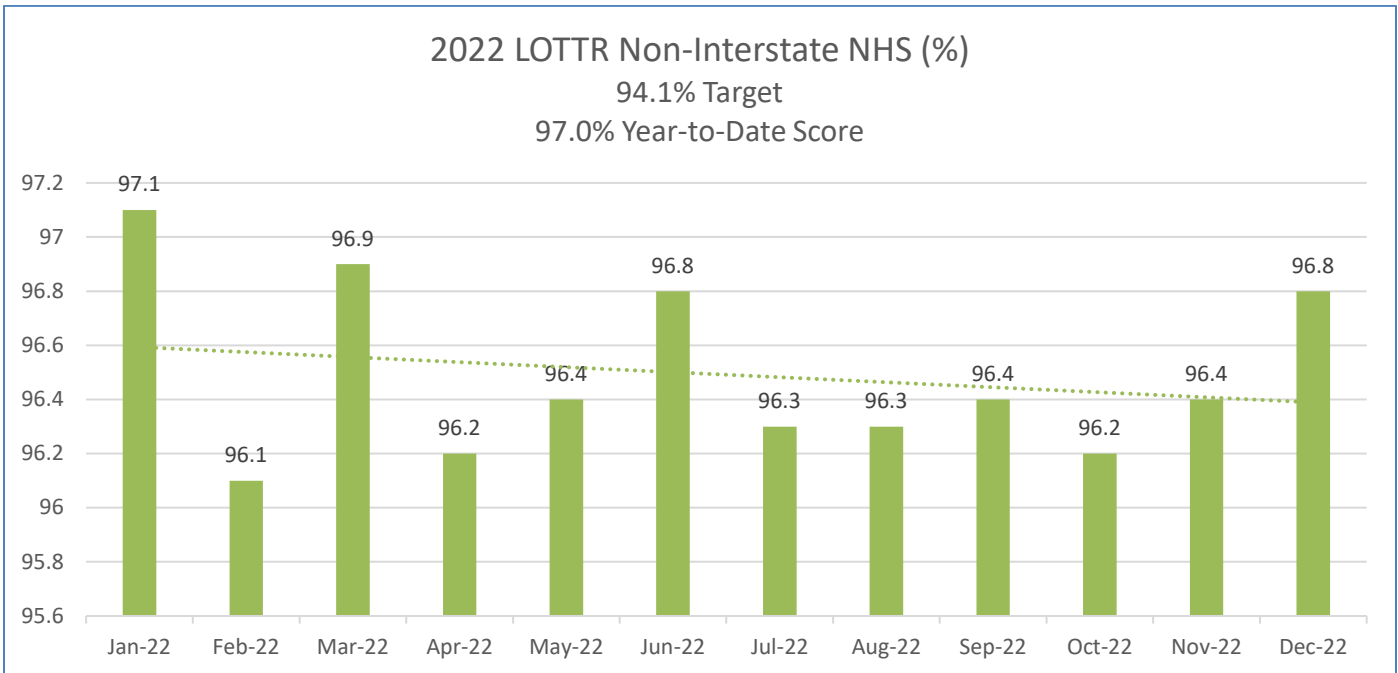


Figure 3: Non-Interstate NHS Travel Time Reliability for New Mexico (2022); data source: RITIS MAP-21 Tool using NPMRDS data

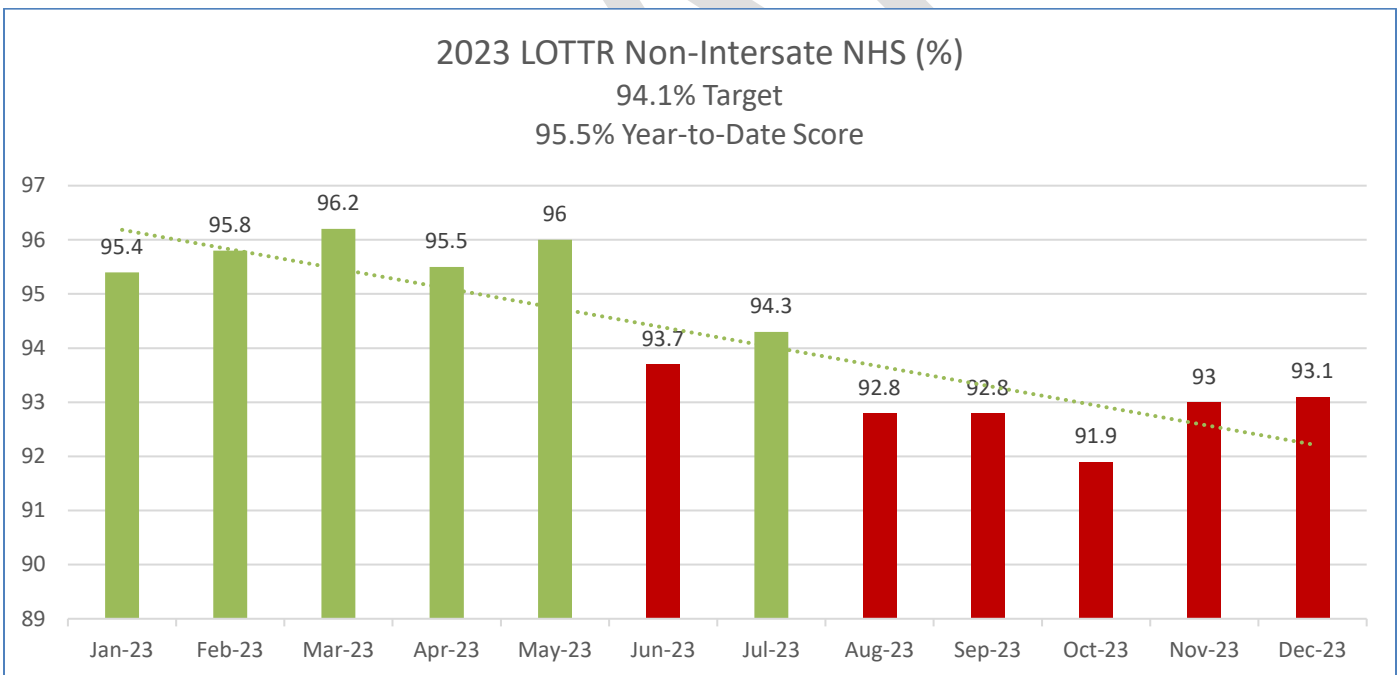


Figure 4: Non-Interstate NHS Travel Time Reliability for New Mexico (2023); data source: RITIS MAP-21 Tool using NPMRDS data

Actuals: Truck Travel Time Reliability (TTTR) Index, 2022-2023

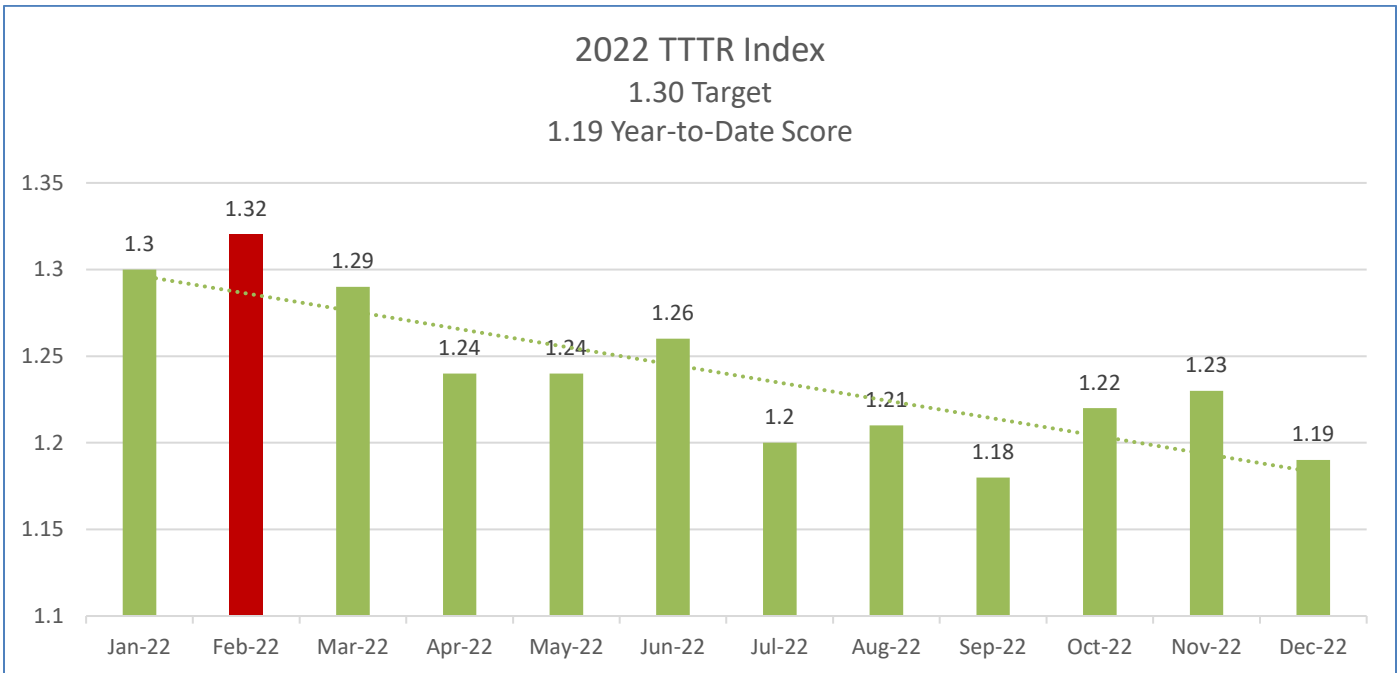


Figure 5: Truck Travel Time Reliability Index for New Mexico (2022); data source: RITIS MAP-21 Tool using NPMRDS data

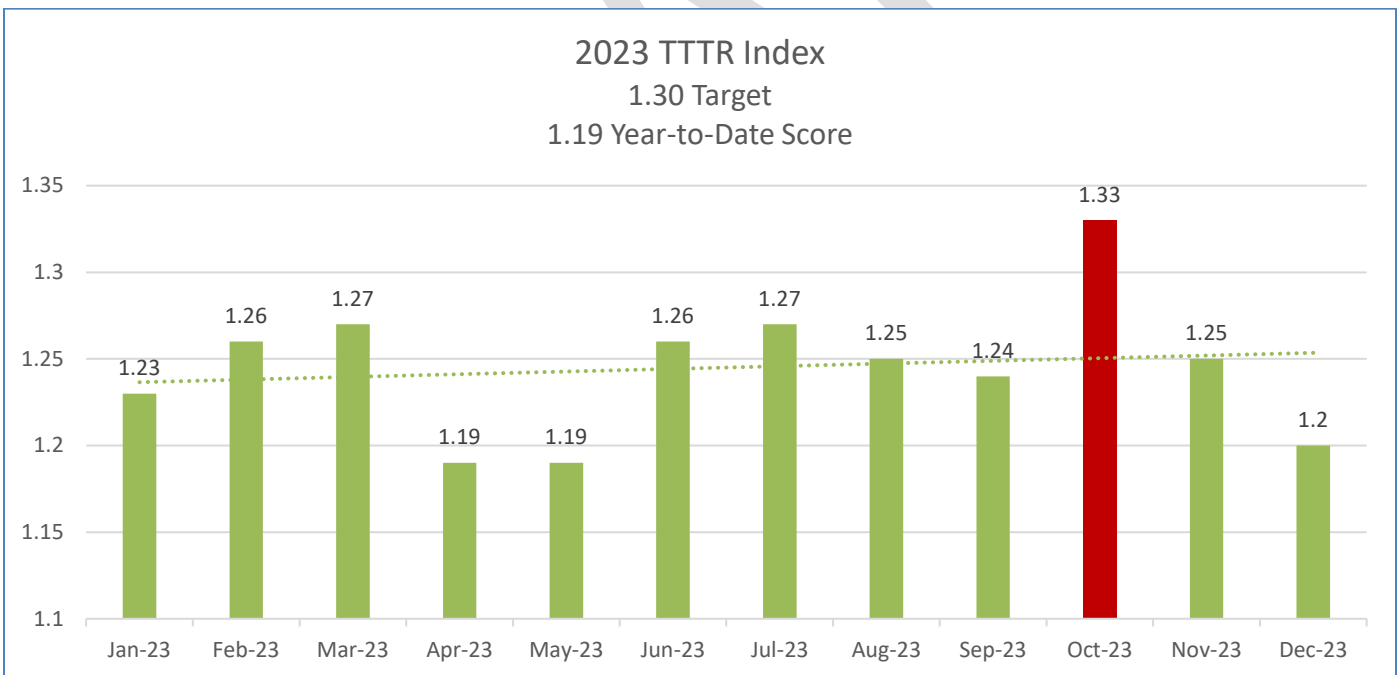


Figure 6: Truck Travel Time Reliability Index for New Mexico (2023); data source: RITIS MAP-21 Tool using NPMRDS data

**NMDOT PM 3 Mid-Period Progress Report and Recommended Adjusted 4-Year Targets
2022-2025 Performance Period**

The items below outline each measure contained within PM 3 and provide the baseline score, 2-year and 4-year targets, the actual score for 2023 (or the most recent data), and the adjusted 4-year targets where applicable. Additionally, there are brief statements and justification related to the performance and target setting determination. Items 1-3 are statewide measures; items 4-6 only apply to the EPMPO, as the El Paso TX-NM Urban Area is in non-attainment/maintenance according to federal air quality standards.

1. Percentage of person-miles traveled on the Interstate System that are reliable (LOTTR)

Measure	Baseline Score (2021 Actual)	2-Year Target (2023)	Actual (2023)	Prior 4-Year Target (2025)	Adjusted 4-Year Target (2025)
Interstate Reliability	98.5%	95.1%	97.2%	95.1%	90.0%

NMDOT Performance Statement: NMDOT maintained its reliable person-miles traveled on the interstates from 2021 (98.5% reliable) to 2023 (97.2% reliable), even with the increase in vehicle volumes associated with the winding down of the COVID-19 pandemic. NMDOT met its 2-year (2023) target of the interstates being more than 95.1% reliable.

NMDOT Target Statement and Justification: In New Mexico, actual performance on the interstates is historically and continues to be very reliable, as NMDOT’s decision-making frameworks and project prioritization processes satisfactorily support reliable travel on the interstates. This understanding assisted in NMDOT’s decision to adjust the 4-year target for interstate reliability to 90.0% reliable. NMDOT believes this represents an acceptable level of reliability and investment in reliability. Additionally, in August of 2024 NMDOT will begin construction on a project on I-25 in Albuquerque between Comanche Road and Montgomery Boulevard, which will include freeway, interchange and frontage road improvements. This will likely affect travel time reliability on this section of Interstate.

2. Percentage of person-miles traveled on the non-interstate National Highway System (NHS) that are reliable (LOTTR Non-Interstate NHS)

Measure	Baseline Score (2021 Actual)	2-Year Target (2023)	Actual (2023)	Prior 4-Year Target (2025)	Adjusted 4-Year Target (2025)
Non-Interstate (NHS) Reliability	97.5%	94.1%	95.5%	94.1%	90.0%

NMDOT Performance Statement: NMDOT maintained its reliable person-miles traveled on the non-interstate NHS from 2021 (97.5% reliable) to 2023 (95.5% reliable), even with the increase in vehicle volumes associated with the winding down of the COVID-19 pandemic. NMDOT met its 2-year (2023) target of the interstates being more than 94.1% reliable.

NMDOT Target Statement and Justification: In New Mexico, actual performance on the non-interstate NHS is historically and continues to be very reliable, as NMDOT’s decision-making frameworks and project prioritization processes satisfactorily support reliable travel on the non-Interstate NHS. This understanding assisted in NMDOT’s decision to adjust the 4-year target for non-interstate NHS reliability to 90.0% reliable. NMDOT believes this represents an acceptable level

of reliability and investment in reliability. Additionally, this target accommodates impacts from upcoming construction projects.

3. Index of the Interstate System mileage providing for reliable truck travel times that are reliable (TTTR)

Measure	Baseline Score (2021 Actual)	2-Year Target (2023)	Actual (2023)	Prior 4-Year Target (2025)	Adjusted 4-Year Target (2025)
Truck Travel Time Reliability Index	1.23	1.30	1.19	1.30	1.40

NMDOT Performance Statement: NMDOT maintained its reliable truck travel times and TTTR Index score on the interstates from 2021 (1.23) to 2023 (1.19), even with the increase in vehicle volumes associated with the winding down of the COVID-19 pandemic. NMDOT met its 2-year (2023) target of the interstates having a TTTR Index score of less than 1.30.

NMDOT Target Statement and Justification: For the TTTR Index targets, the relatively reliable actual performance assisted in NMDOT’s previous decision to set the 2- and 4-year targets of 1.30. However, some 2024 data suggest that the TTTR index for New Mexico could exceed 1.30 in the coming years, particularly due to the upcoming project on I-25 in Albuquerque between Comanche Road and Montgomery Boulevard, which will include freeway, interchange and frontage road improvements, and which is scheduled to begin in August 2024. This information assisted in NMDOT’s decision to adjust the 4-year target for the TTTR Index to 1.40. NMDOT believes this represents an acceptable level of reliability and investment in reliability.

4. Annual Hours of peak-hour excessive delay (PHED) per capita

Measure	Baseline Score (2021)	2-Year Target (2023)	Actual (2023)	4-Year Target (2025)
Peak-Hour Excessive Delay (PHED)	8.4	9.0	8.9	10.0

NMDOT Performance Statement: Within the El Paso TX-NM Urban Area, annual hours of PHED dropped to 7.2 hours in 2022 and rose back to 8.9 hours in 2023, for the 3 p.m. to 7 p.m. peak period. This means that EPMPO and NMDOT met their 2-year (2023) target of having less than 9.0 PHED.

NMDOT Target Statement and Justification: No target adjustment is being made at this time. Due to the fluctuating nature of this measure, a more detailed analysis would be needed to understand how projects affect this measure.

5. Percent of Non-Single Occupancy Vehicle (SOV) travel

Measure	Baseline Score (2021)	2-Year Target (2023)	Actual (2022) ²	Prior 4-Year Target (2025)	Adjusted 4-Year Target (2025)
Non-Single Occupancy Vehicle	21.4%	20.0%	22.0%	20.0%	22.0%

NMDOT Performance Statement: Within the El Paso TX-NM Urban Area, the percent Non-SOV commute travel continued its upward trend and increased from 21.4% to 22.0% from 2021 to 2022. While 2023 data is not yet available, NMDOT anticipates that EPMPO and NMDOT met the 2-year (2023) target of the percentage of Non-SOV commuting travel being 20.0% or more within the El Paso TX-NM Urban Area.

NMDOT Target Statement and Justification: Federal rulemaking allows for a variety of data sources for this measure, but strongly encourages use of 5-Year American Community Survey (ACS) results for the sake of consistency with state and federal partners. While results of the ACS are generally not available in the year they were collected, federal guidance explicitly allows the reporting agency to use the latest available ACS results for target-setting. For this performance period EPMPO used the ACS to establish targets. The Non-SOV is a unified measure, meaning that for this area, EPMPO, NMDOT and the Texas Department of Transportation (TxDOT) must set the same target.

Previous targets set for this performance period were 20.0% for both the 2-year and 4-year targets. Based on the most recent data available, the 4-year target is now lower than the actual percent of non-SOV travel, therefore, EPMPO proposes to increase the 4-year (2025) target to 22.0%. The goal of EPMPO and NMDOT is to maintain current mode shares.

6. On-Road Mobile Source Emissions Reduction

[This section will be updated pending analysis and coordination with EPMPO.]

² 2023 data not yet available; included 2022 data as it is the most recent reference point.