

# 11 IMPLEMENTATION

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## 11.1 TRANSPORTATION IMPROVEMENT PROGRAM

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One of the principal responsibilities of the MPO is developing and administering a Transportation Improvement Program (TIP), the mechanism by which federal funds are allocated to the FMPO region to support planning, design, and construction of transportation projects. More specifically, the short-range implementation program for the MTP. The TIP is comprised of projects that will receive federal transportation funds as well as locally-funded projects that are considered “regionally significant”. Projects included in the TIP can be led and funded by local government entities or NMDOT, and often include a mix of local, state, and federal funding sources.

The TIP covers a minimum four-year period, plus informational years. A “new” TIP is developed every two years by adding the next two subsequent fiscal years. Each fiscal year must be fiscally constrained, meaning that the amount of funds programmed must not exceed the amount of funds estimated to be available in each year. It is important to note that only projects which are included in, or consistent with, the MTP can be funded through the TIP.

### 11.1.1 Relationship Between the TIP and the MTP

Establishing consistency between transportation plans is one of the major requirements of the FAST Act. In revising 23 USC 134, Sec. 1201(a) §134(g)(3) states, “Under the metropolitan planning process, transportation plans and TIPs shall be developed with due consideration of other related planning activities within the metropolitan area...”. Within the specific criteria for TIP development, located in Sec. 1201(a)§134(j)(2)(C), the FAST Act also states that “each project shall be consistent with the long-range transportation plan...”

The TIP and MTP are intended to work in tandem to plan for the MPO’s transportation needs in both the near- and long-term. The MTP establishes a 25-year, multimodal, long-range transportation plan that provides a framework for development of the associated TIP (i.e. FFY 2020-2025 TIP). The 2045 MTP will serve as FMPO’s roadmap to guide transportation investments and decisions regarding transit enhancements and expansions, bicycle and pedestrian improvements, transportation demand management strategies, ITS enhancements, and roadway improvements. While the MTP establishes the region’s needs, the TIP translates these needs into implementable projects and programmed for federal funds through the TIP. While the MTP establishes the goals and framework, the TIP serves as a tool for program and project implementation.

### 11.1.2 Current TIP Projects

The FMPO Policy Committee approved adoption of the FFY2020-2024 TIP on July 25, 2019. The following tables summarize the projects selected for the for inclusion in the TIP. For almost all of the projects listed, identified funding equals the total estimated project cost. Some projects have found partial funding and sponsoring agencies and/or the state are working to complete the funding. As funding is identified for projects, they will be added to the TIP by amendment.

**Table 11-1: Projects in TIP – 2020-2024**

Control Number	Lead Agency	Project Title	Project Type	Funds	Total Cost (2020)	Previous	2020	2021	2022-2023	Future
F100091	Aztec	East Aztec Arterial Phase II	Road - New Construction	Federal	\$11,800,000	\$0	\$11,800,000	\$0	\$0	\$0
F100300	Bloomfield	East Blanco Bridge	Bridge - Replacement	Local	\$3,248,408	\$359,154	\$463,524	\$0	\$0	\$4,791,460
TF00001	Farmington	Red Apple Transit	Transit Operations and Capital	Federal	\$3,830,520	\$2,552,285	\$1,278,235	\$0	\$0	\$0
F100099	Farmington	Foothills Drive Enhancement Phase II	Road - Other Improvement	Federal	\$1,588,644	\$1,237,465	\$351,179	\$0	\$0	\$0
F100132	Farmington	20th Street Phase III	Bicycle and Pedestrian	Federal	\$971,978	\$139,048	\$0	\$832,930	\$0	\$0
F100100	Farmington	Piñon Hills Blvd Ext. Phase I - NM 516 to Hubbard	Road - New Construction	Local	\$4,000,000	\$0	\$0	\$0	\$0	\$4,000,000
F100101	Farmington	Piñon Hills Blvd Ext. Phase II - Hubbard to CR 3000	Road - New Construction	Local	\$18,250,000	\$0	\$0	\$0	\$0	\$18,250,000
F100221	Farmington	Anesi Trail and Pedestrian Bridge	Bicycle and Pedestrian	Local	\$1,038,264	\$0	\$0	\$0	\$0	\$1,038,264
F100350	Navajo Nation Transp. Dept.	NM 371/ Navajo Rt 36 Intersection Improvements	Preliminary Engineering	State	\$149,061	\$0	\$149,061	\$0	\$0	\$0
F100351	NMDOT	NM 371/ Navajo Rt 36	Road - Interchange/ Intersection	Local	\$1,700,000	\$0	\$1,700,000	\$0	\$0	\$0

Control Number	Lead Agency	Project Title	Project Type	Funds	Total Cost (2020)	Previous	2020	2021	2022-2023	Future
		Intersection Improvements								
F100340	NMDOT	US 550 Pavement Rehabilitation	Road - Minor Rehabilitation	Federal	\$25,000,000	\$0	\$0	\$0	\$0	\$50,000,000
F100170	NMDOT	NM 173 Safety Improvements	Safety	Federal	\$4,270,000	\$80,500	\$0	\$4,189,500	\$0	\$0
F100240	San Juan County	Glade Run Recreation Area Trails	Bicycle and Pedestrian	Federal	\$700,000	\$175,000	\$525,000	\$0	\$0	\$0
F100330	San Juan County	Glade Run Recreation Area Trails Extension	Other Trails	Federal	\$500,000	\$0	\$125,000	\$375,000	\$0	\$0
F100370	San Juan County	CR 3500 Bridge Replacement	Bridge - Replacement	Local	\$1,900,000				\$100,000	\$1,800,000
F100360	San Juan County	CR 3000 Bridge Replacement	Bridge - Replacement	Local	\$950,000			\$100,000		\$850,000
F100290	San Juan County	CR 5500 Bridge Replacement	Bridge - Replacement	Local	\$6,972,200	\$708,377	\$6,263,823	\$0	\$0	\$0
F100320	San Juan County	Kirtland Schools Path Extension	Bicycle and Pedestrian	Federal	\$795,000	\$0	\$65,000	\$730,000	\$0	\$0
F100021	San Juan County	Piñon Hills Blvd Ext. Phase III - CR 3000 to Wildflower	Road - New Construction	Local	\$12,800,000	\$0	\$0	\$0	\$0	\$12,800,000

# 11.2 FUNDING ANALYSIS

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## 11.2.1 Overview and Purpose

Per MAP-21, an MTP is required to be fiscally constrained, meaning that only projects for which there is a reasonable likelihood that funds will be available may be included in the MTP. This section quantifies the costs of transportation projects identified by FMPO member agencies through 2045 against the projected available funding. The financial analysis demonstrates the need for prioritization of finite transportation funds and for ongoing coordination over regional funding decisions.

## 11.2.2 Methodology

Long-term regional financial analysis is challenging as FMPO member agencies generally rely on short-term ICIPs for project planning and do not have dedicated or recurring bond programs, though such programs have been pursued in the past. Local available funding is based on a review of member agency budget information and data provided by staff.<sup>29</sup> At the same time, the federal funding available to the region varies from year to year as funding is first allocated to District 5, which then identifies projects across its planning area.<sup>30</sup> Available federal funding is therefore based on observed levels of funding for the FMPO region over the period 2016-2020. NMDOT receives additional state funds for projects on NM and US highways. Annual average local, state, and federal funding levels are summed from 2024 through 2045 to allow for FMPO to contrast likely available funds against the estimated costs of projects identified in the MTP. All cost values and budget information are provided in 2020 dollars.

NMDOT District 5 receives a share of federal funding through NHPP and Surface Transportation Program funds that may be utilized across the district; these funds may be used for state or local roadways.<sup>31</sup> The share of federal funds that go to FMPO region for is estimated to be \$3.65 million per year, based on shared of miles of NM and US highways in NMDOT District 5 that are in the FMPO region.<sup>32</sup>

Table 11-2 and Table 11-3 identify MTP project funding by type and time period. All short-term projects where funding has been identified are included in the Current Projects category, including all projects in the 2020-2023 TIP. The MTP Projects List and summary tables also identify ongoing road improvement projects. How these funds will be spent is not specified in the 2045 MTP, though it is important that these line items be included in the MTP project table to ensure such funds are properly accounted for. These ongoing roadway improvements may be used to address general needs identified in the MTP, bicycle and pedestrian facilities (to use federal funding these projects must address regional priorities identified in the MTP).

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<sup>29</sup> The City of Farmington has a roads budget of about \$5,000,000 per year. For budgeting purposes in this MTP, 30% of \$1,500,000 of that budget is allocated for road improvement projects. San Juan County includes a \$1,000,000 annual line item in the San Juan County ICIP for unspecified road improvement. The Town of Kirtland is excluded from this analysis as all collector and arterial roads through the Town of Kirtland that are eligible for federal funds are owned and maintained by either NMDOT or San Juan County.

<sup>30</sup> NMDOT District 5 includes both the Santa Fe MPO and FMPO, as well as other counties in north and northwest New Mexico.

<sup>31</sup> Federal funds to NMDOT District 5 (NHPP, STPS, STPR, STPF) is \$25,829,261 for each year from 2020 through 2023

<sup>32</sup> About 14.14% of road miles in District 5 are in the FMPO region).

**Table 11-2: MTP Projects by Type**

Project Type	Current (2018-2023)	2024-2045	Total
Transit Operating & Capital	\$7,650,000	\$31,050,000	\$38,700,000
Bridge Replacement	\$10,220,608	\$5,600,000	\$15,820,608
Complete Streets / Multi-Modal	\$10,171,908	\$5,527,213	\$15,699,121
New Roads	\$11,800,000	\$96,800,000	\$108,600,000
Preservation/Rehabilitation	\$4,100,000	\$106,748,408	\$110,848,408
Road Improvements (Ongoing)	N/A	\$68,200,000	\$68,200,000
Widening	\$34,700,000	\$17,500,000	\$52,200,000
Other	\$10,020,070	\$2,000,000	\$12,020,070
<b>Total</b>	<b>\$88,662,586</b>	<b>\$333,425,621</b>	<b>\$422,088,207</b>

**Table 11-3: Distribution of MTP Projects by Time Period**

Time Period	Projects	Ongoing	Total
Current (2018-2023)	\$81,012,586	\$7,650,000	\$88,662,586
2024-2030	\$88,175,621	\$49,750,000	\$137,925,621
2031-2045	\$149,000,000	\$46,500,000	\$195,500,000
<b>Total</b>	<b>\$318,188,207</b>	<b>\$103,900,000</b>	<b>\$422,088,207</b>

**Table 11-4: Available Funding by Source**

Source	Per Year	2024-2045
Local Capital Improvements	\$2,950,000	\$64,900,000
NMDOT Federal Share (Ongoing)	\$3,652,807	\$80,361,764
State Funds (NMDOT)	\$4,900,000	\$107,800,000
RTP / TAP	\$750,000	\$16,500,000
FTA 5307 (Transit) plus Match	\$1,275,000	\$28,050,000
<b>Total</b>	<b>\$13,527,807</b>	<b>\$297,611,764</b>

**11.2.3 Difference between Available and Required Funding**

The difference in projected available funds versus project costs – approximately \$125 million across the 22-year period from 2024-2045 – will need to be identified through additional funding sources. These could include local bond packages, increases in the gas tax (or a future mileage-base user fee), or state funding measures, which are an important means of meeting project funding requirements. Due to the level of variability from year to year, state capital outlays for local projects are not included in these estimates, nor are other state programs to fund transportation projects (state funds to NMDOT are included). For example, the Transportation Project Fund allocated \$2,375,000 to FMPO member agencies in 2019.<sup>33</sup> However, COVID-19 has created uncertainty about state funding and it is unclear if funding for that program (and at 2019 levels) will be available in the future. If that program were funded

<sup>33</sup> The Transportation Project Fund was previously referred to as the Local Government Transportation Project Fund.

from 2021 through 2045 at the same rate as in 2019, an additional \$60,000,000 would be available for transportation projects in the FMPO region.

#### **11.2.4 Notes on Red Apple Transit**

Red Apple Transit receives 5307 FTA funds to support operating expenditures and 5309 funds to support vehicle replacement costs and other capital needs. The City of Farmington provides a local match and other FMPO agencies provide funding support for transit service outside of Farmington city limits. A major priority for Red Apple Transit is a Downtown Transit Hub. Though design is complete and grant applicants have been submitted for near-term implementation, the project is not fully funded and is included in the 2024-2030 period for budgeting purposes. Though Red Apple Transit receives dedicated funds from the Federal Transit Administration, the agency may compete for additional federal funds.

#### **11.2.5 Discussion on Long-Term Revenue and Expenditures**

FMPO member agencies may need to prepare for the fact that additional local revenue streams may be necessary. In particular, long-term revenue from the State Highway Trust Fund and federal Highway Trust Fund are projected to face shortfalls as vehicles become more efficient and revenue from gas taxes declines. (Compounding the challenge, electric vehicles generate zero gas tax revenue whatsoever.) Behavioral patterns, including the decrease in driving levels observed from approximately 2004 to 2014, could also affect funding levels.

### **11.3 FUNDING SOURCES**

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Agencies must submit funding applications through FMPO to receive deferral funds, and funding is awarded by NMDOT. The process for soliciting federal funds varies by source and project type. In addition to federal funds, local entities may use their general funds and other infrastructure grants to complete regional transportation improvements. The following are key sources of federal funds that are available to FMPO member agencies.

- **National Highway Performance Program:** The National Highway Performance Program (NHPP) provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan. The majority of roads in the FMPO region are owned and maintained by NMDOT; exceptions include the portions of Broadway Ave and NM 516 (Main St) within Farmington city limits.
- **Surface Transportation Block Grant Program:** The Surface Transportation Block Grant program (STBG) provides flexible funding that may be used by NMDOT or local agencies to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.
- **Congestion Mitigation and Air Quality:** The Congestion Mitigation Air Quality (CMAQ) Improvement Program, originally implemented in 1991, helped shift federal policy towards a multi-modal and environmental focus. The CMAQ program supports surface

transportation projects and other efforts that help improve air quality and reduce congestion to meet National Ambient Air Quality Standards. Eligible projects include those that contribute to maintenance or attainment of air quality standards and reduce air pollution, including bicycle, pedestrian, and trail projects. Consult the NMDOT T/LPA Handbook for additional information.

- **Highway Safety Improvement Program:** The Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose of achieving a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned roads and roads on tribal land. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads with a focus on performance.
- **Transportation Alternatives Program:** The Transportation Alternatives Program (TAP) is a federal reimbursement program administered by NMDOT. TAP can be applied to projects focused on pedestrian and bicycle facilities, including trails projects and safe routes to schools programs. The total state allocation was \$5.7 million in FY 2020; entities may be awarded up to \$2 million. Refer to the *Active Transportation and Recreational Programs Application Guide* (NMDOT, Current Guide) for more information.
- **Recreational Trails Program:** The Recreational Trails Program (RTP) is a federal reimbursement program administered through NMDOT. The RTP funds projects for additional multimodal transportation options including the development and maintenance of recreational trails and facilities for motorized and non-motorized use. The total state allocation was \$1.4 million in FY 2020; there are no minimum or maximum funding amounts for RTP. Refer to the *Active Transportation and Recreational Programs Application Guide* (NMDOT, Current Guide) for more information.
- **State Funding:** Local entities also receive state funds through the Local Government Road Fund as well as legislative appropriations. The Transportation Project Fund (formerly the Local Government Transportation Fund) was established in 2019 to provide additional funds for roadway improvement projects, though that money is subject to budget availability. The Transportation Project Fund covers 95 percent of project costs – or 100 percent if a financial hardship can be demonstrated – and is available for municipalities, counties, and tribal governments.

## **11.4 NEXT STEPS & FUTURE CONSIDERATIONS**

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This section contains additional actions and next steps the FMPO could incorporate into regional analysis, including future transportation behavior, development patterns, and shifts in modal preferences. The items contained in this section are voluntary; however, pursuing these areas would support best practices in regional planning and enable FMPO to proactively consider a range of potential needs.

### **11.4.1 Recreational Access**

Recreational tourism is an emerging focus area across the region as a means of economic development. In addition to the proximity to various national parks and monuments in the Four Corners region, the FMPO region features extensive opportunities for mountain biking, hiking, and off-road vehicle use. Access to recreational amenities and active transportation infrastructure, including trails and on-street bikeways, are also means of enhancing the quality of life in the region and attracting and retaining residents. The City of Farmington is particularly invested in supporting outdoor recreation and recently launched the Outdoor Recreational Industry Initiative (ORII) to highlight municipal and regional attractions and support economic vitality.

Fully developing this industry requires investments in recreational facilities as well as transportation connections and access to those recreational sites. Opportunities exist for partnerships among FMPO, ORII, and other economic development partners to evaluate the transportation infrastructure needed to support the outdoor recreation and tourism industry. An additional opportunity exists to partner with Federal Land Management Agencies, in particular the Bureau of Land Management (BLM), and capitalize on programs that support access to federal lands.

Several strategies can be used to help respond to future demand and increase recreational access overall, including strengthening interagency coordination among federal lands managers, parks and recreation departments, economic development professionals, and other stakeholders; conducting an assessment to identify needs and available funding, including maintenance and management of facilities; and improved data on recreational travel including the anticipated tourist visits. Refer to Appendix B: Enhancing Federal Lands Access for more details on funding opportunities and next steps for conducting a needs assessment as an initial first step towards improving access to recreational lands.

### **11.4.2 Telecommuting**

A shift toward telecommuting has been long-anticipated yet slow to materialize. The COVID-19 pandemic – and social distancing tactics to help protect public health – may prove to be the catalyst that accelerates this shift. And as telecommuting becomes widely adopted and employers value more flexible work cultures, travel demand during the peak periods may decrease.

After a rapid initial decline in driving rates at the onset of the pandemic, overall vehicle miles traveled and rates of personal driving recovered quickly, and the long-term impacts of the virus on transportation patterns remain uncertain. Yet even small changes in telecommuting and a commensurate decrease in trips during the peak periods could have significant impacts on transportation needs. Roadway design decisions are often made based on the level of traffic during the PM peak period. Fewer commuters at those times means that previously proposed



roadway widening projects may no longer be necessary and that excess roadway space may be reallocated for other roadway users. FMPO should continue to track changes in commuting patterns during and following the pandemic to help inform future transportation decisions and investments.

### 11.4.3 Transportation Needs of Aging Populations

Agencies across the FMPO region have a responsibility to plan for the transportation needs of an aging population. In addition to the changing demographics of the region in which an increased share of residents over the age of 65 by 2040, the City of Farmington is marketing the region as a destination for retirees. The combined result is a growing share of individuals for whom driving may not be safe or responsible.

Since residents across the region are heavily dependent on single-occupancy vehicle travel and vast majority of senior citizens prefer to age in place, creative solutions will be required to ensure some level of mobility for the elderly mobility. Strategies employed across the US include driver education programs to retrain senior citizens; on-demand transit services, including models that are more flexible than para-transit, which is expensive to operate; and partnerships with transportation networking companies, such as Uber and Lyft, to provide ride-hailing services. It will also be critical to provide services across the region, not just within the City of Farmington.

### 11.4.4 Electric Vehicles & Autonomous Vehicles

The emergence of new technologies may also reshape transportation infrastructure needs. **Electric vehicles (EVs)** include vehicles that are fully or partially powered by battery (BEVs) or fuel cell (FCEV). As EVs become more and more common, charging stations are warranted to allow drivers to re-charge vehicle batteries to get where they need to go. Charging stations may also be beneficial for accommodating visitors and supporting the tourism industry. FMPO may proactively plan for EVs by consider potential sites for electric charging stations across the region.

The increased prevalence of hybrids and EVs – and more efficient vehicles in general – also has implications for transportation financing. While these vehicles provide significant environmental benefits due to lower fuel consumption, they also contribute less in gas tax revenue at the state and federal levels. A consequence of this decline in revenue may be the need for local agencies to fill funding gaps through local revenue sources.

**Autonomous / automated vehicles (AVs)** rely on artificial intelligence to operate with varying degrees of human input, ranging from partial automation with some vehicle operation and human interaction to full automation where the vehicle operates independently without a human driver. Full automation has been slower to materialize than initially expected, however, and the transition period is likely to be lengthy given the lifespan of most vehicles and the sheer volume of vehicles owned across the US.

The eventual emergence of AVs has a range of land use planning and traffic implications, including reduced car ownership and parking requirements, increased need for drop-off zones, as well as the need to update traffic codes. Driving patterns could also change substantially as AVs relieve drivers from the burden of paying attention to the road and allow travel time to become usable for leisure and social activities. A growing set of research suggests that overall driving may go up, even if individual car ownership goes down. At the same time, AVs that

communicate with one another may require less roadway space per vehicle. As many impacts are speculative, it will be important for FMPO to evaluate potential impacts resulting from AVs over time and their applicability to a small urban area.

#### **11.4.5 Scenario Planning**

The 2045 MTP includes one socioeconomic scenario based on likely locations for future development and population projections established by the state demographic office (UNM Geospatial and Population Studies). However, future growth, economic conditions, and transportation needs are inherently uncertain. Scenario planning is a regional planning tool that allows agencies to better respond to different potential futures and to work proactively to create a desired set of future conditions. A common approach to scenario planning is to identify multiple plausible sets of future conditions and identify a preferred scenario for the region. Agencies can then pursue concrete steps and specify funding and projects for implementation to achieve the preferred scenario.

Potential approaches for scenario planning, whether as a stand-alone planning exercise or as part of the next MTP update include:

- Alternative development scenarios that consider multiple locations where new housing and employment activity may occur. Scenarios could draw upon emphasis areas identified in local comprehensive plans (the City of Farmington and City of Aztec Comprehensive Plans are ongoing).
- Maximum growth scenario that considers how much development could be absorbed with the existing transportation system.
- Alternative economic scenario based on major growth (or decline) in some industries.
- Alternative scenarios in which population growth exceeds the current projections.
- Alternative investment scenarios based on different levels of funding availability and transportation infrastructure spending. These scenarios could examine the impacts of funding additional (or fewer) transportation projects than what is contained in the MTP.

#### **11.4.6 Integration of MTP with Local Land Use Plans**

A key strategy for the implementation of the MTP is to ensure that local land use planning efforts, include comprehensive plans, are consistent with the regional transportation strategies in the MTP. The comprehensive plans for the City of Farmington and the City of Aztec were ongoing at the time the 2045 MTP was adopted. FMPO staff can provide ongoing support to member agencies through reviews of major development projects for transportation impacts and for the development of transportation strategies and action items in comprehensive plans. FMPO can also ensure that future MTPs incorporate transportation issues and priorities identified in local plans and studies.

#### **11.4.7 Inter-Regional Coordination**

As travel between the regions increase, FMPO could pursue formal partnerships with the Southwest Colorado Council of Governments. Areas of cooperation could include transportation investments that support regional tourism and economic development efforts, especially as the FMPO region emerges as a destination for outdoor recreation. Agencies could also consider opportunities for regional transit services to support tourism efforts, access to services including medical care, as well as commuting needs for the growing number of individuals who work in southwest Colorado and live in San Juan County, NM.

Other areas where greater regional coordination is appropriate is with the Navajo Nation. Among the concerns raised during the public outreach efforts for the plan were the need to support improved transportation access to ensure that rural and tribal populations across San Juan County have access to medical care, healthy food, and other services. Ongoing coordination is also needed as part of the proposed rail connection from the BNSF corridor to the Farmington area.

#### 11.4.8 Update the FMPO Prioritization Process

To ensure greater objectivity in project selection, FMPO may update the existing process for prioritizing projects proposed for inclusion in the TIP. Though a prioritization process was developed as part of the 2040 MTP, there is increased need for transparency in the scoring process and greater ease of application. In addition, the process should be consistent with the goals and objectives of the MTP and criteria should be quantitative, where data exists. Under such a process the projects that receive the highest scores – and are most likely to be included in the TIP – would demonstrate direct benefits and address clearly articulated regional needs.

Table 11-5 includes potential evaluation criteria. The next step for FMPO could include establishing scoring thresholds for each criterion and performing a calibration process in which sample projects are evaluated to test the effectiveness of the proposed prioritization process. Such a calibration process could include all quantitative criteria. Qualitative evaluation criteria, such as economic development, could be evaluated based on a narrative explanation provided by the applicant with a formal review process by a subcommittee of member agency staff.

*Table 11-5: Proposed Prioritization Process Evaluation Criteria*

Criteria	Description	Relevant MTP Goal(s)
<b>Traffic Volume</b>	Daily AADT along project area (or parallel route for new road)	Preserve and Maintain Existing System
<b>Functional Classification</b>	Based on roadway type for project area	Preserve and Maintain Existing System
<b>Safety</b>	Frequency and severity of crashes at project location	Enhance Quality of Life; Improve Safety
<b>Land Use</b>	Number of housing units and employees in project location (current and projected)	Strengthen Coordination; Support Economic Development
<b>Bicycle/Pedestrian Improvements</b>	Project provides new/improved facilities	Enhance Quality of Life; Support Economic Development
<b>Access to Recreational or Cultural Site</b>	Project provides connection to established recreational or tourism site	Enhance Quality of Life; Support Economic Development
<b>Local Priority</b>	Project is identified in a local Comprehensive Plan and/or is consistent with goals and objectives of the MTP	Strengthen Coordination; Support Economic Development
<b>Bridge/Pavement Conditions</b>	Based on pavement condition rating or bridge sufficiency rating, if applicable	Preserve and Maintain Existing System
<b>Economic Development</b>	Project directly supports a regional economic development initiative	Support Economic Development

# 11.5 PERFORMANCE MEASURES

## 11.5.1 Overview

With the MAP-21 Act and the FAST Act, the federal government introduced performance measures as an integral part of the planning process. Long-range plans must now incorporate a performance-based approach to decision-making, and MAP-21 and the FAST Act created guidance for states and MPOs to establish performance targets related to safety, state of good repair, and system performance.

Current federal guidance requires a performance report that evaluates condition and performance according to defined performance measures, demonstrates progress toward national goals, compares performance to targets, and evaluates how local investments impact performance goals.

**National Performance Goal Areas**

- Safety
- Infrastructure Condition
- Congestion Reduction
- System Reliability
- Freight Movement and Economic Vitality
- Environmental Sustainability
- Reduced Project Delivery Delays

The 2045 MTP uses a performance-based approach to planning, which allows the MPO to prioritize projects based on national determined measures as well as locally informed goals. Potential performance measures in this section are aligned with measures established by the state through the New Mexico Department of Transportation (NMDOT). Additional information on performance measure reporting requirements can be found in the New Mexico Metropolitan Planning Organizations Performance Based Planning and Programming & Target Reporting appendix.

## 11.5.2 Federal Requirements

Federal performance measures fall into five main categories (see Table 11-6):

- **Highway Safety (PM1):** Measures safety performance for the purpose of carrying out the Highway Safety Improvement Program and to assess fatalities and serious injuries on all public roads
- **Infrastructure Condition (PM2):** Addresses condition of pavement and bridges.
- **System Performance (PM3):** Measures the extent to which a project improves the efficiency of the surface transportation system.
- **Transit Asset Management:** Measures the operations and maintenance of public transportation, focusing on rolling stock, equipment, facilities, and infrastructure.
- **Transit Safety Targets:** Measures safety of public transit, focusing on fatalities, injuries and safety events.

**Table 11-6: National Required Performance Measures**

Category	National Performance Management Measures Required
<b>Highway Safety Improvement Program (PM1)</b>	<ul style="list-style-type: none"> <li>• Number of fatalities</li> <li>• Rate of fatalities</li> <li>• Number of serious injuries</li> <li>• Rate of serious injuries</li> <li>• Number of non-motorized fatalities and injuries</li> </ul>
<b>Pavement Conditions (PM2)</b>	<ul style="list-style-type: none"> <li>• Percentage of pavements of the Interstate System in Good or Poor condition</li> <li>• Percentage of pavements of the non-Interstate NHS in Good or Poor condition</li> </ul>
<b>Bridge Conditions (PM2)</b>	<ul style="list-style-type: none"> <li>• Percentage of NHS bridges classified as in Good or Poor Condition</li> </ul>
<b>Performance of the National Highway System (PM3)</b>	<ul style="list-style-type: none"> <li>• Interstate Travel Time Reliability measure (percent of person-miles traveled)</li> <li>• Non-Interstate Travel Time Reliability measure (percent of person-miles traveled)</li> </ul>
<b>Freight movement on the Interstate system (PM3)</b>	<ul style="list-style-type: none"> <li>• Truck Travel Time Reliability Index</li> </ul>
<b>Traffic Congestion (CMAQ) (PM3)</b>	<ul style="list-style-type: none"> <li>• Annual hours of Peak Hour Excessive Delay Per Capita (PHED measure)</li> <li>• Percent of non-SOV travel</li> </ul>
<b>On-road Mobile Source Emissions (PM3)</b>	<ul style="list-style-type: none"> <li>• Total Emissions Reduction</li> </ul>
<b>Transit Asset Management (updated TAM plan required by October 2022)</b>	<ul style="list-style-type: none"> <li>• Percent of revenue vehicles exceeding useful life benchmark (ULB)</li> <li>• Percent of non-revenue service vehicles exceeding ULB</li> <li>• Percent of facilities rated under 3.0 on the Transit Economic Requirements Model scale</li> <li>• Percent of track segments under performance restriction</li> </ul>
<b>Transit Safety Targets (required in MTPs updated or amended after July 20, 2021)</b>	<ul style="list-style-type: none"> <li>• Number of fatalities reported to the National Transit Database (NTD) and rate per total vehicle revenue miles by mode</li> <li>• Number of total injuries reported to NTD and rate per total VRM by mode</li> <li>• Total number of safety events reported to NTD and rate per total VRM by mode</li> <li>• Mean distance between major mechanical failures by mode</li> </ul>

**11.5.3 State Requirements**

States are required to develop targets in coordination with MPOs for each performance measure; MPOs can either adopt these targets or develop their own regionally-specific measures. NMDOT established performance measures in its 2015 Statewide Long Range Plan with the understanding that specific measures would evolve and change, and the agency developed a Transportation Asset Management Plan with performance measures and targets for state and federal facilities within the National Highway System in 2019.

### 11.5.4 Potential FMPO Performance Measures

A performance-based approach will assist FMPO in realizing regional, state, and national goals. FMPO has already adopted NMDOT's 2020 Safety Performance Targets, as well as the state's 2019 performance measures for infrastructure assets. FMPO can continue to align its measures and targets with those established by NMDOT and will need to collaborate closely with or rely on NMDOT for certain data and reporting. Aligning performance measures and targets with NMDOT may require the MPO to expand its current data collection activities and perform additional travel modeling. Additional collaboration will be required with local agencies to obtain relevant data, including ridership data from Red Apply Transit and infrastructure information from member agencies.

Table 11-7 includes potential performance measures for Highway Safety (PM1), Infrastructure Condition (PM2), System Performance (PM3), and Transit Asset Management. These measures meet federal requirements, are aligned with NMDOT's most recent long-range transportation plan, and include additional region-specific measures for the MPO. FMPO will develop transit safety targets in conjunction with Red Apple Transit to meet the 2022 federal deadline. Transit-related performance measures in this section are taken from the existing Red Apple Transit Asset Management Plan.

**Table 11-7: Recommended Performance Measures for FMPO Performance Measures**

Performance Measures	FMPO	Collaboration between FMPO and NMDOT	NMDOT	FY2021 NMDOT Target
<b>Highway Safety (PM1)</b>				
Total annual number of fatalities*	X			401.9†
Rate (per 100 million vehicle miles travelled (VMT)) of fatalities*	X			1.429†
Total annual number of serious injuries*	X			1074.2†
Rate (per 100 million VMT) of serious injuries*	X			3.820†
Number of non-motorized fatalities and serious injuries combined*	X			204.0†
<b>Infrastructure Condition (PM2)</b>				
% of pavements of the non-Interstate NHS in Good condition*			X	34.2%
% of pavements of the non-Interstate NHS in Poor condition*			X	12.0%
% of NHS bridges in Good condition*			X	30.0%
% of NHS bridges in Poor condition*			X	2.5%
<b>System Performance (PM3)</b>				
% of PMT traveled on NHS that are reliable*		X		95.1%

Performance Measures	FMPO	Collaboration between FMPO and NMDOT	NMDOT	FY2021 NMDOT Target
% of PMT traveled on NHS that are reliable*		X		90.4%
Truck Travel Time Reliability Index*		X		1.15
Annual VMT	X			N/A
Peak Period vehicle hours of delay (VHD)	X			N/A
Peak Period vehicle hours traveled (VHT)	X			N/A
<b>Transit Asset Management</b>				
% of fleet in at least good or fair condition*	X			N/A
% of vehicles that have no yet reached their useful life benchmark*	X			N/A
NTD Average Lifetime Miles	X			N/A
<b>Other Mobility</b>				
Transit ridership	X			N/A
Mode share	X			N/A
Share of recreation areas accessible by transit, bike, and pedestrian facilities	X			N/A
Total miles of bicycle facilities	X			N/A
Total miles of paved trails	X			N/A
% of sidewalks that are ADA compliant	X			N/A

\*Called out in federal regulations (23 CFR part 490) as a national performance management measure  
†2020 NMDOT performance target

### References

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