

# APPENDIX C: NEW MEXICO METROPOLITAN PLANNING ORGANIZATION PERFORMANCE BASED PLANNING AND PROGRAMMING & TARGET REPORTING

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## **SAFETY**

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The New Mexico Planning Procedures Manual (PPM) was amended March 13, 2019 to include a new chapter *NMDOT Planning Procedures Manual: Performance Based Planning and Programming/Target Setting Procedures*. This reporting format will provide consistency and assure implementation of federal reporting requirements.

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<b>Target for Number of Total Fatalities: 401.9</b>
<p>MPO adopted NMDOT target – <b><u>Yes</u></b>                      For MPOs adopting the NMDOT target, the annual reporting shall be undertaken by NMDOT as part of their Highway Safety Improvement Program (HSIP) submitted to FHWA annually (due August 31<sup>st</sup>).</p>
<p>MPO adopted separate target – <b><u>No</u></b>                      For MPOs adopting a separate target, the following information is required: the estimated Vehicle Miles Traveled (VMT) used for rate targets and the methodology used to develop the estimate. The MPO must report annually to NMDOT and provide the report to FHWA upon request. MPO methodology, if applicable:</p>
<p>MPO Progress Report if adopting separate target:</p>

<b>Target for Number of Serious Injuries: 1,074.2</b>
<p>MPO adopted NMDOT target – <b><u>Yes</u></b> See attached documentation from NMDOT.                      For MPOs adopting the NMDOT target, the annual reporting shall be undertaken by NMDOT as part of their Highway Safety Improvement Program (HSIP) submitted to FHWA annually (due August 31<sup>st</sup>).</p>
<p>MPO adopted separate target – <b><u>No</u></b>                      For MPOs adopting a separate target, the following information is required: the estimated Vehicle Miles Traveled (VMT) used for rate targets and the methodology used to develop the estimate. The MPO must report annually to NMDOT and provide the report to FHWA upon request. MPO methodology, if applicable:</p>
<p>MPO Progress Report if adopting separate target:</p>

<b>Target for Rate of Fatalities: 1.429</b>
<p>MPO adopted NMDOT target – <b><u>Yes</u></b>          For MPOs adopting the NMDOT target, the annual reporting shall be undertaken by NMDOT as part of their Highway Safety Improvement Program (HSIP) submitted to FHWA annually (due August 31<sup>st</sup>).</p>
<p>MPO adopted separate target – <b><u>No</u></b>          For MPOs adopting a separate target, the following information is required: the estimated Vehicle Miles Traveled (VMT) used for rate targets and the methodology used to develop the estimate. The MPO must report annually to NMDOT and provide the report to FHWA upon request. MPO methodology, if applicable:</p>
<p>MPO Progress Report if adopting separate target:</p>

<b>Target for Rate of Serious Injuries: 3.820</b>
<p>MPO adopted NMDOT target – <b><u>Yes</u></b>          For MPOs adopting the NMDOT target, the annual reporting shall be undertaken by NMDOT as part of their Highway Safety Improvement Program (HSIP) submitted to FHWA annually (due August 31<sup>st</sup>).</p>
<p>MPO adopted separate target – <b><u>No</u></b>          For MPOs adopting a separate target, the following information is required: the estimated Vehicle Miles Traveled (VMT) used for rate targets and the methodology used to develop the estimate. The MPO must report annually to NMDOT and provide the report to FHWA upon request. MPO methodology, if applicable:</p>
<p>MPO Progress Report if adopting separate target:</p>

<b>Target for Number of Nonmotorized Fatalities and Serious Injuries: 204.0</b>
<p>MPO adopted NMDOT target – <b><u>Yes</u></b>          For MPOs adopting the NMDOT target, the annual reporting shall be undertaken by NMDOT as part of their Highway Safety Improvement Program (HSIP) submitted to FHWA annually (due August 31<sup>st</sup>).</p>
<p>MPO adopted separate target – <b><u>No</u></b>          For MPOs adopting a separate target, the following information is required: the estimated Vehicle Miles Traveled (VMT) used for rate targets and the methodology used to develop the estimate. The MPO must report annually to NMDOT and provide the report to FHWA upon request. MPO methodology, if applicable:</p>
<p>MPO Progress Report if adopting separate target:</p>

# INFRASTRUCTURE AND SYSTEM PERFORMANCE NATIONAL HIGHWAY SYSTEM (NHS) PAVEMENT AND BRIDGES

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## Target Report - Performance Measure #2 Infrastructure and System Performance National Highway System (NHS) Pavement and Bridges 2-Year & 4-Year Targets

Per federal law, NMDOT is required to establish 2-year and 4-year targets for each performance area. MPOs are required to adopt only 4-year targets. The 2-year targets adopted by NMDOT are shown here for informational purposes.

*\*NMDOT has identified additional performance measures for Interstate conditions. Those measures have been omitted since there are no interstates in the FMPO region.*

<b>Percentage of Bridges on the NHS in "Good" Condition: 2-yr Target for 2019 is 36.0% &amp; 4yr Target for 2021 is 30.0%</b>
MPO adopted NMDOT 4-year target – <u>No</u> For MPOs adopting the NMDOT target, the Mid-Performance Period Progress Report shall be undertaken by NMDOT and submitted to FHWA biennially (due October 1 <sup>st</sup> of even years).
MPO adopted separate 4-year target – <u>Yes</u> MPOs adopting a separate 4-year target must commit to their own <i>quantifiable</i> target. Per Resolution 2018-5, FMPO adopted a four-year target in which 10% of bridges should be classified in good condition and 2.5% in poor condition. MPO methodology and rationale including MPO baseline performance figures used.
<b>MPO Mid-Term Progress Report on 4-Year Target Due October 1, 2020</b>
The bridge condition information report for the bridges within the MPO area for the mid-term period, will be provided by NMDOT. The MPO's report should include: whether the target was met/progress on achieving the target, extenuating circumstances (if any) relating to the target, investment strategies, applicable target achievement discussion (for remaining 2-years).
Mid-Term Progress Report:
<b>MPO Progress Report on 4-Year Target Due October 1, 2022</b>
The bridge condition information report for the bridges within the MPO area for the 4 <sup>th</sup> year, will be provided by NMDOT. The MPO's report should include: whether the target was met/progress on achieving the target, extenuating circumstances (if any) relating to the target, investment strategies, applicable target achievement discussion (for next 4-year target).
4-Year Progress Report:

<b>Percentage of Bridges on the NHS in "Poor" Condition: 2-yr Target for 2019 is 3.3% &amp; 4yr Target for 2021 is 2.5%</b>
MPO adopted NMDOT 4-year target – <b>No</b> See attached documentation from NMDOT.  For MPOs adopting the NMDOT target, the Mid-Performance Period Progress Report shall be undertaken by NMDOT and submitted to FHWA biennially (due October 1 <sup>st</sup> of even years).
MPO adopted separate 4-year target – <b>Yes</b>  MPOs adopting a separate 4-year target must commit to their own <i>quantifiable</i> target. Per Resolution 2018-5, FMPO adopted a four-year target in which 2.5% of bridges are classified in poor condition. MPO methodology and rationale including MPO baseline performance figures used. Target methodology report, if applicable:
<b>MPO Mid-Term Progress Report on 4-Year Target Due October 1, 2020</b>
The bridge condition information report for the bridges within the MPO area for the mid-term period, will be provided by NMDOT. The MPO's report should include: whether the target was met/progress on achieving the target, extenuating circumstances (if any) relating to the target, investment strategies, applicable target achievement discussion (for remaining 2 yrs).
Mid-Term Progress Report:
<b>MPO Progress Report on 4-Year Target Due October 1, 2022</b>
The bridge condition information report for the bridges within the MPO area for the 4 <sup>th</sup> year, will be provided by NMDOT. The MPO's report should include: whether the target was met/progress on achieving the target, extenuating circumstances (if any) relating to the target, investment strategies, applicable target achievement discussion (for next 4-year target).
4-Year Progress Report:

<b>Percentage of Non-Interstate Pavement on the NHS in "Good" Condition: 2-yr Target for 2019 is 35.6% &amp; 4yr Target for 2021 is 34.2%</b>
MPO adopted NMDOT 4-year target – <b>Yes</b> See attached documentation from NMDOT.  For MPOs adopting the NMDOT target, the Mid-Performance Period Progress Report shall be undertaken by NMDOT and submitted to FHWA biennially (due October 1 <sup>st</sup> of even years).
MPO adopted separate 4-year target – <b>No</b>  MPOs adopting a separate 4-year target must commit to their own <i>quantifiable</i> target. MPO methodology and rationale including MPO baseline performance figures used. Target methodology report, if applicable: N/A
<b>MPO Mid-Term Report on 4-Year Target Due October 1, 2020</b>
The pavement condition information report for the non-Interstate NHS highways (regardless of ownership) within the MPO area for the mid-term period, will be provided by NMDOT. The MPO's report should include: whether the target was met/progress on achieving the target,

extenuating circumstances (if any) relating to the target, investment strategies, applicable target achievement discussion (for remaining 2 years).
Mid-Term Progress Report: N/A
<b>MPO Progress Report on 4-Year Target Due October 1, 2022</b>
The pavement condition information report for the non-Interstate NHS highways (regardless of ownership) within the MPO area for the 4 <sup>th</sup> year, will be provided by NMDOT. The MPO's report should include: whether the target was met/progress on achieving the target, extenuating circumstances (if any) relating to the target, investment strategies, applicable target achievement discussion (for next 4-year target).
4-Year Progress Report: N/A

<b>Percentage of Non-Interstate Pavement on the NHS in "Poor" Condition: 2-yr Target for 2019 is 9.0% &amp; 4yr Target for 2021 is 12.0%</b>
MPO adopted NMDOT 4-year target – <b>Yes</b> See attached documentation from NMDOT.  For MPOs adopting the NMDOT target, the Mid-Performance Period Progress Report shall be undertaken by NMDOT and submitted to FHWA biennially (due October 1 <sup>st</sup> of even years).
MPO adopted separate 4-year target – <b>No</b>  MPOs adopting a separate 4-year target must commit to their own <i>quantifiable</i> target. MPO methodology and rationale including MPO baseline performance figures used.  Target methodology report, if applicable: N/A
<b>MPO Mid-Term Report on 4-Year Target Due October 1, 2020</b>
The pavement condition information report for the non-Interstate NHS highways (regardless of ownership) within the MPO area for the mid-term period, will be provided by NMDOT. The MPO's report should include: whether the target was met/progress on achieving the target, extenuating circumstances (if any) relating to the target, investment strategies, applicable target achievement discussion (for remaining 2 years).
Mid-Term Progress Report:
<b>MPO Progress Report on 4-Year Target Due October 1, 2022</b>
The pavement condition information report for the non-Interstate NHS highways (regardless of ownership) within the MPO area for the 4 <sup>th</sup> year, will be provided by NMDOT. The MPO's report should include: whether the target was met/progress on achieving the target, extenuating circumstances (if any) relating to the target, investment strategies, applicable target achievement discussion (for next 4-year target).
4-Year Progress Report: N/A

# SYSTEM PERFORMANCE, FREIGHT, CONGESTION, AND AIR QUALITY

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## Target Report - Performance Measure #3 System Performance, Freight, Congestion and Air Quality 2-Year & 4-Year Targets

Per federal law, NMDOT is required to establish 2-year and 4-year targets for each performance area. MPOs are required to adopt only 4-year targets. The 2-year targets adopted by NMDOT are shown here for informational purposes.

<b>Percentage of Person-Miles Traveled on the Interstate System that are Reliable: 2-yr Target for 2019 is 96.1% &amp; 4yr Target for 2021 is 95.1%</b>
MPO adopted NMDOT 4-year target – <b>Yes</b> See attached documentation from NMDOT.  For MPOs adopting the NMDOT target, the Mid-Performance Period Progress Report shall be undertaken by NMDOT and submitted to FHWA biennially (due October 1 <sup>st</sup> of even years).
MPO adopted separate 4-year target – <b>No</b>  MPOs adopting a separate 4-year target must commit to their own <i>quantifiable</i> target. MPO methodology and rationale including MPO baseline performance figures used.  Target methodology report, if applicable: N/A
<b>MPO Mid-Term Report on 4-Year Target Due October 1, 2020</b>
The data required for the Interstate System within the MPO area for the mid-term period, will be provided by NMDOT. The MPO's report should include: whether the target was met/progress on achieving the target, extenuating circumstances (if any) relating to the target, investment strategies, applicable target achievement discussion (for remaining 2-years).  Mid-Term Progress Report: N/A
<b>MPO Progress Report on 4-Year Target Due October 1, 2022</b>
The data required for the Interstate System within the MPO area for the 4 <sup>th</sup> year, will be provided by NMDOT. The MPO's report should include: whether the target was met/progress on achieving the target, extenuating circumstances (if any) relating to the target, investment strategies, applicable target achievement discussion (for next 4-year target).  4-Year Progress Report:

<b>Percentage of Person-Miles Traveled on the Non-Interstate NHS that are Reliable: 2-yr Target for 2019 is 90.4% &amp; 4yr Target for 2021 is 90.4%</b>
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MPO adopted NMDOT 4-year target – <b><u>Yes</u></b> See attached documentation from NMDOT.  For MPOs adopting the NMDOT target, the Mid-Performance Period Progress Report shall be undertaken by NMDOT and submitted to FHWA biennially (due October 1 <sup>st</sup> of even years).
MPO adopted separate 4-year target – <b><u>No</u></b>  MPOs adopting a separate 4-year target must commit to their own <i>quantifiable</i> target. MPO methodology and rationale including MPO baseline performance figures used.  Target methodology report, if applicable: N/A
<b>MPO Mid-Term Report on 4-Year Target Due October 1, 2020</b>
The data required for the non-Interstate NHS within the MPO area for the mid-term period, will be provided by NMDOT. The MPO's report should include: whether the target was met/progress on achieving the target, extenuating circumstances (if any) relating to the target, investment strategies, applicable target achievement discussion (for remaining 2-years).
Mid-Term Progress Report: N/A
<b>MPO Progress Report on 4-Year Target Due October 1, 2022</b>
The data required for the non-Interstate NHS within the MPO area for the 4 <sup>th</sup> year, will be provided by NMDOT. The MPO's report should include: whether the target was met/progress on achieving the target, extenuating circumstances (if any) relating to the target, investment strategies, applicable target achievement discussion (for the next 4-year target).
4-Year Progress Report: N/A

<b>Index of the Interstate Sys. Mileage providing for Truck Travel Times that are Reliable: 2-yr Target for 2019 is 1.14 &amp; 4yr Target for 2021 is 1.15</b>
MPO adopted NMDOT 4-year target – <b><u>Yes</u></b> See attached documentation from NMDOT. For MPOs adopting the NMDOT target, the Mid-Performance Period Progress Report shall be undertaken by NMDOT and submitted to FHWA biennially (due October 1 <sup>st</sup> of even years).
MPO adopted separate 4-year target – <b><u>No</u></b>  MPOs adopting a separate 4-year target must commit to their own <i>quantifiable</i> target. MPO methodology and rationale including MPO baseline performance figures used.  Target methodology report, if applicable: N/A
<b>MPO Mid-Term Report on 4-Year Target Due October 1, 2020</b>
The data required for the truck travel times on the Interstate System within the MPO area for the mid-term period, will be provided by NMDOT. The MPO's report should include: whether the target was met/progress on achieving the target, extenuating circumstances (if any) relating to the target, investment strategies, applicable target achievement discussion (for remaining 2 years).
Mid-Term Progress Report: N/A
<b>MPO Progress Report on 4-Year Target Due October 1, 2022</b>

The data required for the truck travel times on the Interstate System within the MPO area for the 4<sup>th</sup> year, will be provided by NMDOT. The MPO's report should include: whether the target was met/progress on achieving the target, extenuating circumstances (if any) relating to the target, investment strategies, applicable target achievement discussion (for next 4-year target).

4-Year Progress Report: N/A

**Annual Hours of Peak-Hour Excessive Delay per Capita:  
Not Applicable**

MPO adopted NMDOT 4-year target – N/A See attached documentation from NMDOT.

This applies only to urbanized areas of more than 1 million population that are also in nonattainment or maintenance for ozone, carbon monoxide or particulate matter. At this time, there are no such urbanized areas in New Mexico.

**Percent of Non-Single Occupancy Vehicle (non-SOV) Travel:  
Not Applicable**

MPO adopted NMDOT 4-year target – N/A See attached documentation from NMDOT.

This applies only to urbanized areas of more than 1 million population that are also in nonattainment or maintenance for ozone, carbon monoxide or particulate matter. At this time, there are no such urbanized areas in New Mexico.

**On-Road Mobile Emissions Reduction:  
Not Applicable**

MPO adopted NMDOT 4-year target – N/A See attached documentation from NMDOT.

New Mexico is included in the list of states required to establish targets and report performance for on-road mobile source emissions. This measure is limited to air quality nonattainment or maintenance areas, which in New Mexico applies exclusively to Sunland Park, Anthony, and southern Doña Ana County which is within the El Paso Metropolitan Planning Area.