Docusign Envelope ID: 6CAB9DE1-C0F1-8177-8082-1B02C7BDA8DD

Form No. A-110
Rev. 02/13

New Mexico DEPARTMENT OF TRANSPORTATION
MOBILITY FOR EVERYONE

Intra-Departmental Correspondence

Date: September 25, 2026

To: David D. Quintana, P.E., Acting Cabinet Secretary

Through: Denise N. Peralta, P.E., Strategic Infrastructure Development Division Director DS DMP
Jessica Griffin, AICP, Planning Division Director DS JG

From: Rosa Kozub, AICP, Multimodal Planning and Programs Bureau Chief DS RK
Mariana Santiesteban, CMAQ Coordinator DS MS

Subject: Seeking Concurrence on Federal Performance Measure 3: Full-Performance Period Reporting and Baseline Target Reporting

****

Federal regulations require NMDOT to set targets and measure and report progress for specific performance measures. The NMDOT Planning Division (PD) coordinates the target setting and progress reporting associated with Federal Performance Measure 3 (PM 3), which includes System Performance, Freight, and Congestion Mitigation and Air Quality Improvement Program (CMAQ) measures, as required by 23 CFR § 490 Subparts E through H.

The attached report provides information on the specific measures, completed coordination with the NMDOT Districts and New Mexico Metropolitan Planning Organizations (MPOs), data methodologies and assumptions, the prior period (2022-2025) progress report, and the next reporting period's (2026-2029) baseline and 2- and 4-year targets. For the prior reporting period, NMDOT met all its 4-year (2025) targets so there are no additional reporting requirements.

With this IDC we are seeking your concurrence with the prior period's progress determinations and next period's 2- and 4-year targets.

Concurrence:

DocuSigned by:
David Quintana
C83920AB3826474...

David D. Quintana, P.E., Acting Cabinet Secretary

09/25/26
Date

Docusign Envelope ID: 6CAB9DE1-C0F1-8177-8082-1B02C7BDA8DD

Executive Summary

This document outlines the Federal Fiscal Year (FFY) 2026 prior performance period (2022-2025) progress, new baseline scores, and 2- and 4-year targets for Performance Measure 3 (PM 3) 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 new baseline scores and 2- and 4-year targets are for the next reporting period, 2026-2029. The New Mexico Department of Transportation (NMDOT) Multimodal Planning and Programs Bureau (MPPB) is responsible for reporting on progress and coordinating the setting of targets for the system reliability measures, all of which is outlined in the first part of this report. The El Paso Metropolitan Planning Organization (EPMPO) is required to establish targets and report progress for performance measures related to the Congestion Mitigation and Air Quality (CMAQ) Program, as established in 23 CFR Part 490 (§ 490.707 and § 490.807). These measures include Peak Hour Excessive Delay (PHED) per capita, Non-Single Occupancy Vehicle (Non-SOV) travel, and on-road mobile source emissions. The second part of this document outlines the EPMPO CMAQ measures, which NMDOT adopts to fulfill the PM 3 requirements.

Every two years, the NMDOT is required to report on system performance progress and set or revisit the agency's performance targets. System performance refers to the travel time reliability of all vehicles on both the Interstate highway system and the non-Interstate National Highway System (NHS) roadways. Additionally, there is one measure dedicated to truck travel time reliability on the Interstate system. These measures are collectively referred to as Performance Measure 3 (PM 3). This report provides information on New Mexico's PM 3 performance for the prior reporting period (2021-2025) and establishes 2- and 4- year targets for the current reporting period (2026-2029).

NMDOT's PM 3 system performance remains strong statewide. All three reliability measures met NMDOT's 2025 targets, with Interstate reliability at 96.3%, non-Interstate NHS reliability at 95.2%, and the Truck Travel Time Reliability index (TTTR) at 1.17. While statewide reliability has declined modestly from the 2021 baseline (for two of the measures), overall performance remains substantially better than the established targets.

Performance targets are not intended to represent NMDOT's expected performance, but rather are the threshold level at which additional attention or resources would be warranted to help address the state's performance. Therefore, NMDOT intends to retain the existing targets for the next performance period's 2027 and 2029 targets.

The information related to system performance is summarized in the table below.

PM 3 Measure	2021 Baseline	2025 Actual	2025 Target	Status	2027 Target	2029 Target
Interstate Reliability	98.5%	96.3%	90.0%	Good – target met	90.0%	90.0%
Non-Interstate NHS Reliability	97.5%	95.2%	90.0%	Good – target met	90.0%	90.0%
Truck Travel Time Reliability Index	1.23	1.17	1.40	Good – target met	1.40	1.40

The full report provides additional details on annual performance, by month, as well as additional information related to the coordination efforts, data sources and justifications.

Docusign Envelope ID: 6CAB9DE1-C0F1-8177-8082-1B02C7BDA8DD

Introduction

This section of the report outlines the Federal Fiscal Year (FFY) 2026 prior performance period (2022-2025) progress, new baseline scores, and 2- and 4-year targets for system performance (PM 3) 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 new baseline scores and 2- and 4-year targets are for the next reporting period, 2026-2029. The New Mexico Department of Transportation (NMODT) Multimodal Planning and Programs Bureau (MPPB) is responsible for reporting on progress and coordinating the setting of targets for the system reliability measures.

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 (PHED) per capita
    b. Percent of Non-Single Occupancy Vehicle (SOV) travel
    c. On-Road Mobile Source Emissions Reduction

Measures included in sections 1 and 2 above, referred to as the system reliability measures, are discussed in this section of the report. Measures included in section 3 above are included in a separate section of this report specific to the CMAQ measures, as they only apply to EPMPO.

PM 3 System Performance and Reliability - NMDOT

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 by sharing this draft report for review. Since NMDOT met the LOTTR, LOTTR Non-Interstate NHS, and TTTR targets for the prior performance period, and is recommending retaining the same targets, NMDOT tailored the level of engagement to the relative consistency of the PM 3 performance and management.

1. On September 4, 2026, MPPB staff sent a draft of this report, via email, to the NMDOT District Engineers, Executive staff, and MPO staff. The draft report was intended for discussion and invited comments, due September 18, 2026. MPPB staff received a handful of comments. A few related to report formatting and information, and some of that feedback, including the addition of the Executive Summary section, was integrated into this final report. No comments were received indicating disagreement with the analysis or proposed targets. Farmington MPO, Mesilla Valley MPO and Santa Fe MPO provided explicit support for the analysis and proposed targets.
2. On September 25, 2026, NMDOT Acting Cabinet Secretary David Quintana received the final report for his consideration and possible adoption. If approved, the signature date on the attached IDC indicates the formal adoption date.

Docusign Envelope ID: 6CAB9DE1-C0F1-8177-8082-1B02C7BDA8DD

Data Sources and Observations

The FFY2026 PM 3 full-period progress determinations, and the baseline and target setting for the next performance period 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 Federal Highway Administration (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).

From 2022 to 2025, 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 1-12 below for the monthly performance for each measure for 2022 through 2025. 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 formula[1]; 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. For the months when the performance met the target, the bar is colored green; for months when the performance did not meet the target, the bar is colored red.

Based on these observations, NMDOT determined that travel times on our Interstate and non-Interstate NHS roads continue to be 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. At the mid-period (2024) of the prior performance period, NMDOT determined that it was appropriate to adjust the 4-year targets based upon thresholds for when NMDOT would need to pay additional focus, and possibly provide additional resources, to increase reliability. This was the foundational philosophy behind the updated 4-year targets adopted at the mid-period of the prior performance period for LOTTR Interstate, LOTTR Non-Interstate NHS, and TTTR Index. It also serves as our continued philosophy for retaining the prior 4-year targets as the 2- and 4-year targets for the next performance period (2026-2029).

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

Docusign Envelope ID: 6CAB9DE1-C0F1-8177-8082-1B02C7BDA8DD

Actuals: Level of Travel Time Reliability (LOTTR) – Interstate, 2022-2025

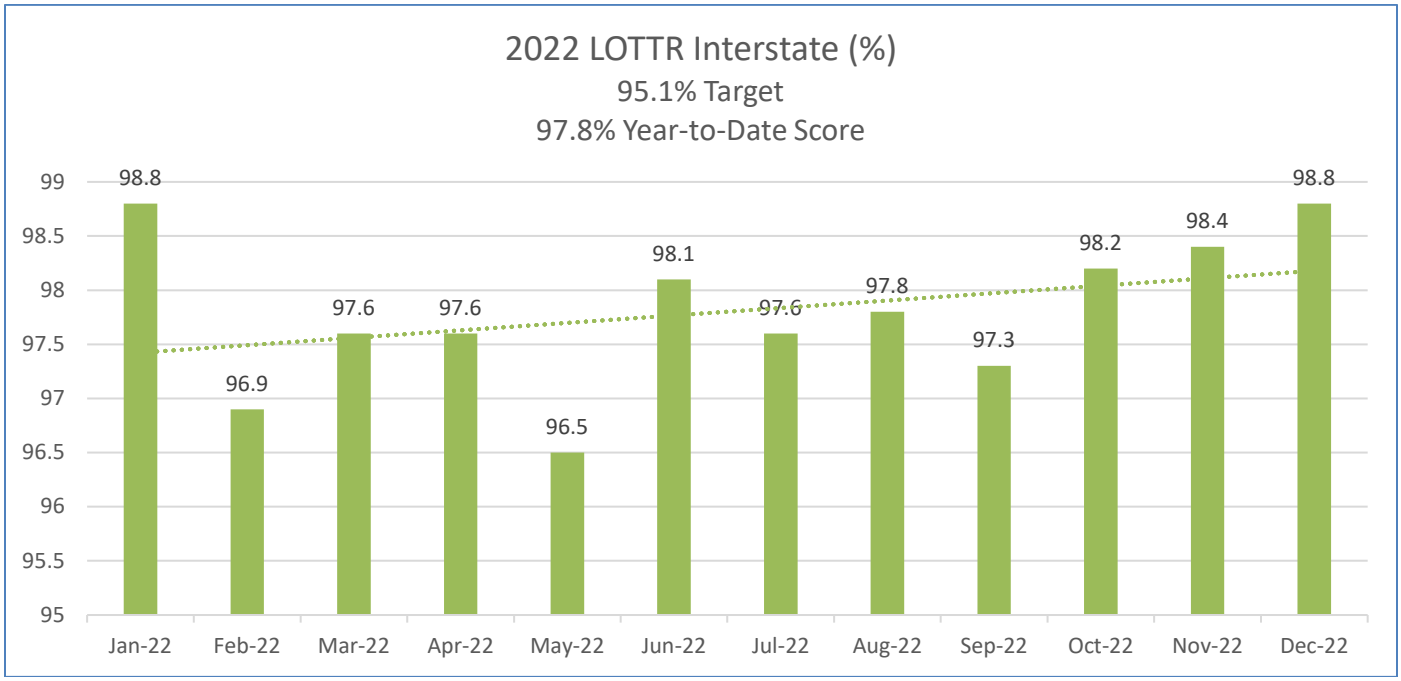


Figure 1: Interstate Travel Time Reliability for New Mexico (2022); data source: RITIS MAP-21 Tool using NPMRDS data

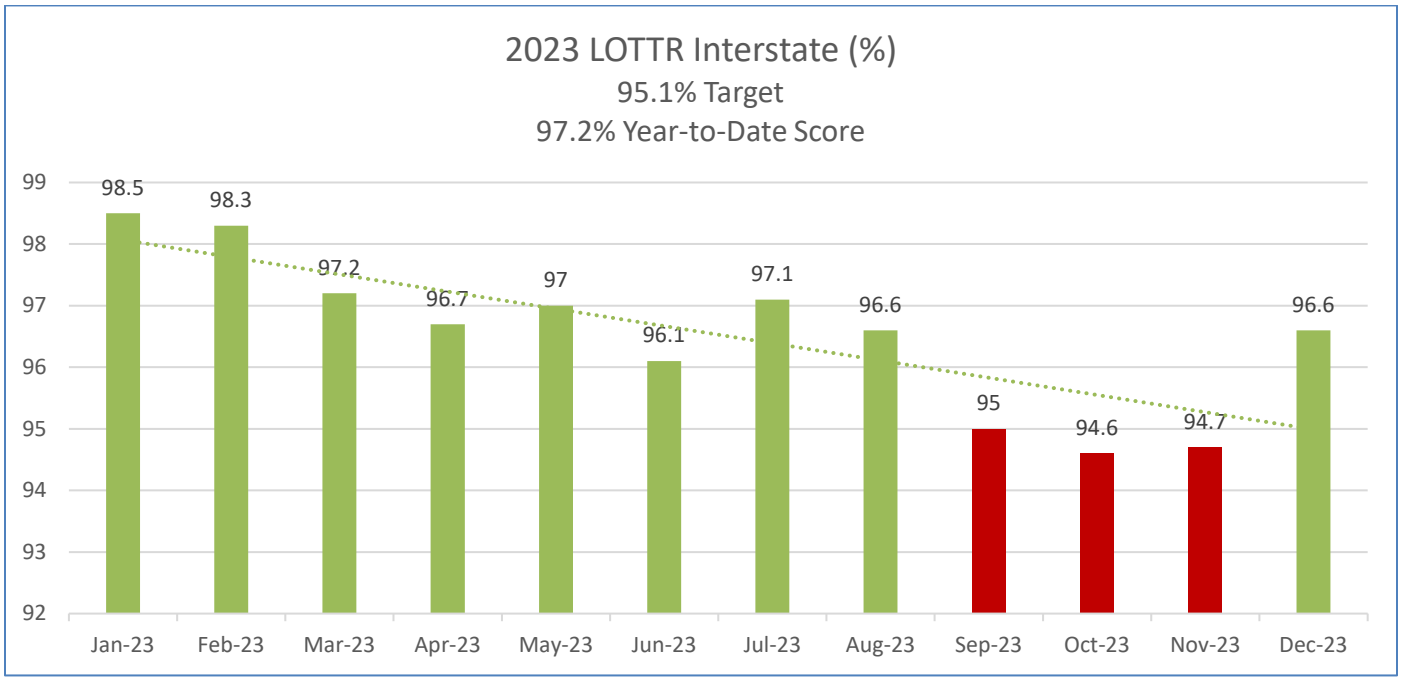


Figure 2: Interstate Travel Time Reliability for New Mexico (2023); data source: RITIS MAP-21 Tool using NPMRDS data

Docusign Envelope ID: 6CAB9DE1-C0F1-8177-8082-1B02C7BDA8DD

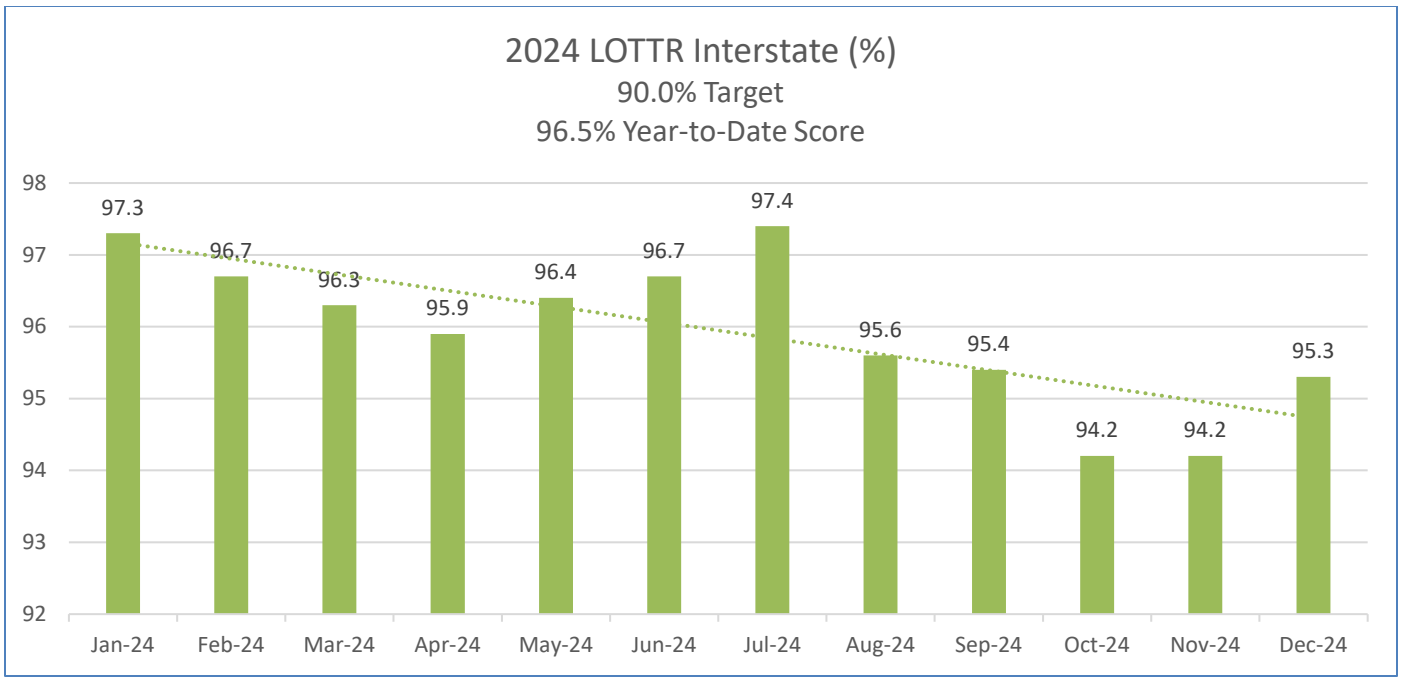


Figure 3: Interstate Travel Time Reliability for New Mexico (2024); data source: RITIS MAP-21 Tool using NPMRDS data

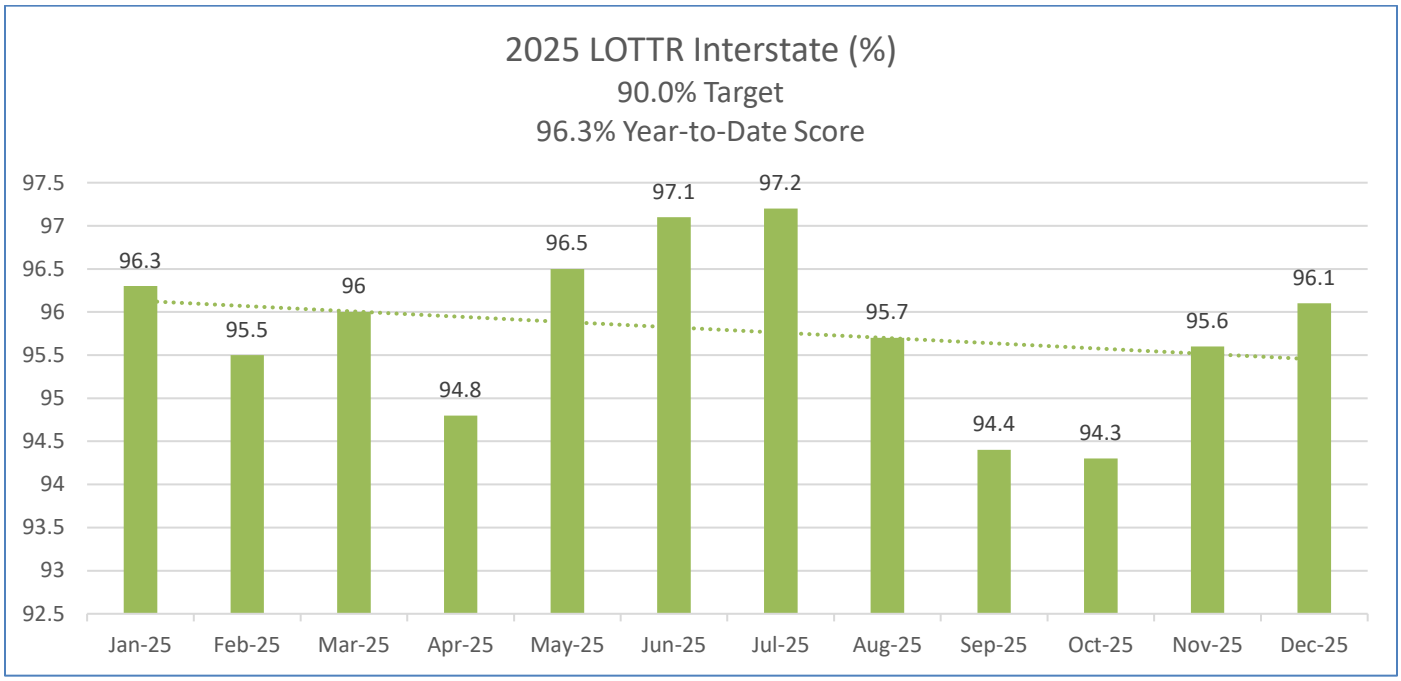


Figure 4: Interstate Travel Time Reliability for New Mexico (2025); data source: RITIS MAP-21 Tool using NPMRDS data

Docusign Envelope ID: 6CAB9DE1-C0F1-8177-8082-1B02C7BDA8DD

Actuals: Level of Travel Time Reliability – Non-Interstate National Highway System (NHS), 2022-2025

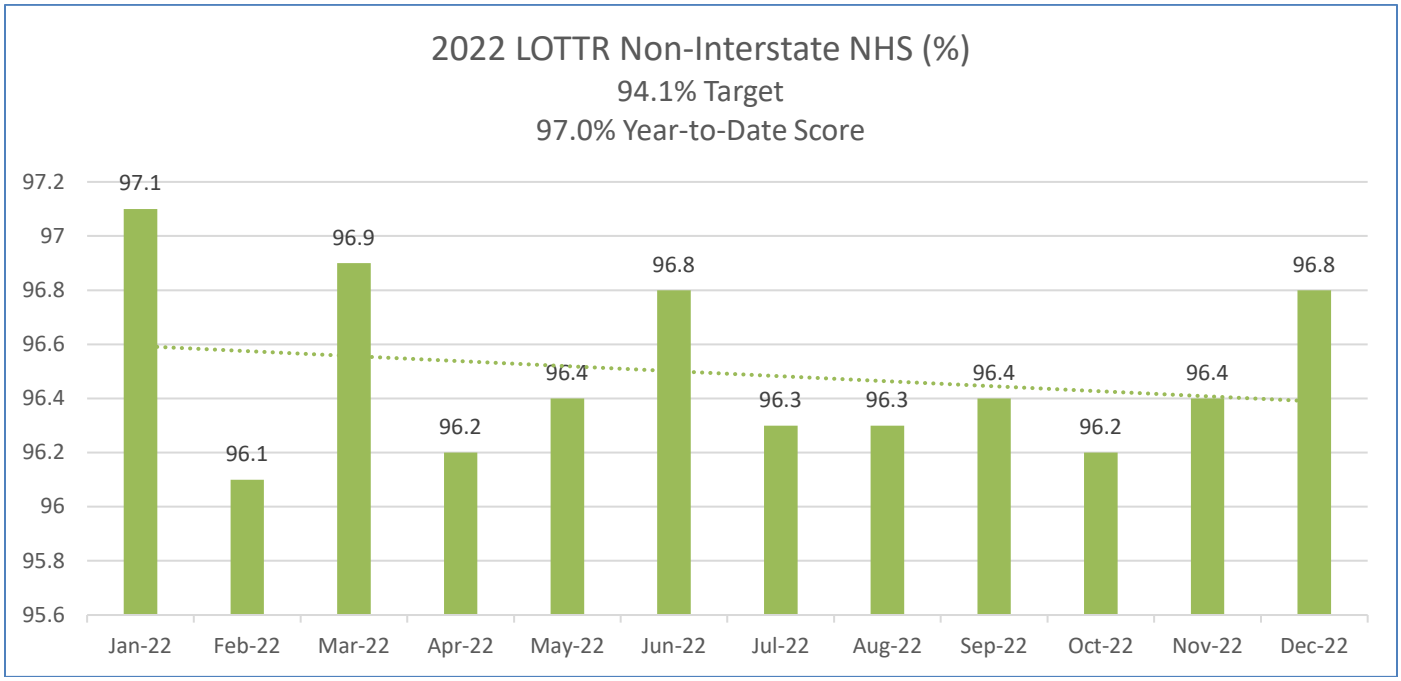


Figure 5: Non-Interstate NHS Travel Time Reliability for New Mexico (2022); data source: RITIS MAP-21 Tool using NPMRDS data

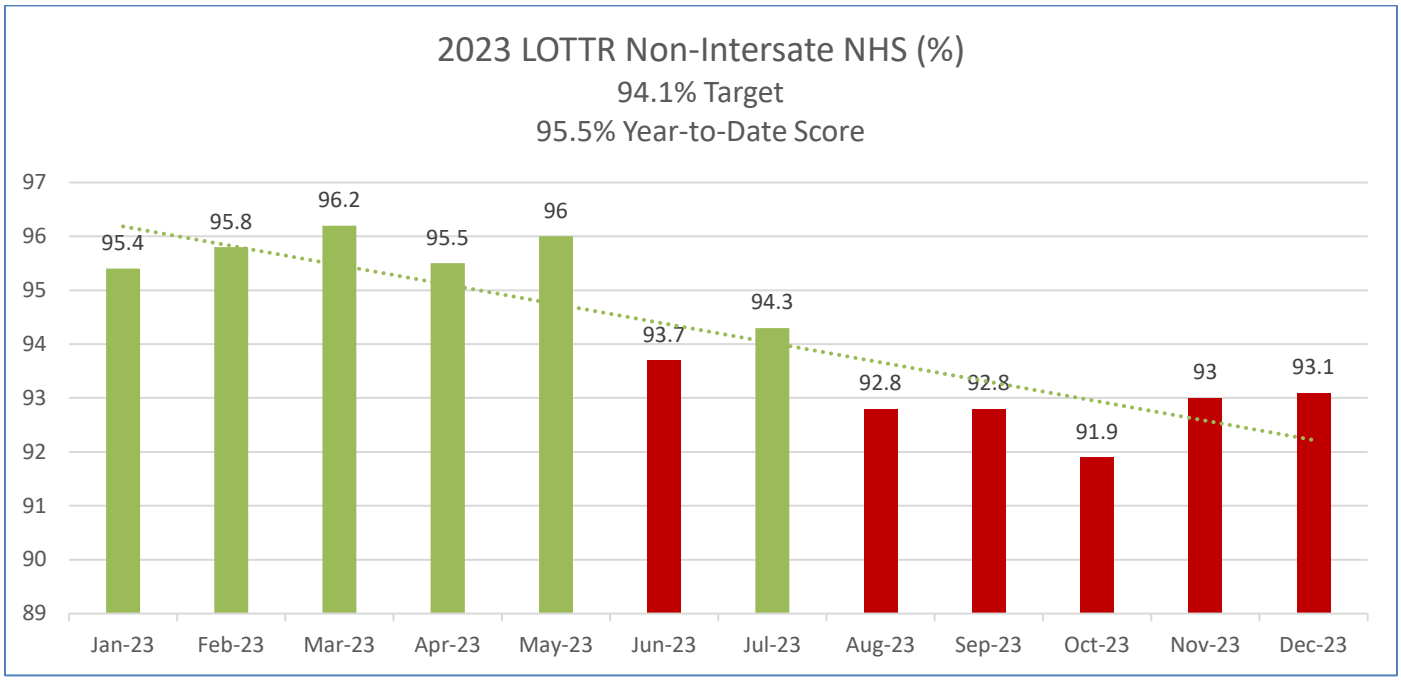


Figure 6: Non-Interstate NHS Travel Time Reliability for New Mexico (2023); data source: RITIS MAP-21 Tool using NPMRDS data

Docusign Envelope ID: 6CAB9DE1-C0F1-8177-8082-1B02C7BDA8DD

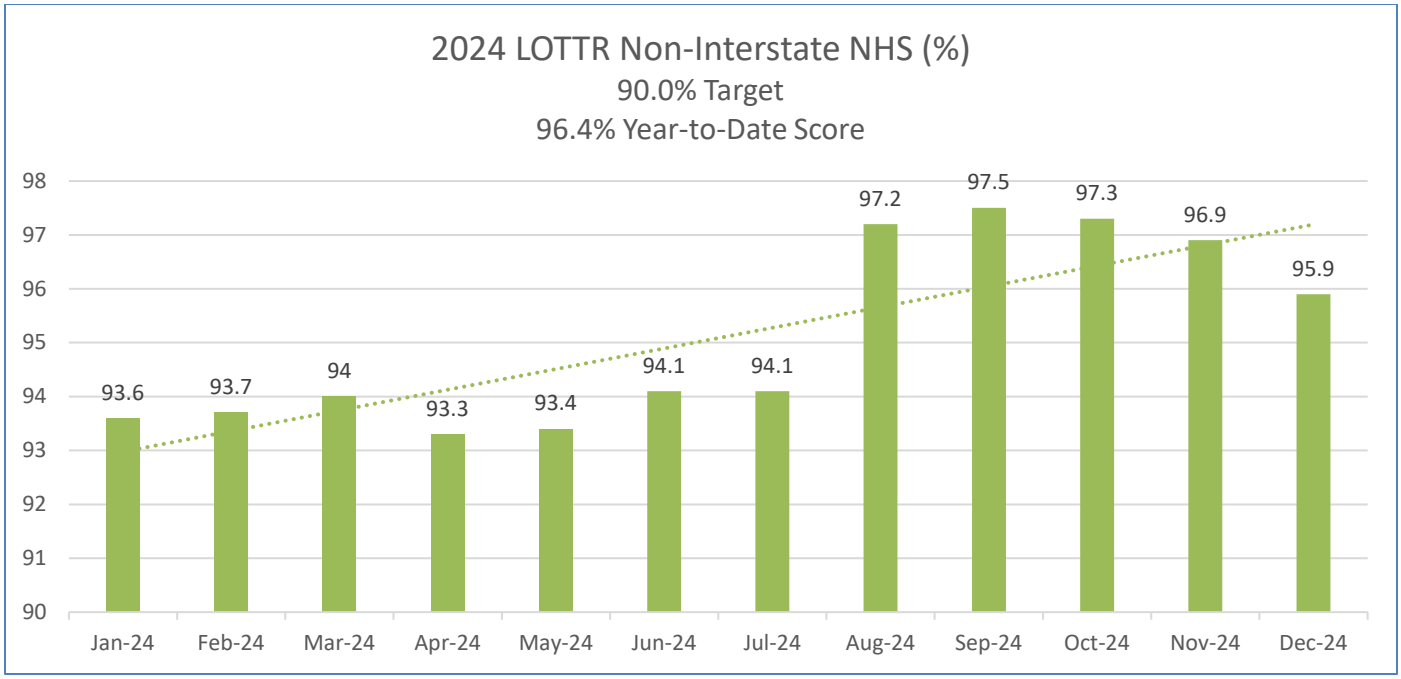


Figure 7: Non-Interstate NHS Travel Time Reliability for New Mexico (2024); data source: RITIS MAP-21 Tool using NPMRDS data

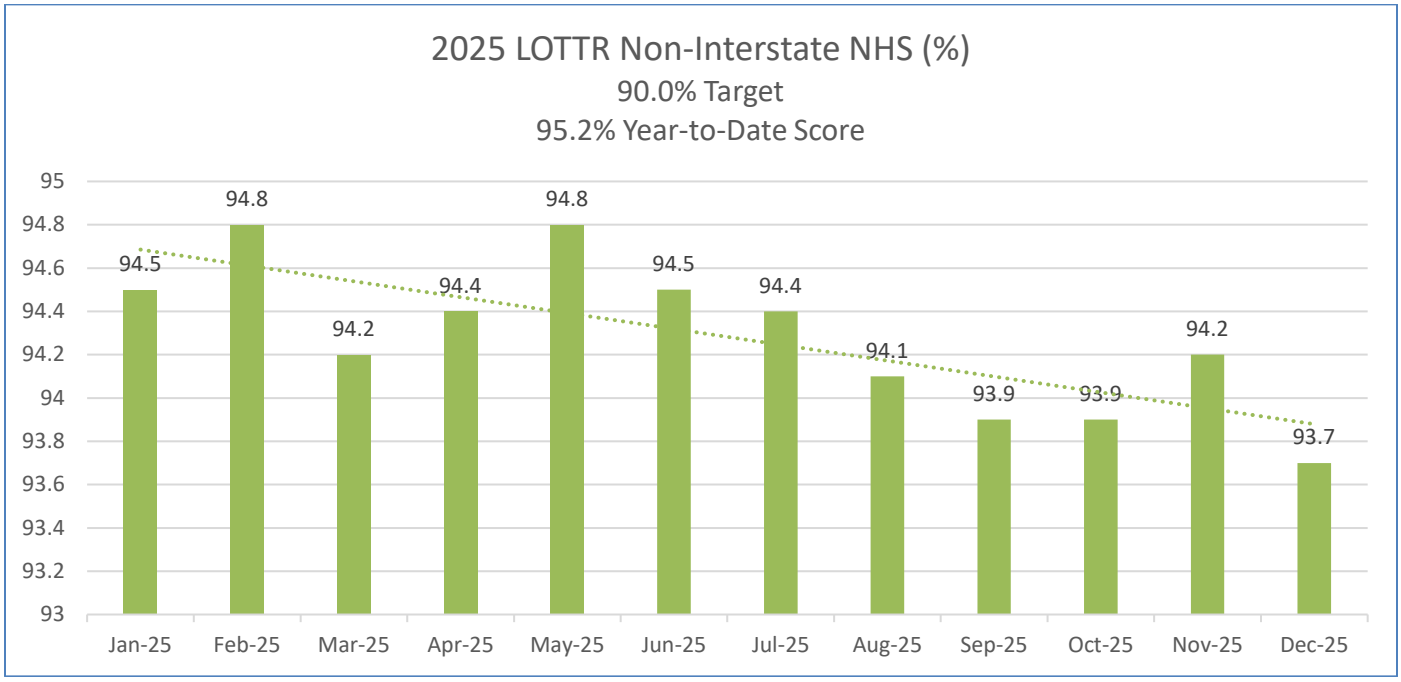


Figure 8: Non-Interstate NHS Travel Time Reliability for New Mexico (2025); data source: RITIS MAP-21 Tool using NPMRDS data

Docusign Envelope ID: 6CAB9DE1-C0F1-8177-8082-1B02C7BDA8DD

Actuals: Truck Travel Time Reliability (TTTR) Index, 2022-2025

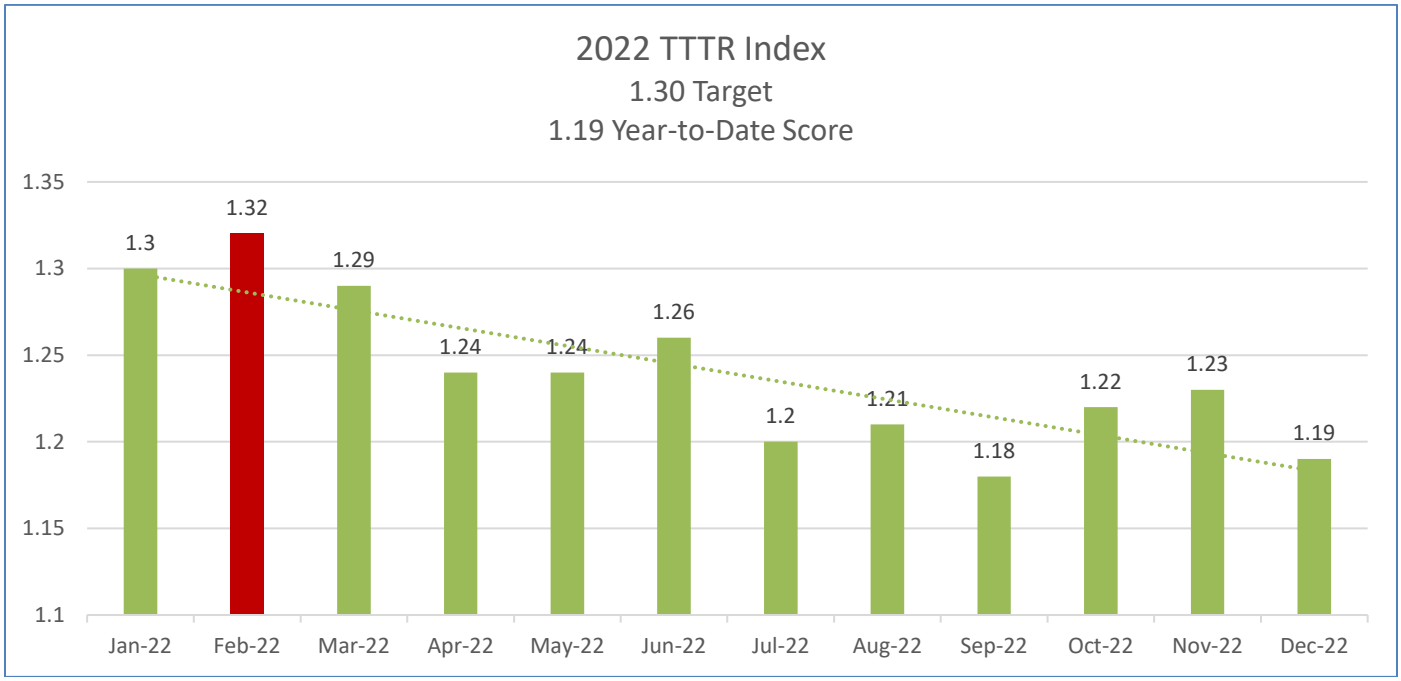


Figure 9: Truck Travel Time Reliability Index for New Mexico (2022); data source: RITIS MAP-21 Tool using NPMRDS data

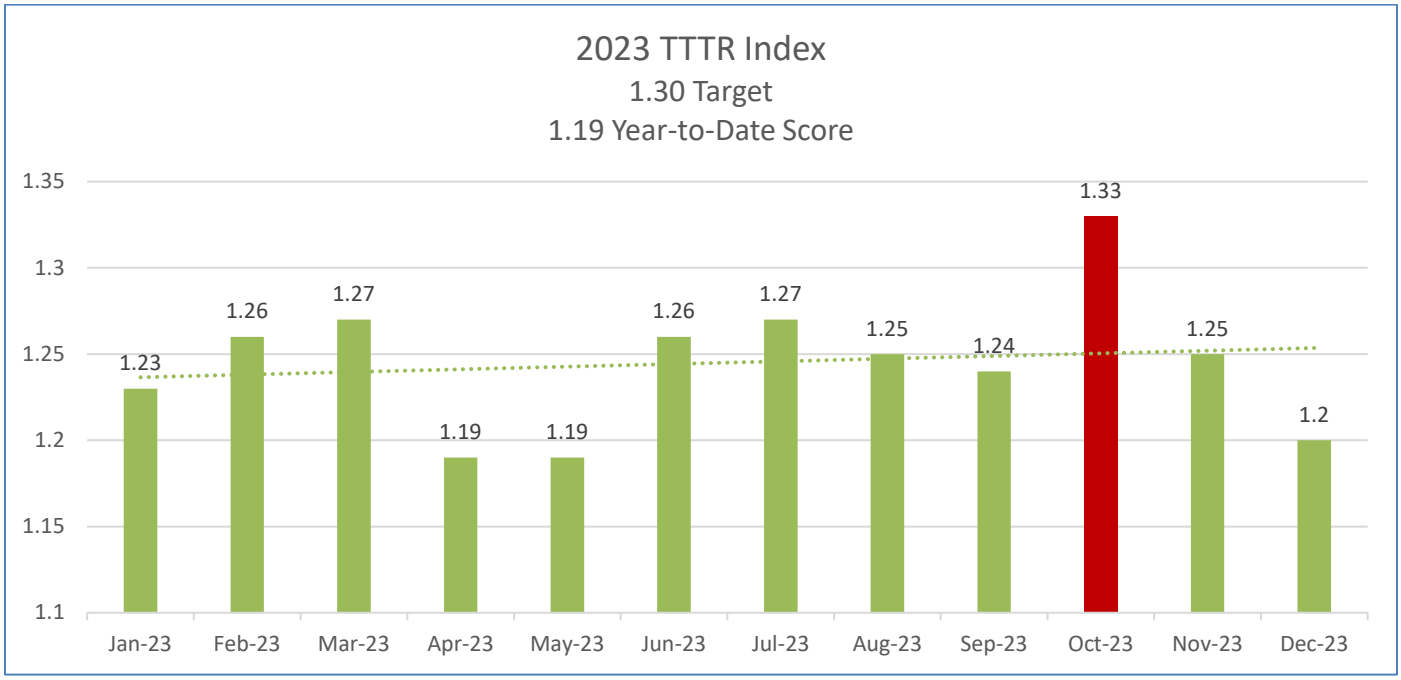


Figure 10: Truck Travel Time Reliability Index for New Mexico (2023); data source: RITIS MAP-21 Tool using NPMRDS data

Docusign Envelope ID: 6CAB9DE1-C0F1-8177-8082-1B02C7BDA8DD

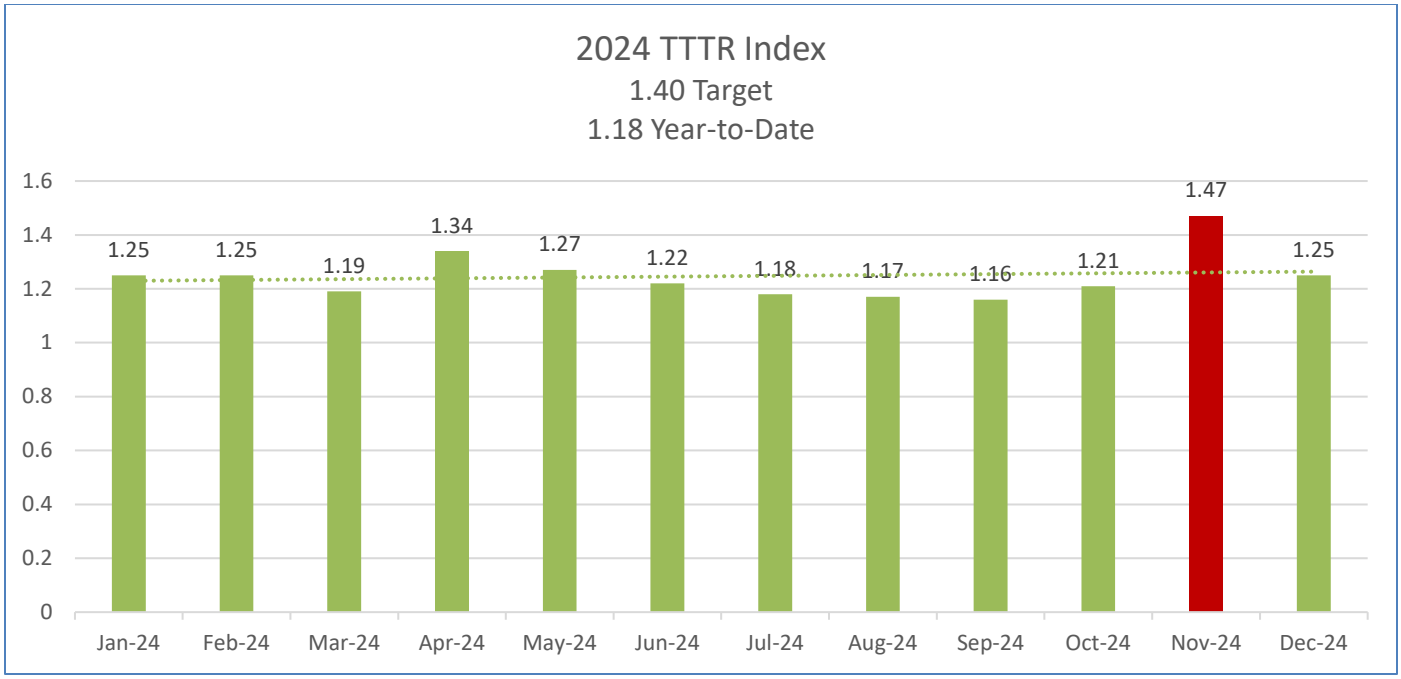


Figure 11: Truck Travel Time Reliability Index for New Mexico (2024); data source: RITIS MAP-21 Tool using NPMRDS data

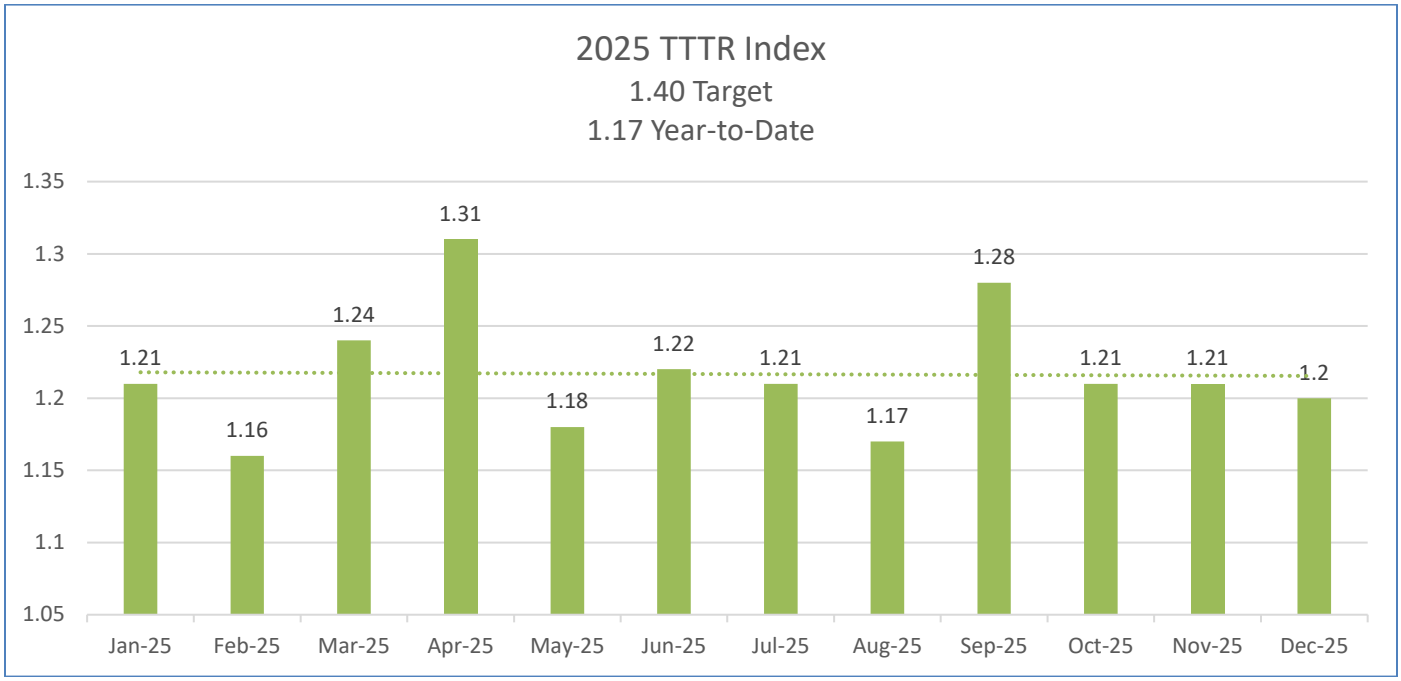


Figure 12: Truck Travel Time Reliability Index for New Mexico (2025); data source: RITIS MAP-21 Tool using NPMRDS data

Docusign Envelope ID: 6CAB9DE1-C0F1-8177-8082-1B02C7BDA8DD

NMDOT PM 3 Progress Report, 2022-2025 Performance Period

The items below outline the system reliability measures contained within PM 3 and provide the baseline score, 2-year and 4-year targets, and the actual scores for 2023 and 2025. Additionally, there are brief statements and justifications related to the performance and target setting determination.

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

Measure	Actual (2021) – Baseline	2-Year Target (2023)	Actual (2023)	4-Year Target (2025)	Actual (2025)
Interstate Reliability	98.5%	95.1%	97.2%	90.0%	96.3%

NMDOT Performance Statement: NMDOT maintained its reliable person-miles traveled on the Interstates from 2021 (98.5% reliable) to 2025 (96.3% reliable), even with the increase in vehicle volumes during this period associated with the winding down of the COVID-19 pandemic. NMDOT met its 4-year (2025) target of the Interstates being more than 90.0% reliable.

NMDOT 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. NMDOT believes the 90.0% target represents an acceptable level of reliability and investment in reliability. In August 2024, NMDOT began construction on a project on I-25 in Albuquerque between Comanche Road and Mongomery Boulevard, which includes freeway, interchange and frontage road improvements. While there were minor delays associated with this project, travel through the project area remained reliable enough that the overall numbers for 2024 and 2025 remained more reliable than the target.

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

Measure	Actual (2021) - Baseline	2-Year Target (2023)	Actual (2023)	4-Year Target (2025)	Actual (2025)
Non-Interstate NHS Reliability	97.5%	94.1%	95.5%	90.0%	95.2%

NMDOT Performance Statement: NMDOT maintained its reliable person-miles traveled on the non-Interstate NHS from 2021 (97.5% reliable) to 2025 (95.2% reliable), even with the increase in vehicle volumes during this period associated with the winding down of the COVID-19 pandemic. NMDOT met its 4-year (2023) target of the Interstates being more than 90.0% reliable.

NMDOT 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. NMDOT believes the 90.0% target represents an acceptable level of reliability and investment in reliability. Additionally, this target accommodated impacts from construction projects on the non-Interstate NHS, during this performance period. In fact, construction projects accounted for a number of the less reliable segments on the NHS in the prior performance period, including the construction on US 285 south of the Colorado

Docusign Envelope ID: 6CAB9DE1-C0F1-8177-8082-1B02C7BDA8DD

border, US 60 west of Socorro, and US 180 through Silver City. The less reliable segments that are not construction-related are either being monitored (e.g. westbound NM 423/Paseo del Norte) or are inevitable based upon the nearby land use (e.g. NM 136/Pete Domenici Blvd at the Santa Teresa Port of Entry).

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

Measure	Actual (2021) - Baseline	2-Year Target (2023)	Actual (2023)	4-Year Target (2025)	Actual (2025)
Truck Travel Time Reliability (TTTR) Index	1.23	1.30	1.19	1.40	1.17

NMDOT Performance Statement: NMDOT maintained its reliable truck travel times and TTTR Index score on the Interstates from 2021 (1.23) to 2025 (1.17), even with the increase in vehicle volumes during this period associated with the winding down of the COVID-19 pandemic. NMDOT met its 4-year (2025) target of the Interstates having a TTTR Index score of less than 1.40.

NMDOT Justification: For the TTTR Index targets, the relatively reliable actual statewide performance assisted in NMDOT's determination of a 1.40 target. NMDOT believes this represents an acceptable level of reliability and investment in reliability. Throughout the performance period, NMDOT maintained a stable and reliable TTTR Index performance. The Mid-Region Council of Governments region, which mostly aligns with NMDOT District 3, had the least reliable TTTR in the state in 2025 (1.34). Given the intersection of I-25 and I-40 in the center of Albuquerque, the most populous city in New Mexico, this slight reduction in reliability is anticipated and regularly monitored by both the NMDOT District and Mid-Region Council of Governments. Additionally, some of the reduced reliability can be attributed to the ongoing construction project on I-25 in Albuquerque between Comanche Road and Mongomery Boulevard, which includes freeway, interchange and frontage road improvements; this project started in August 2024.

Docusign Envelope ID: 6CAB9DE1-C0F1-8177-8082-1B02C7BDA8DD

NMDOT PM 3 Baseline and 2- and 4-Year Targets (2026-2029)

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

Measure	Actual (2025) - Baseline	Target (2025)	Recommended 2-Year Target (2027)	Recommended 4-Year Target (2029)
Interstate Reliability	**96.3%**	**90.0%**	**90.0%**	**90.0%**

NMDOT Target Statement and Justification: The Interstate Level of Travel Time Reliability (LOTTR) performance has been consistent since the first baseline scores were observed in 2017 (96.0%). This indicates that NMDOT's decision-making frameworks and project prioritization processes satisfactorily support reliable travel on the Interstates. For the LOTTR (Interstate) targets, the reliable actual performance assisted in NMDOT's decision to retain the prior target of 90.0% for both the 2- and 4-year targets. NMDOT believes this represents an acceptable level of reliability and investment in reliability.

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

Measure	Actual (2025) - Baseline	Target (2025)	Recommended 2-Year Target (2027)	Recommended 4-Year Target (2029)
Non-Interstate (NHS) Reliability	**95.2%**	**90.0%**	**90.0%**	**90.0%**

NMDOT Target Statement and Justification: The Non-Interstate NHS Level of Travel Time Reliability (LOTTR) performance has been consistent since the first baseline scores were observed in 2017 (90.5%). This indicates that NMDOT's decision-making frameworks and project prioritization processes satisfactorily support reliable travel on the non-Interstate NHS. For the LOTTR (Non-Interstate NHS) targets, the reliable actual performance assisted in NMDOT's decision to retain the prior target of 90.0% for both the 2- and 4-year targets. NMDOT believes this represents an acceptable level of reliability and investment in reliability.

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

Measure	Actual (2025) - Baseline	Target (2025)	Recommended 2-Year Target (2027)	Recommended 4-Year Target (2029)
Truck Travel Time Reliability Index	**1.17**	**1.40**	**1.40**	**1.40**

NMDOT Target Statement and Justification: The Truck Travel Time Reliability (TTTR) Index performance has been consistent since the first baseline scores were observed in 2017 (1.13). This indicates that NMDOT's decision-making frameworks and project prioritization processes satisfactorily support reliable truck travel time on the Interstates. For the TTTR targets, the reliable actual performance assisted in NMDOT's decision to retain the prior target of 1.40 for both the 2- and 4-year targets. NMDOT believes this represents an acceptable level of reliability and investment in reliability.

Docusign Envelope ID: 6CAB9DE1-C0F1-8177-8082-1B02C7BDA8DD

PM 3 CMAQ – El Paso Metropolitan Planning Organization (EPMPO)

The El Paso Metropolitan Planning Organization (EPMPO) is required to establish targets and report progress for performance measures related to the Congestion Mitigation and Air Quality (CMAQ) Program, as established in 23 CFR Part 490 (§ 490.707 and § 490.807)**.** These measures include Peak Hour Excessive Delay (PHED) per capita, Non-Single Occupancy Vehicle (Non-SOV) travel, and on-road mobile source emissions. Together, these measures help EPMPO monitor transportation system performance by evaluating traffic congestion, the percentage of commuters using alternatives to driving alone, and reductions in vehicle related air pollutants. For the third performance period, EPMPO established updated targets based on available historical data and trends, while coordinating with applicable state transportation agencies to support continued efforts to reduce congestion, improve air quality, and encourage more efficient transportation throughout the El Paso, TX-NM region.

Overview of Peak Hour Excessive delay

EPMPO is required to monitor and establish targets for Peak Hour Excessive Delay (PHED), which basically measures how much extra time people spend stuck in heavy traffic during peak commuting hours; excessive delay is counted when traffic speeds fall below 20 mph or 60% of the posted speed limit, whichever is greater. The historical data show that congestion has fluctuated. El Paso met its 2023 target of 9 hours of excessive delay per person with an actual result of 8.9 hours, but conditions worsened and PHED increased to 10.1 hours per person in 2025, meaning the target was no longer met by the end of the performance period. Because of these fluctuations, EPMPO proposes to keep the 2-year target at 10 hours for the third performance period and then reduce the 4-year target to 9 hours, with the longer-term goal of reducing congestion. EPMPO also plans to consider congestion relief when selecting future transportation projects.

In simple terms, the report shows that traffic congestion increased recently, so EPMPO is setting a realistic short-term target while aiming to reduce the amount of time people spend in excessive traffic over the longer term.

Performance Report and Third Performance Period Targets

Peak Hours Excessive Delay (PHED) Targets for EPMPO/NMDOT 2-year and 4-year

The second performance period for the two traffic congestion measures (PHED and Non-Single Occupancy Vehicle Travel, or SOV) began on January 1, 2022, and ran through December 31, 2025. (23 CFR 490.105(e)(4))

The PHED measure recognizes that excessive congestion can have a detrimental impact on air quality. As with the travel time reliability and freight measures, this measure is primarily calculated using travel time data from the National Performance Management Research Data Set (NPMRDS) available to state and local transportation agencies for monitoring and reporting transportation system performance measures.

Unlike the other measures, the CMAQ traffic congestion measures initially only applied to urbanized areas of more than one million population, in all or part of a nonattainment or maintenance area for ozone, carbon monoxide or particulate matter. For this second performance period, the population threshold for the congestion measure dropped to 200,000. In 2022, the EPMPO established targets for the first time for this measure. These targets were revised with the latest data available for the mid-performance period report.

As defined in the final rule, excessive delay is extra time spent in congested conditions where speeds are below a normally expected delay threshold. If the excessive delay threshold on a hypothetical one-mile segment of road is 30 mph and the observed travel speed on that segment was 25 mph during a specific time interval, the 5-mph difference

Docusign Envelope ID: 6CAB9DE1-C0F1-8177-8082-1B02C7BDA8DD

between hypothetical and observed speeds would result in 24 seconds of excessive delay for each traveler on that segment during that time interval.

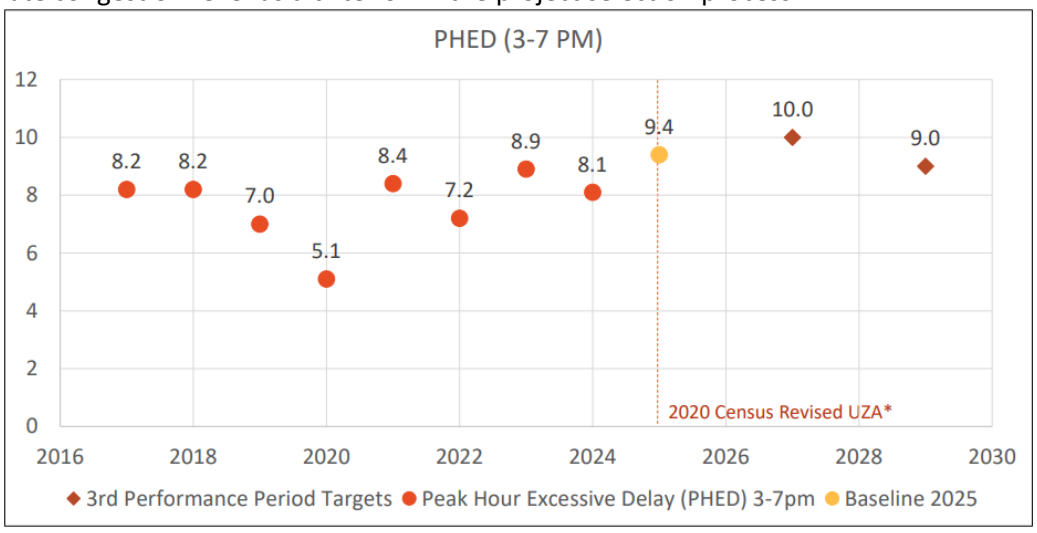
For the purposes of calculating the measure, the excessive delay threshold is specifically defined as travel occurring where speed is below 20 mph or less than 60 percent of the posted speed limit, whichever is greater. Peak travel hours are defined as 6 a.m. to 10 a.m. local time on weekday mornings, and from either 3 p.m. to 7 p.m., or from 4 p.m. to 8 p.m. for the weekday afternoon period. These options on the afternoon period provide a degree of flexibility to state DOTs and MPOs.

The Texas A&M Transportation Institute (TTI) has estimated the PHED measure utilizing the NPMRDS travel time dataset for the period from 2017 through 2025. Table 1 presents the seven-year historical PHED data ending in 2025 (2019–2025). In 2025 each resident of the urbanized area experienced 10.1 hours of delay in excess of the defined threshold for excessive delay while traveling on the region's road network.

Table 1: PHED estimates for 2019-2025

PM Peak Period	2019 PHED	2020 PHED	2021 PHED	2022 PHED	2023 PHED	2024 PHED	2025 PHED	2023 PHED Target	2025 PHED Target
3 pm to 7 pm	7.0	5.1	8.4	7.2	8.9	8.1	10.1	9	10

The data have shown fluctuations over the past five years. In 2023, El Paso met the established 2-year target; however, by the end of the performance period, the target was no longer met due to a significant increase in 2025. Given these fluctuations and the need for a more detailed analysis of the most recent data, the EPMPO has decided to maintain the 2-year target at 10 hours for the third performance period. Based on current trends and anticipated improvements, the EPMPO projects reducing the 4-year target to 9 hours. The EPMPO was also committed to identifying projects that incorporate congestion relief as a criterion in the project selection process.



*Revisions pursuant to the 2020 Census Urbanized Area

Figure 1. Peak Hours Excessive Delay (PHED) for El Paso, TX-NM Urbanized Area

Docusign Envelope ID: 6CAB9DE1-C0F1-8177-8082-1B02C7BDA8DD

Overview of Non-Single Occupancy Vehicle (Non-SOV)

The Non-Single Occupancy Vehicle (Non-SOV) performance measure is used by EPMPO to track the percentage of commuters who use transportation other than driving alone, including carpooling, public transit, walking, biking, telecommuting, and other modes, as part of the federal Congestion Mitigation and Air Quality (CMAQ) Program. During the previous performance period, EPMPO established a 2023 2-year target of 20% and a 2025 4-year target of 22%**.** Based on American Community Survey (ACS) data, EPMPO exceeded the 2023 target with 22.8% Non-SOV travel, and the latest 2024 data increased further to 25.2%**,** showing continued progress in the number of people using alternatives to driving alone. Although historical trends project approximately 24.1% for the 2-year period and 25.9% for the 4-year period, EPMPO proposes setting both new targets at 24**%** because recent data is still influenced by pandemic and post-pandemic telecommuting patterns. In simple terms, EPMPO has exceeded its previous Non-SOV goals and is setting a 24% target for both periods to continue encouraging alternative transportation while allowing more time to determine how commuting patterns change as work-from-home trends stabilize.

Performance Report and Third Performance Period Targets
Non-Single Occupancy Vehicles (Non-SOV) Targets for EPMPO/NMDOT 2-year and 4-year

The second performance period for the traffic congestion measures (non-single occupancy vehicle travel and Peak Hour Excessive Delay, or PHED) began on January 1, 2022, and ran through December 31, 2025. (23 CFR 490.105(e)(4)).

The Non-SOV travel measure quantifies the mode share diversity of the region's transportation system by reporting the total percentage of commuters that use a mode of transportation other than traveling alone in a personal automobile. This includes carpooling, public transit, biking, walking, telecommuting, and other modes.

Initially, for the Non-SOV measure, the rule applied to urbanized areas of more than one million population, in all or part, of a nonattainment or maintenance area for ozone, carbon monoxide or particulate matter. For the second performance period, the population threshold dropped to 200,000. In 2022, the EPMPO established targets for the first time for this measure. During the mid-performance period, the 4-year target was revised. As a result, the second performance period targets were updated to 20% for the 2023 2-year target and 22% for the 2025 4-year target.

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.

According to the latest data available from the ACS, as show in table 1, EPMPO met the 2-year target with an actual reporting of 22.8% in 2023 and it is on track to meet the 4-year target based on the 2024 data available reporting 25.2%.

For the third performance period, EPMPO is applying a methodology consistent with previous years by fitting a least-squares trend line to historical data and extrapolating values for the proposed 2-year and 4-year target years. Using this approach, the projected targets are 24.1% for the 2-year period and 25.9% for the 4-year period.

The effects of pandemic and post-pandemic telecommuting behavior are still reflected in the recent ACS 5-year estimates datasets. EPMPO proposes to maintain both the 2-year and 4-year targets at 24.0%. This approach provides additional time to evaluate travel behavior trends as pandemic-related telecommuting impacts continue to diminish, while supporting progress toward an increasing share of Non-SOV travel.

Docusign Envelope ID: 6CAB9DE1-C0F1-8177-8082-1B02C7BDA8DD

Table 2: Non-SOV estimates for 2020-2024

El Paso, TX Metro Area	2020		2021		2022		2023		2024	
MEANS OF TRANSPORTATION TO WORK	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error
Car, truck, or van -- drove alone	79.70%	±0.7	78.60%	±0.7	77.90%	±0.7	76.30%	±0.7	74.90%	±0.8
Car, truck, or van -- carpooled	10.90%	±0.6	10.60%	±0.6	10.90%	±0.6	11.40%	±0.6	12.00%	±0.7
Public transportation (excluding taxicab)	1.30%	±0.2	1.20%	±0.2	0.90%	±0.1	0.90%	±0.2	0.80%	±0.2
Walked	1.40%	±0.1	1.40%	±0.2	1.40%	±0.2	1.50%	±0.2	1.60%	±0.2
Bicycle	0.10%	±0.1	0.10%	±0.1	0.10%	±0.1	0.10%	±0.1	0.20%	±0.1
Taxicab, motorcycle, or other means	2.20%	±0.2	2.30%	±0.2	2.00%	±0.2	2.00%	±0.2	1.80%	±0.2
Worked at home	4.40%	±0.4	2.30%	±0.4	6.70%	±0.4	7.80%	±0.4	8.80%	±0.6
Non-SOV Travel to Work	**20.3%**	(X)	**17.9%**	(X)	**22.0%**	(X)	**22.80%**		**25.20%**	
Workers 16 years and over	365,210	±3,429	375,834	±3,220	378,612	±3,249	382,507	±3,707	388,100	±3,608
Workers per car, truck, or van	1.07	±0.01	1.07	±0.01	1.07	±0.01	1.08	±0.01	1.08	±0.01
Mean travel time to work (minutes)	23.8	±0.4	24.0	±0.4	24.2	±0.4	24.2	±0.4	24.1	±0.4

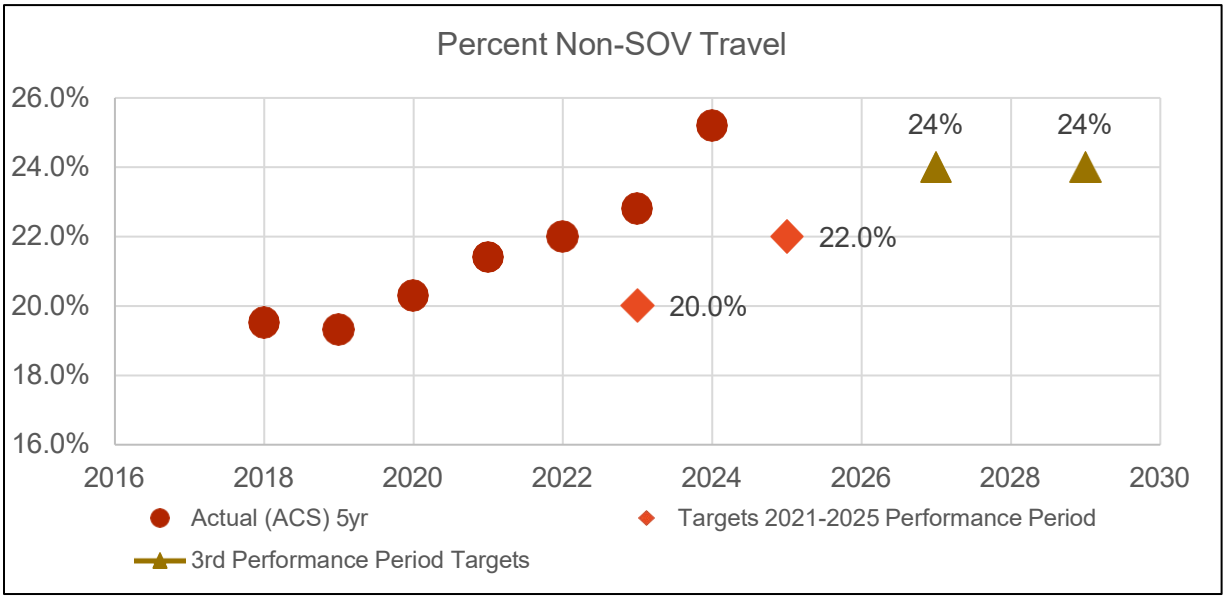


Figure 2. Percent Non-SOV Travel for El Paso, TX-NM Urbanized Area

Overview of On-Road Mobile Source Emissions

EPMPO and NMDOT developed on-road mobile source emissions targets for the New Mexico portion of the El Paso metropolitan area as part of the federal Congestion Mitigation and Air Quality (CMAQ) Program. These targets represent the expected reductions in vehicle-related pollutants, specifically Volatile Organic Compounds (VOC), Nitrogen Oxides (NOx), and Particulate Matter (PM-10). Because there was not enough reliable historical emissions data from past New Mexico CMAQ projects, EPMPO and NMDOT developed a benefit-ratio method that compares New Mexico's previous emissions benefits with those from the Texas portion of EPMPO and applies that ratio to established Texas targets. Using this approach, EPMPO established the same 2-year and 4-year targets: 0.20 kg/day for VOC, 0.16 kg/day for NOx, and 0.02 kg/day for PM-10. These targets represent the anticipated cumulative emissions reductions from CMAQ

Docusign Envelope ID: 6CAB9DE1-C0F1-8177-8082-1B02C7BDA8DD

projects and provide EPMPO and NMDOT with reasonable goals for measuring future air-quality benefits, even though the report acknowledges that actual New Mexico projects may produce different results.

Performance Report and Third Performance Period Targets
On-road Mobile Source Emissions Targets for EPMPO/NMDOT 2-year and 4-year

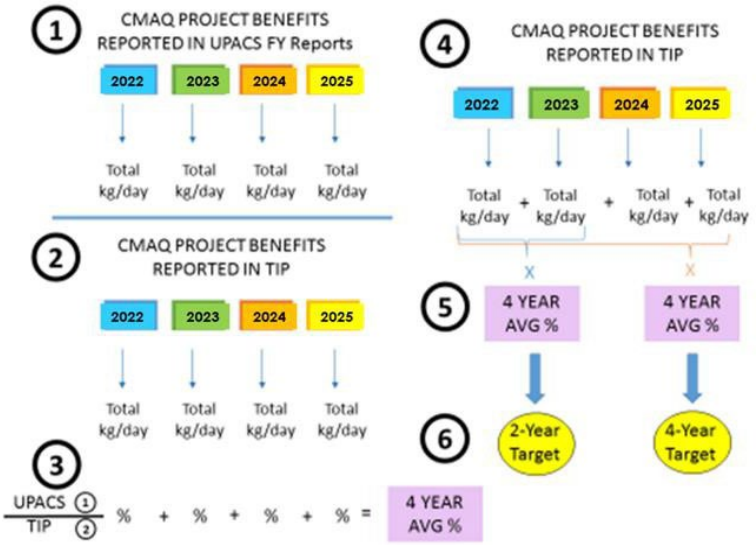
EPMPO is responsible for setting targets and tracking progress for on-road mobile source emissions under the federal Congestion Mitigation and Air Quality (CMAQ) Program, in accordance with 23 CFR Part 490. This measure focuses on evaluating and reporting reductions in air pollution generated by vehicles traveling on the roadway system.

MPOs that contain all or part of any one or more area(s) designated as nonattainment or maintenance for ozone (O3), carbon monoxide (CO), or particulate matter (PM10 and PM2.5) National Ambient Air Quality Standards (NAAQS) are required to set targets for the on-road mobile source emissions measure (23 CFR 490.105(f)(6) and 490.803).

The second performance period for the on-road mobile source emissions measure ran from October 1, 2022, through September 30, 2025. This third performance period runs from October 1, 2025, and continues through September 30, 2029. The United States Census Bureau ranks El Paso, TX-NM as 53rd largest urban area in the country, with a population of 854,584 according to the 2020 Decennial Census. For this performance period, the EPMPO is not subject to 2-year targets or the requirement of a CMAQ Performance Plan as it does not meet the minimum population threshold of 1 million.

The methodology, illustrated below, was mutually agreed upon by the Texas Department of Transportation (TxDOT) and EPMPO to develop 2-year and 4-year targets for applicable criteria pollutants PM10 and CO to support the state of Texas targets. This methodology compares CMAQ project emissions from the FHWA User Profile and Access Control System (UPACS) and the EPMPO Transportation Improvement Program (TIP) over the past 4-years to develop targets for the future 4-year CMAQ program.

Figure 3. Methodology Framework



Docusign Envelope ID: 6CAB9DE1-C0F1-8177-8082-1B02C7BDA8DD

The EPMPO urbanized area crosses the state lines between Texas and New Mexico. The New Mexico portion of the EPMPO planning area is in non-attainment for PM-10 and Ozone (NOX and VOCs) for reporting purposes in the second performance period. EPMPO coordinates with NMDOT on programming New Mexico CMAQ funds allocated to EPMPO. The methodology, illustrated above, does not work for the New Mexico portion of the EPMPO due to a lack of reliable data in UPACS and an overall lack of data for PM-10, NOx and VOC for past CMAQ projects.

It was therefore mutually agreed upon by NMDOT and the EPMPO to develop 2-year and 4-year targets for applicable criteria pollutants, in this case PM10, and Ozone (NOX and VOCs), for the state of New Mexico by developing a benefit ratio analysis (see method below) using the ratio of benefits reported in 2022 to those reported in 2025 for the Texas and New Mexico EPMPO portion and applying this ratio to the ESTABLISHED emissions targets for Texas (second performance period) to estimate future emissions targets in the New Mexico portion of the EPMPO planning area.

Step 1: New Mexico emission benefits reported in the 2022-2025 TIP / Texas emission benefits reported in the 2022-2025 TIP = RATIO

	NM (2022-2025)	TX (2022-2025)	RATIO
VOC	0.432	60.464	0.0072
NOX	0.301	121.505	0.0025
PM10	0.032	120.521	0.0003

Step 2: RATIO (from Step 1) * ESTABLISHED emissions targets for Texas = Future emissions targets (2-yr cumulative for 2027) for the New Mexico portion

	TX TARGET	RATIO	NM TARGET
VOC	28.213	0.007	0.20
NOX	64.151	0.002	0.16
PM10	69.045	0.000	0.02

Step 3: RATIO (from Step 1) * ESTABLISHED emissions targets for Texas = Future emissions targets (4-yr cumulative for 2029) for the New Mexico portion

	TX TARGET	RATIO	NM TARGET
VOC	28.36	0.007	0.20
NOX	64.73	0.002	0.16
PM10	69.07	0.000	0.02

This methodology assumes that the future (4 years) NM CMAQ project(s) quantifiable emissions will be the same in NM as in TX based on type of projects, methodology used to quantify projects, data, assumptions, etc. This is not likely to be the case, but this methodology gives EPMPO and NMDOT reasonable projections in order to set targets for this reporting period.

Docusign Envelope ID: 6CAB9DE1-C0F1-8177-8082-1B02C7BDA8DD

These quantifiable targets are reflective of the anticipated cumulative emission reductions for EPMPO to be reported in the CMAQ Public Access System as required in 23 CFR 490.105 for establishing targets for MPOs.

The 2-year targets for on-road mobile source emissions:

- **0.20 kg/day for Volatile Organic Compounds (VOC)**
- **0.16 kg/day for Nitrogen Oxide (NOx)**
- **0.02 kg/day for Particulate Matter less than or equal to 10 microns (PM-10) The 4-year targets for on-road mobile source emissions:**
- **0.20 kg/day for Volatile Organic Compounds (VOC)**
- **0.16 kg/day for Nitrogen Oxide (NOx)**
- **0.02 kg/day for Particulate Matter less than or equal to 10 microns (PM-10)**

Baseline is 0.216 kg/day for VOC, 0.151 kg/day for NOX and 0.016 kg/day for PM-10.