

Appendix B: Performance Based Planning and Programming

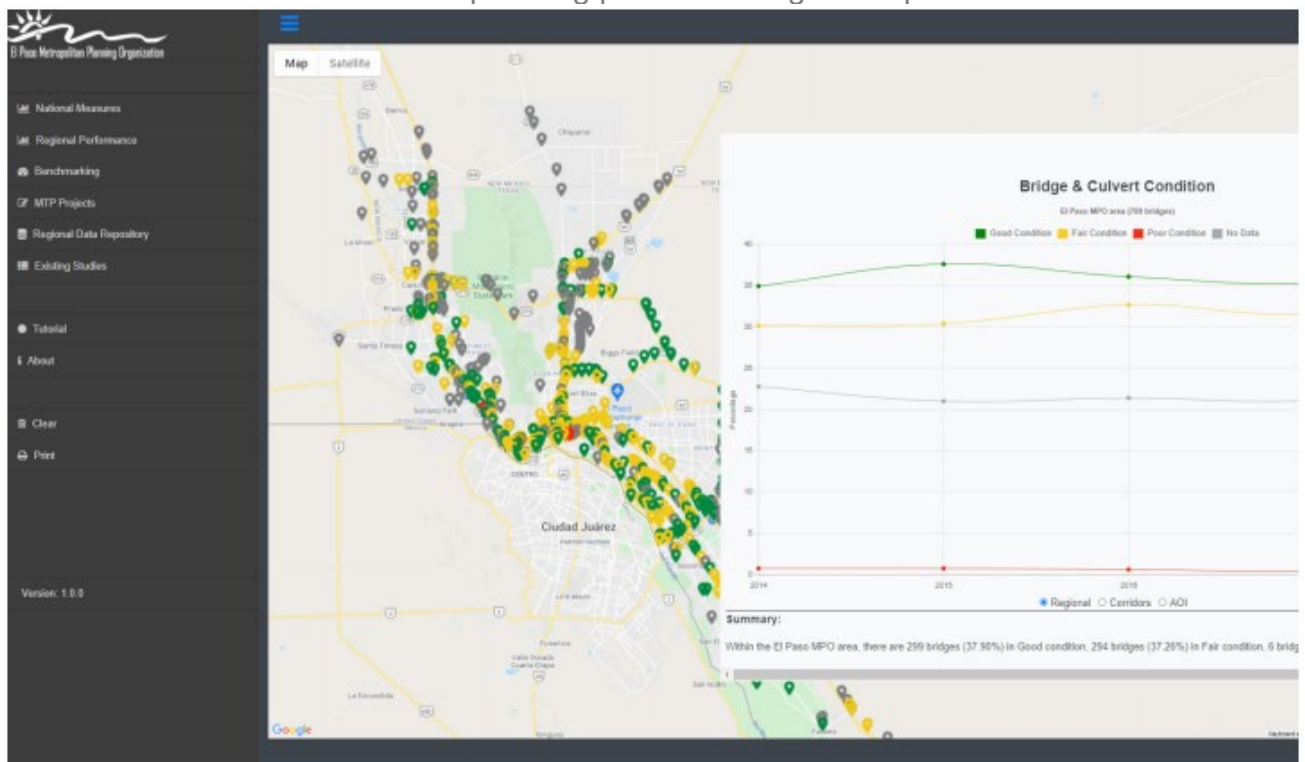
PERFORMANCE MEASURES

Measuring and tracking the performance of the region's transportation system is a fundamental component of the RMS 2050 MTP and the performance-based planning process. Performance measurement allows planners to assess the current state of the system to develop recommendations for improvements, evaluate the effectiveness of recently implemented improvements, and forecast the effectiveness of planned improvements. EPMPO monitors two kinds of performance as part of its performance-based planning efforts: Observed Performance and Forecasted or Modeled Performance.

Observed Performance: Performance is measured based on information from various sources (national, state, local) and reported via a web-based application tool developed for geospatial visualization of performance of the transportation network. This webtool can be found at <https://www.elpasompo.org/Links> through the "EPMPO Performance Measures Tool" link.

The objectives of the Web Tool are:

- To track transportation performance over time
- To support identification of gaps in infrastructure across transportation modes
- To provide performance-based information for planning and programming decisions and
- To be a resource for local planning partners and general public.



The Multimodal Web Tool shows performance of transportation networks in the El Paso region captured by multimodal performance measures that were identified from Destino 2045 Metropolitan Transportation Plan (2018), Congestion Management Process (2019), and FHWA National Performance Measures (2017), and updated based on available local, state, and national data.

Forecasted or Modeled Performance: Using EPMPPO’s TDM, planners can forecast the performance of the region’s transportation system, considering both planned system improvements and forecasted demographics. Performance-based planning using these measures was initiated with the development of the Destino 2045 MTP, and additional measures were incorporated during the development of the RMS 2050 TDM and the reporting output summary has been improved.

NATIONAL PERFORMANCE REQUIREMENTS

Federal legislation passed in 2012 introduced a new requirement to incorporate a performance-based approach into the transportation planning process. The federal transportation bill Moving Ahead for Progress in 21st Century Act (MAP-21) required state Departments of Transportation, MPOs, and transit authorities to set coordinated targets, report on a required set of performance measures, and prioritize projects using a coordinated performance-based planning process. These performance requirements were continued under subsequent federal transportation laws. The federal performance measures fall into three main categories—safety, maintenance, and performance. Safety measures track highway and transit deaths and injuries and include transit incidents like fires or crashes. Maintenance measures look at the age of transit fleets and the condition of roads and bridges. System performance measures look at highway congestion and reliability, freight movement, and environmental sustainability, including air quality.

TABLE 2.2: FEDERAL PERFORMANCE MEASURE CATEGORIES

Safety	Highway Safety
	Transit Safety (Public Transportation Agency Safety Plan)
Maintenance	Highway Pavement and Bridge Conditions
	Transit Asset Management (TAM)
System Performance	National Highway System (NHS) Congestion
	Freight
	Congestion Management and Air Quality (CMAQ) Program

Federal performance measure final rules establish deadlines for target setting and reporting for each of the required performance measures. For the measures identified in each final rule, MPOs are required to adopt targets and baseline performance measures, and to report progress toward achieving the targets in Regional Performance adopted two years after the effective date of the final rule. The five performance measures’ current

final rules were established at different times, and therefore have different target-setting and implementation deadlines, as seen in Table 2.3 below. As of the adoption of RMS 2050 MTP in 2022, target setting, monitoring, and reporting are now required for all five performance measures on the reporting period and schedule shown:

TABLE 2.3: SUMMARY OF INITIAL PERFORMANCE MEASURE IMPLEMENTATION TIMELINES

FINAL RULE	FINAL RULE EFFECTIVE DATE	TARGET SETTING DEADLINE			REQUIRED TO BE INCLUDED IN MTP BY	REPORTING PERIOD	REPORTING SCHEDULE
		STATE DOT	TRANSIT PROVIDER	MPO			
PM 1: Safety	4/14/2016	8/31/2017	-	2/16/2018	5/27/2018	Annually	Annually
PM 2: Infrastructure	5/20/2017	5/20/2018	-	11/16/2018	5/20/2019	2-and 4-year performance period	Biannually (2026, 2028, etc.)
PM 3: System Performance							
Transit Asset Management (TAM)	10/1/2016	10/1/2017	-	12/27/2017	10/1/2018	Complete updated TAM Plan by Oct 2022	
Public Transportation Agency Safety Plan (PTSAP)	7/19/2018	-	07/20/2020 (extended to 12/31/2020)	1/20/2021	7/20/2021	Updated and certified by transit agency annually	

REQUIRED PERFORMANCE MEASURES AND TARGETS

A summary of the required National Performance Measures aligned with the seven National Goals is presented below in Table 3. EPMPPO has adopted targets set by the states (TxDOT and NMDOT) for all National Performance Measures. This section summarizes the adopted targets for each of the measures and provides a performance target assessment. Certain performance measures may be updated on an annual basis.

TABLE 2.3: NATIONAL GOALS AND METRICS

NATIONAL GOAL	NATIONAL PERFORMANCE MEASURE(S)	
Safety	- Fatalities (# and rate)	
	- Serious injuries (# and rate)	
	- Number of non-motorized fatalities and serious injuries	
Infrastructure Condition	- % of Interstate pavements in Good & Poor condition	<i>National Highway System = NHS</i>
	- % of non-Interstate NHS pavements in Good & Poor condition	

	- % of NHS bridges classified as in Good & Poor condition	
Congestion Reduction	- Annual hours of PHED per capita	<i>Peak Hour Excessive Delay = PHED</i>
	- % Non-SOV Travel	
System Reliability	- % of PMT on the Interstate that are reliable	<i>Passenger Miles Traveled = PMT</i>
	- % of PMT on non-Interstate that are reliable	
Freight Movement & Economic Vitality	- TTTR Index on the Interstate System	<i>Truck Travel Time Reliability Index = TTTRI</i>
Environmental Sustainability	- % Change in CO2 Emissions on NHS Compared to Calendar year 2017	
Reduced project delivery delays	- No national measures in current legislation	

SAFETY (PM1)

State Targets adopted by EPMPO Transportation Policy Board for previous fiscal years up to the most recently adopted targets in FY 2026 are presented in the tables below for Texas and New Mexico respectively (Table 4 and Table 5).

TABLE 2.4: SAFETY – TEXAS STATE TARGETS BY CALENDAR YEAR

PM1: SAFETY	2022	2023	2024	2025	2026
Number of fatalities	3,563	3,682	3,567	3,046	4,506
Rate of fatalities	1.27	1.38	1.36	1.14	1.44
Number of serious injuries	16,677	17,062	17,062	17,062	18,884
Rate of serious injuries	5.76	6.39	6.39	6.39	6.30
Number of non-motorized fatalities and serious injuries	2,367	2,357	2,357	2,357	2,802

TABLE 2.5: SAFETY – NEW MEXICO STATE TARGETS BY CALENDAR YEAR

PM1: SAFETY	2022	2023	2024	2025	2026
Number of fatalities	421.9	446.6	450.0	445.0	445.0
Rate of fatalities	1.645	1.695	1.689	1.644	1.644
Number of serious injuries	1,030.5	995.4	1018.6	1,010.0	1,010.0
Rate of serious injuries	3.842	3.801	3.800	3.800	3.800
Number of non-motorized fatalities and serious injuries	190.6	199.4	200	200.0	200.0

On February 20, 2026, the Transportation Policy Board approved a resolution to support the updated 4-year target (previously adopted January 24, 2025), for both Texas Department of Transportation (TxDOT) and the New Mexico Department of

Transportation (NMDOT). By agreeing to support the states' HSIP targets, EPMPO agrees to:

- Work with the states and safety stakeholders to address areas of concern for fatalities or serious injuries within the metropolitan planning area.
- Coordinate with the states and include the safety performance measures and the states' HSIP targets for those measures in the long-range regional transportation plan (RTP).
- Integrate into the metropolitan transportation planning process, the safety goals, objectives, performance measures and targets described in other state safety transportation plans and processes such as applicable portions of the HSIP, including the SHSP.
- Include a description in the TIP (Transportation Improvement Program) of the anticipated effect of the TIP toward achieving HSIP targets in the RTP, linking investment priorities in the TIP to those safety targets.

ANALYSIS OF TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FY 2027 – FY 2030; SAFETY PROJECTS

Several projects programmed in the RMS 2050 MTP and the 2027-2030 TIP have been identified to have a safety element as part of the project selection criteria which includes a section based on safety and thus help work towards the safety targets. These projects include:

- Buffalo Soldier Street Improvements from Edgemere Blvd to Montana Ave. The project includes complete roadway reconstruction, parkway improvements, sidewalks, bicycle facilities, street illumination, landscaping and irrigation and striping.
- Delake Street Construction. The project includes construction of a two-lanes roadway with enhanced pedestrian facilities, bike lanes and illumination to provide access to the Horizon City Transit Oriented Town Center.
- Downtown 10 Executive to Copia Segment 1 Construction - Widen from 3/5 to 4/6 lanes each direction, add 2-lane frontage roads each direction, ramp and operational improvements, and bike/ped paths.
- ELP Safety Service Patrol –Highway Emergency Response Operations (HERO) FYs 2027, 2028, 2029, 2030
- I-10 Frontage Roads from FM1110 (Clint Rd) to FM793 (Fabens Rd)* - Construct frontage roads 2 lanes each direction
- Montwood and Sunfire Roundabout - Two-lane roundabout at Montwood and Sunfire. Includes pedestrian improvements, hawks, signage, striping, bicycle lanes on all roundabouts, and ramps for cyclists.
- Paul Harvey Park Trail - Construction of a shared-use path from Paul Harvey Park to the Westside Natatorium. Project runs on social trail behind Bluff Canyon Circle/Bel Mar Ave on to Mesa Hills Dr
- Playa Drain Hike and Bike Trail (Knights to Midway) - Pedestrian and bicycle facilities with signage, sidewalks, landscaping, furnishings and illumination.

- Saul Kleinfeld Street Improvements - Project includes complete roadway reconstruction, parkway improvements, bicycle facilities, landscaping and irrigation, and striping on Saul Kleinfeld Dr from Montwood Dr to Pebble Hills Blvd.
- San Elizario Intersection Safety Improvements Construction Phase - Proposed improvements for four intersections in San Elizario with crash rates higher than the statewide crash rates.
- Sunland Park Hike and Bike Shared Use Path – Construction of a pedestrian and bicycle facility with associated signage, landscaping and irrigation, furnishings, and illumination.
- Sun Valley Gateway North to Kenworthy - Project includes complete roadway reconstruction, road diet, parkway improvements, bike facilities, street illumination, landscaping & irrigation, & striping on Sun Valley from Gateway Blvd N to Kenworthy St.
- US 62/180 (Montana Ave.) Expressway & Frontage Roads Phase II. Construct 6 lane (expressway) main lanes eastbound/westbound with auxiliary lanes and grade separations at intersections from Tierra Este Rd. to FM 659 (Zaragoza Rd). Build 2 lane westbound/eastbound frontage roads in each direction from Tierra Este Rd to FM 659 (Zaragoza Rd.). Reconstruct 6 lane westbound/eastbound mainlanes from Global Reach Dr. to Lee Trevino Dr. to include auxiliary lanes and grade separation at intersection. Reconstruct existing eastbound frontage road from Global Reach Dr. to Tierra Este Rd in concrete (no added capacity). Work includes drainage, advanced signing, striping
- US 62/180 (Montana Ave.) Expressway & Frontage Roads Phase IIA.- Construction of bridge overpass

SUMMARY OF STATE SAFETY (PM1) PERFORMANCE MEASURES AND TARGETS FOR TXDOT AND NMDOT

The following provides a summary of the Highway Safety Improvement Program's (HSIP) safety performance measures and State safety performance targets. State DOTs and MPOs are expected to establish and report Safety performance measure targets annually. The safety performance targets should be data-driven, realistic, and attainable, and should align with the performance management framework and legislative intent.

TxDOT (PM1) TRENDS AND TARGETS

TxDOT has set more aggressive fatality and fatality rate reduction targets since 2020, in response to the Texas Transportation Commission's goal of reaching zero fatalities on Texas roads by the year 2050. EPMPO Transportation Policy Board also adopted this goal for the El Paso Metropolitan Planning Area when it adopted the Borderplex Safe Mobility Plan on November 21, 2025. TxDOT's annual fatality reduction target is based solely on actual crash data, ensuring consistency and reliability in setting targets for improving road safety.

FIGURE 1: NUMBER OF FATALITIES IN TEXAS

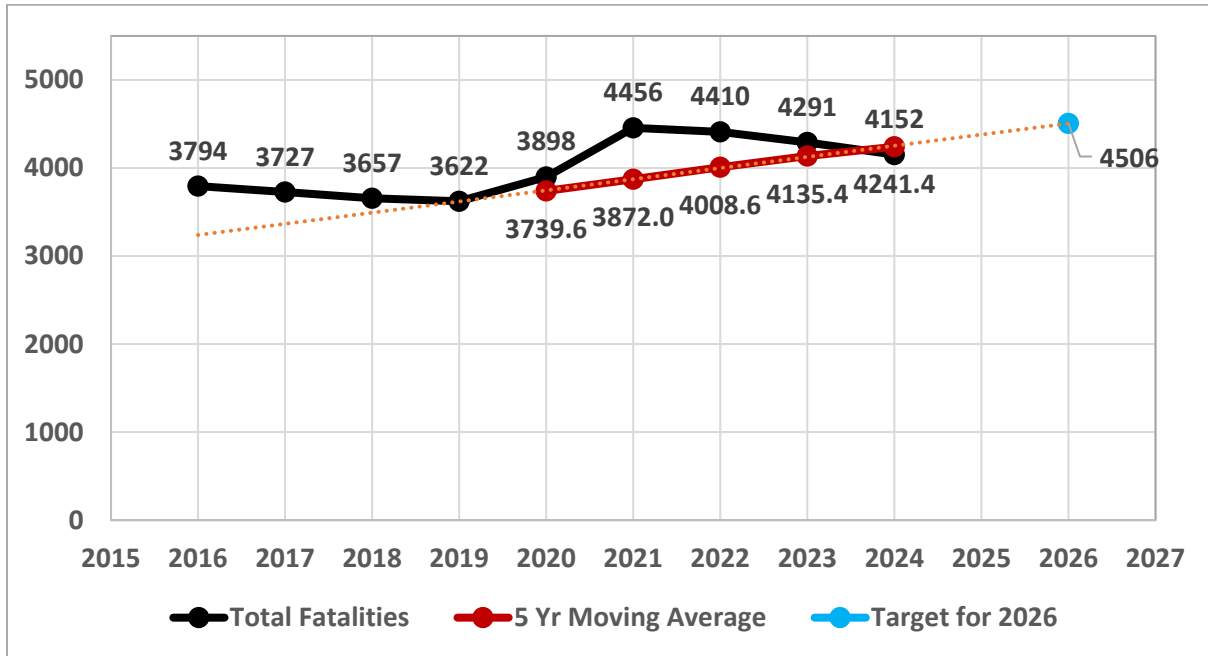


FIGURE 2: FATALITY RATE (PER 100 MILLION VMT) IN TEXAS

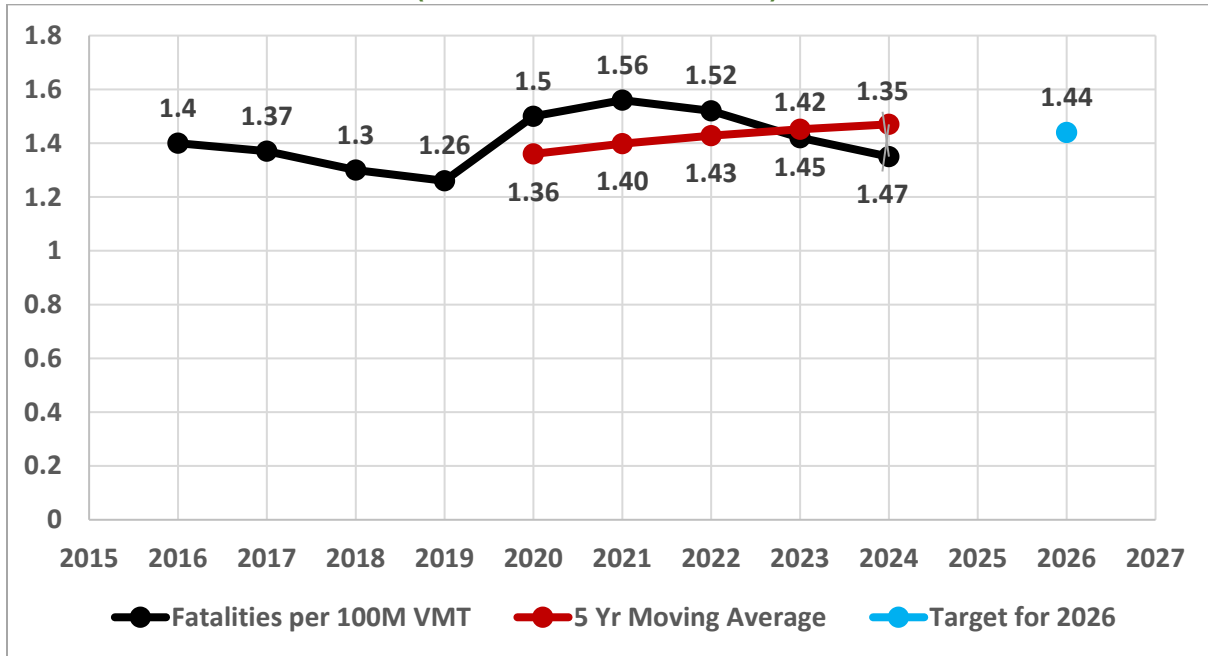


FIGURE 3: NUMBER OF FATALITIES IN TEXAS PORTION OF EL PASO MPO REGION

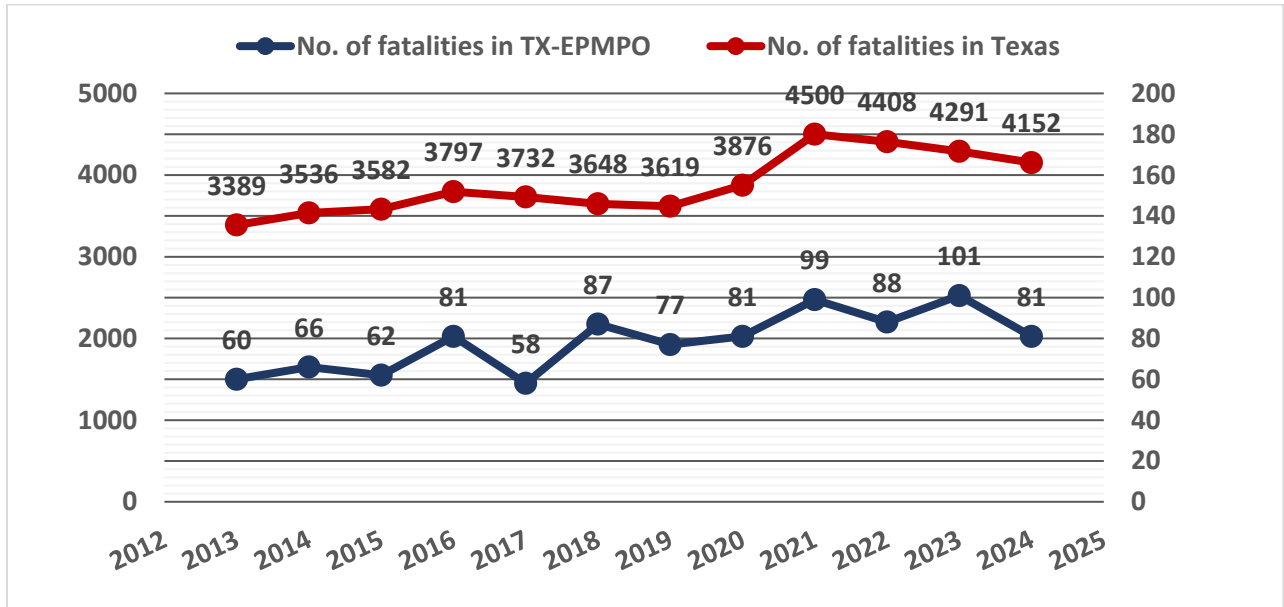


FIGURE 4: NUMBER OF SERIOUS INJURIES IN TEXAS

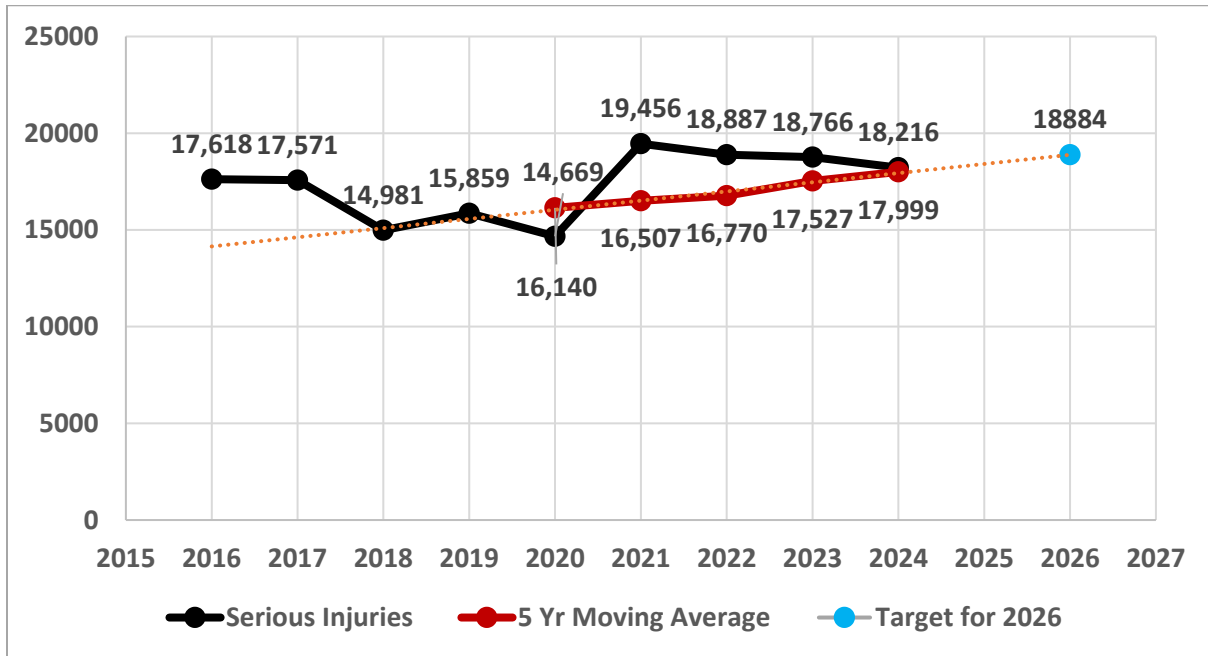


FIGURE 5: RATE OF SERIOUS INJURIES (per 100 million VMT) IN TEXAS

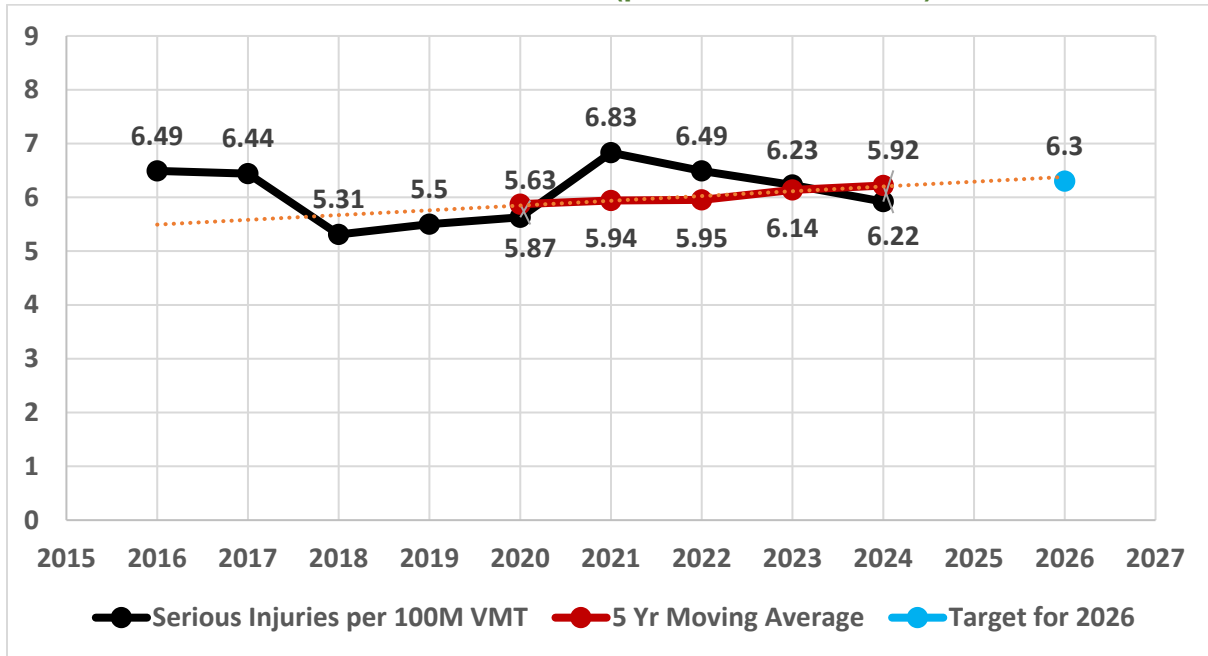


FIGURE 6: NUMBER OF SERIOUS INJURIES IN TEXAS PORTION OF EL PASO MPO

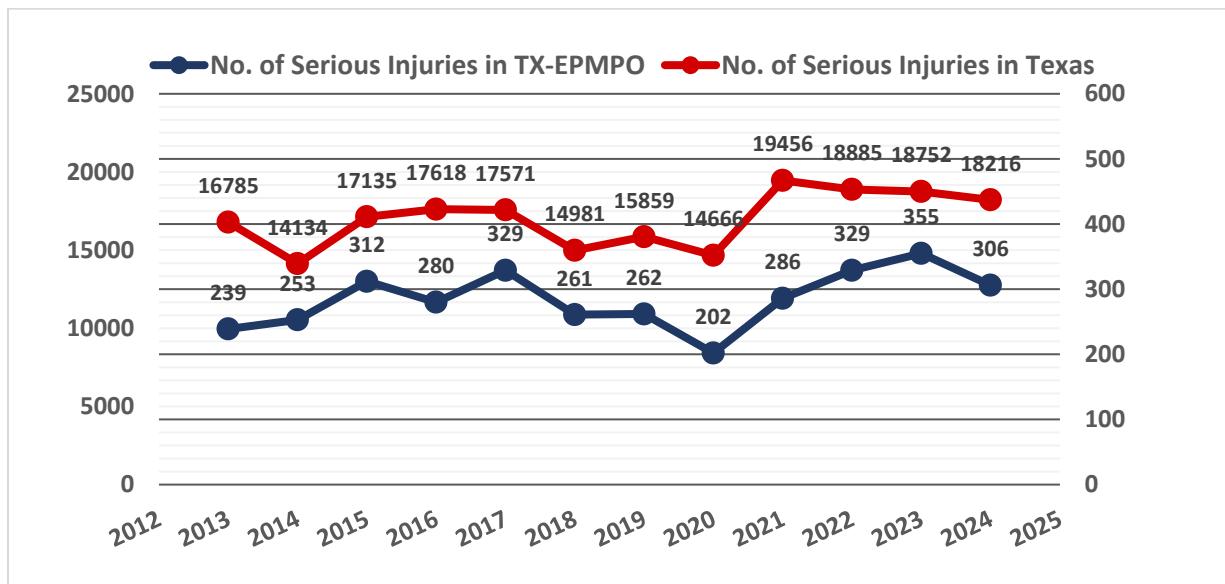


FIGURE 7: NUMBER OF NON-MOTORIZED FATALITIES AND SERIOUS INJURIES IN TEXAS

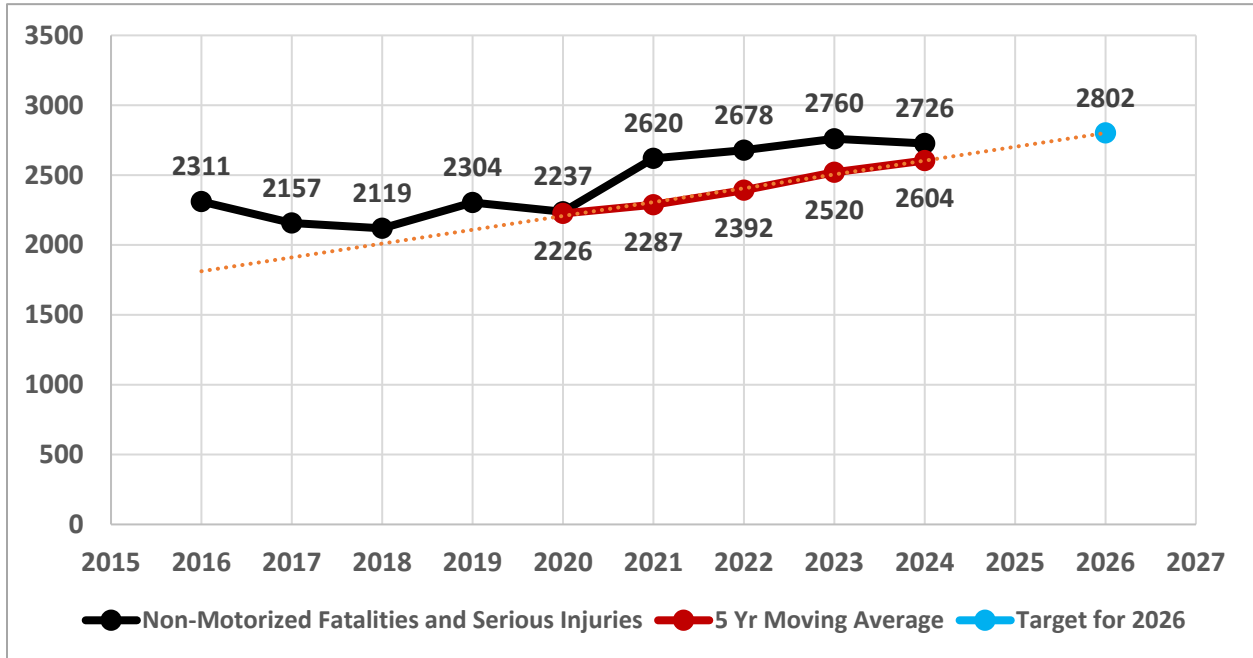


FIGURE 8: NUMBER OF NONMOTORIZED FATALITIES AND INJURIES IN TEXAS PORTION OF EL PASO MPO REGION

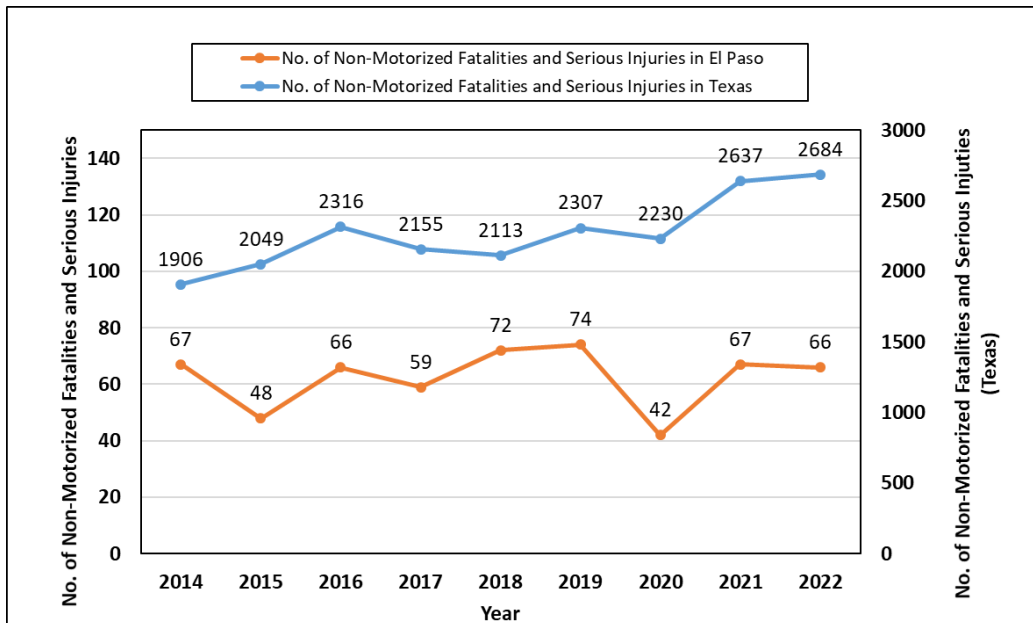


TABLE 2.6: TEXAS - 2023 SAFETY PERFORMANCE TARGET ASSESSMENT

Performance Measure	Desired Trend	Original Targets 2019-2023	Baseline ¹ 2019-2023	New Targets 2026
Number of Fatalities	↓	3,682	4138.8	4,506
Fatality Rate (per 100 million VMT)	↓	1.38	1.456	1.44
Number of Serious Injuries	↓	17,062	17,523	18,884
Rate of Serious Injuries (per 100 million VMT)	↓	6.39	6.138	6.3
Number of Non-Motorized Fatalities and Serious Injuries	↓	2,357	2525.6	2,802

¹Baseline is the actual 5y Average.
 Baseline numbers colored in red means the target was not met.
 Baseline numbers colored in green means the target was met.

NMDOT (PM1) TRENDS AND TARGETS

In setting the 2026 safety targets, NMDOT and stakeholders did not rely solely on the crash data projections but used the data in combination with their discussions regarding other relevant factors and their assessment of the potential safety impacts of various strategies and projects. Since NMDOT’s Target Zero 2050 initiative implementation is still underway, targets were not yet changed. Efforts are being made to reflect the anticipated decline in crashes as the initiative advances.

FIGURE 9: NUMBER OF FATALITIES IN NEW MEXICO

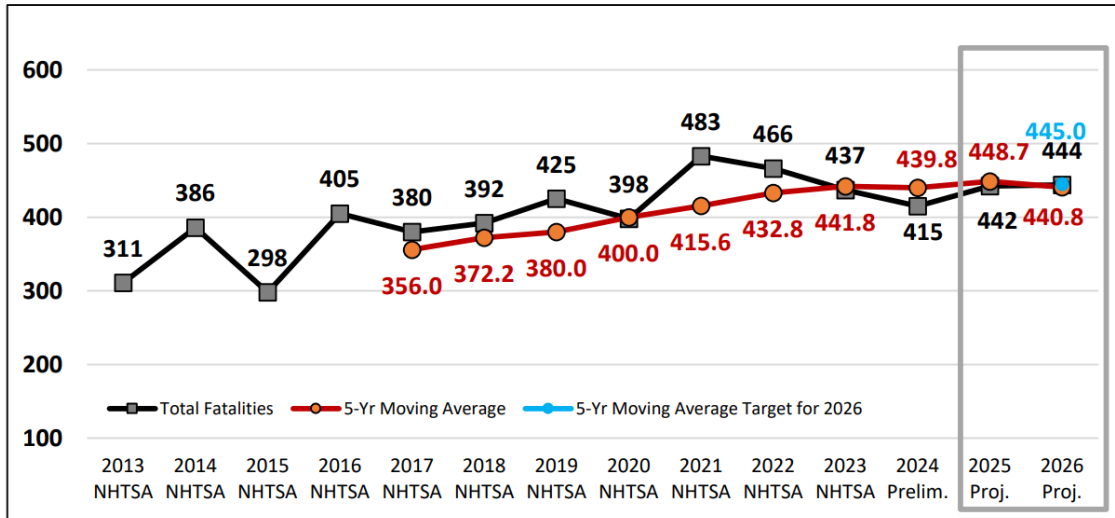


Figure 1 Total Fatalities

NMDOT 2026 Target for Total Fatalities: 445.0

FIGURE 10: FATALITY RATE (PER 100 MILLION VMT) IN NEW MEXICO

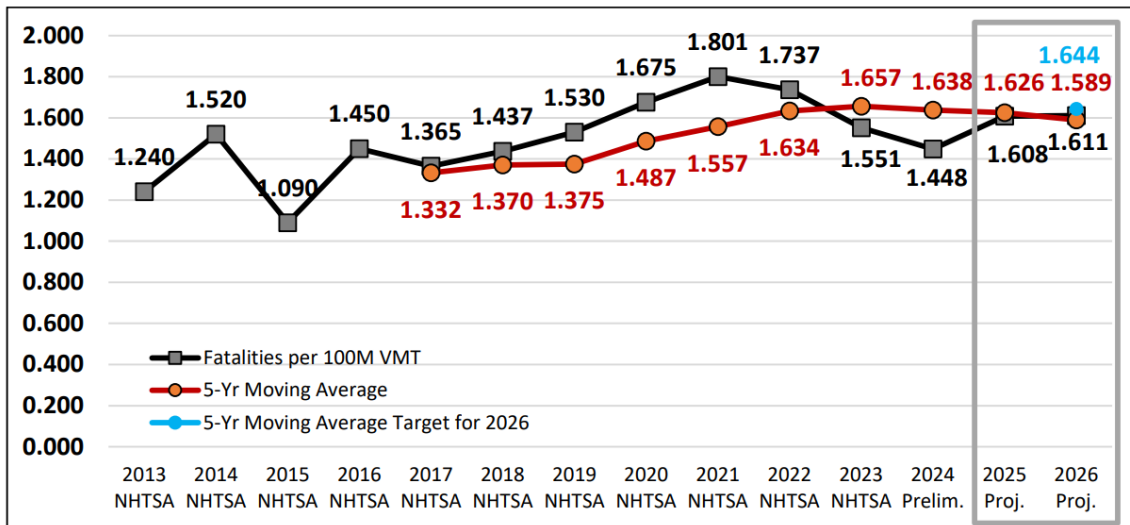


Figure 3 Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT)

NMDOT 2026 Target for Rate of Fatalities: 1.644

FIGURE 11: NUMBER OF FATALITIES IN NEW MEXICO PORTION OF EL PASO MPO REGION

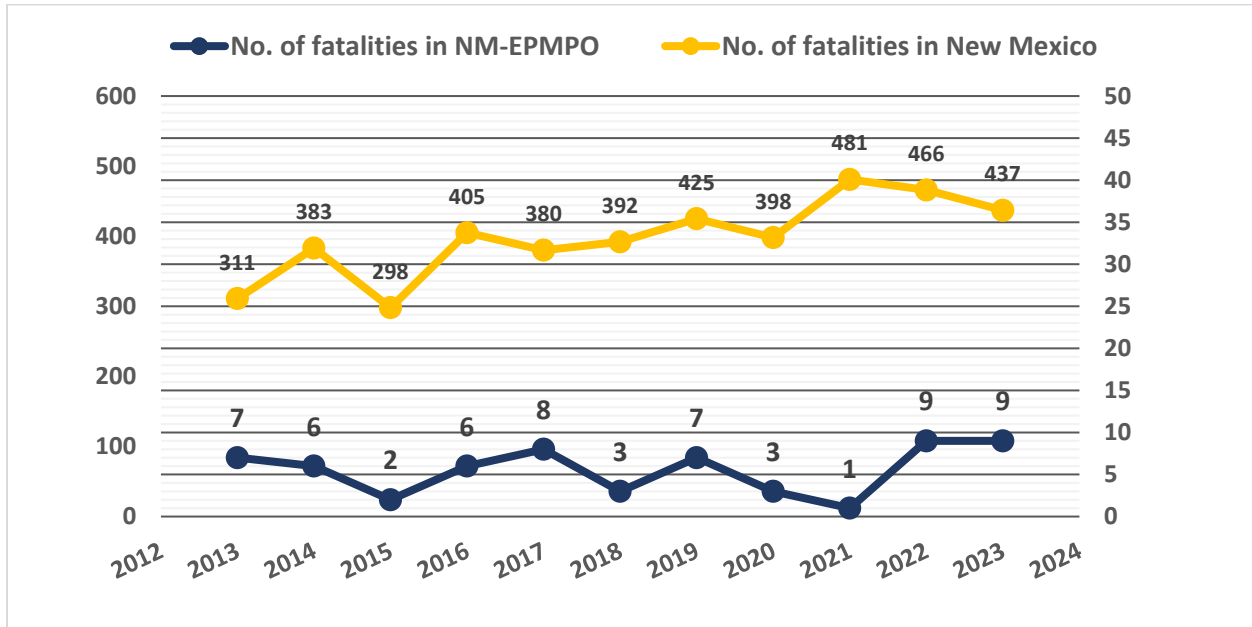


FIGURE 12: NUMBER OF SERIOUS INJURIES IN NEW MEXICO

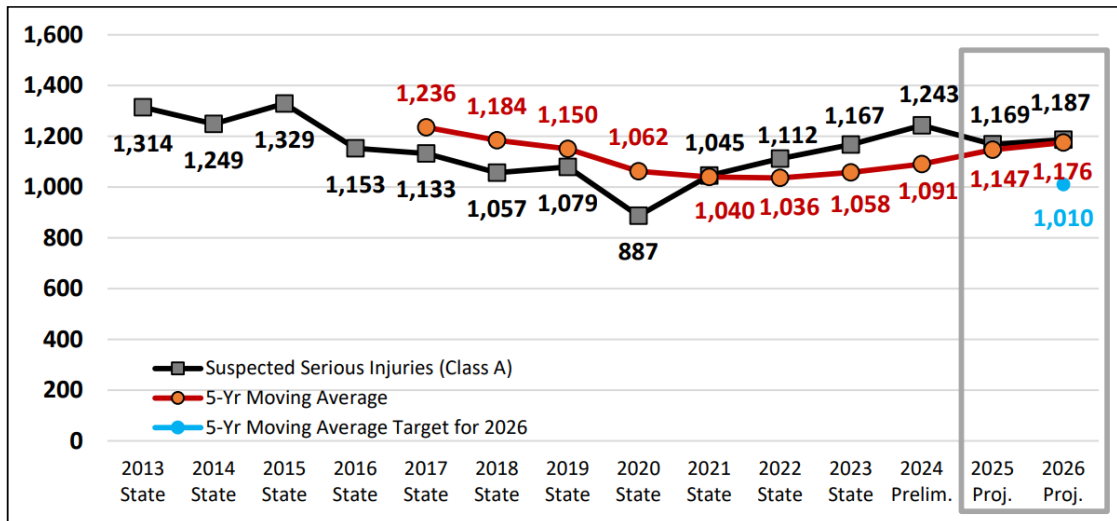


Figure 2 Total Serious Injuries

NMDOT 2026 Target for Serious Injuries: **1,010.0**

FIGURE 13: RATE OF SERIOUS INJURIES (per 100 million VMT) IN NEW MEXICO

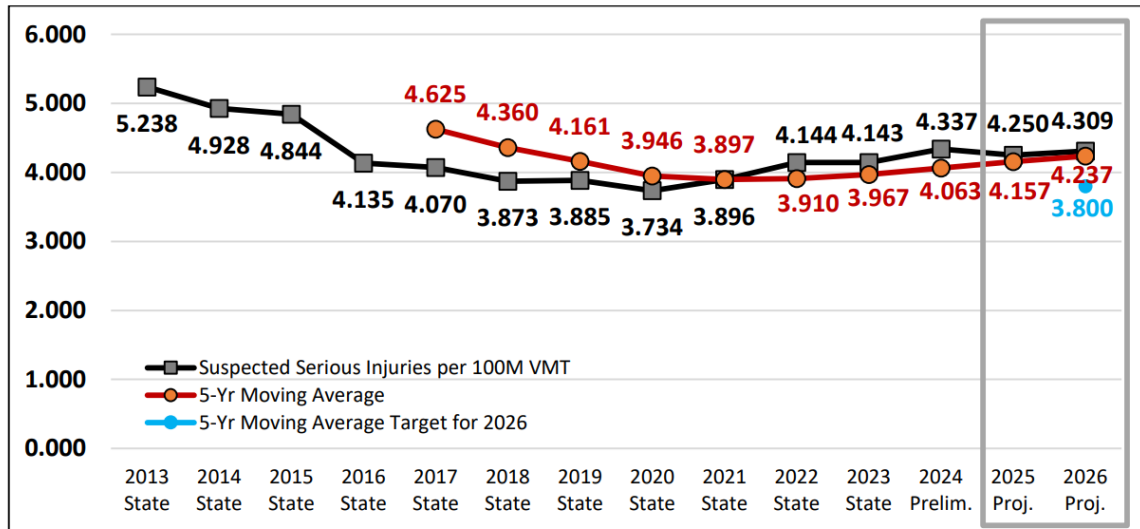


Figure 4 Rate of Serious Injuries per 100 million Vehicle Miles Traveled (VMT)

NMDOT 2026 Target for Rate of Serious Injuries: 3.800

FIGURE 14: NUMBER OF SERIOUS INJURIES IN NEW MEXICO PORTION OF EL PASO MPO REGION

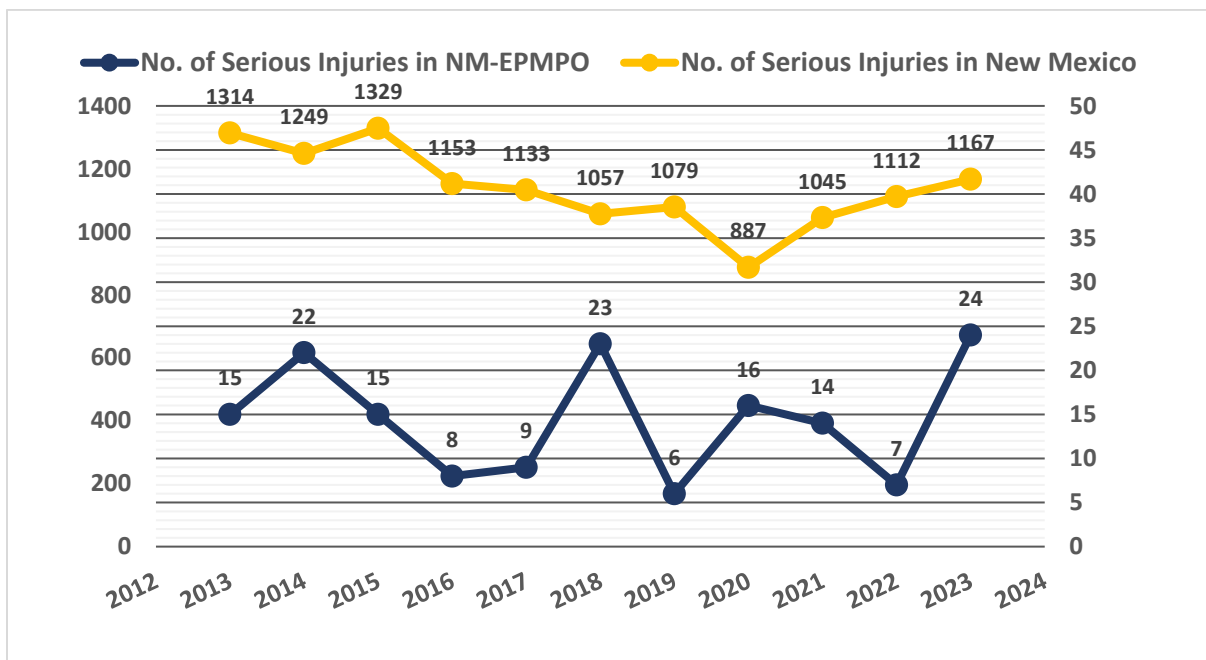


FIGURE 15: NUMBER OF NONMOTORIZED FATALITIES AND SERIOUS INJURIES IN NEW MEXICO

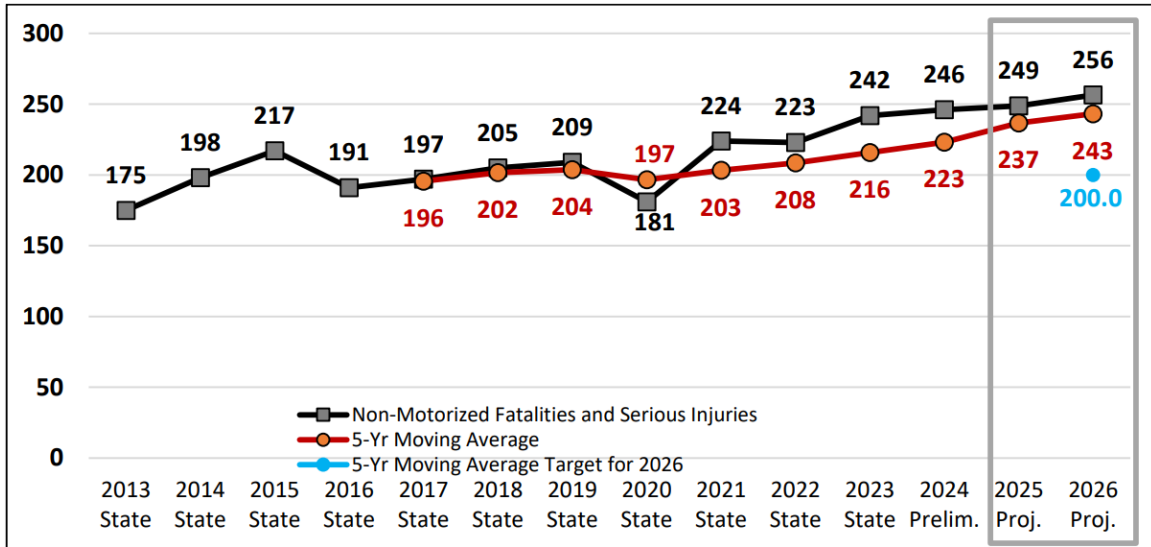


Figure 5 Total Non-Motorized Fatalities and Serious Injuries

NMDOT 2026 Target for Number of Non-motorized Fatalities and Serious Injuries: 200.0

FIGURE 16: NUMBER OF NON-MOTORIZED FATALITIES AND SERIOUS INJURIES IN NEW MEXICO PORTION OF EL PASO MPO REGION

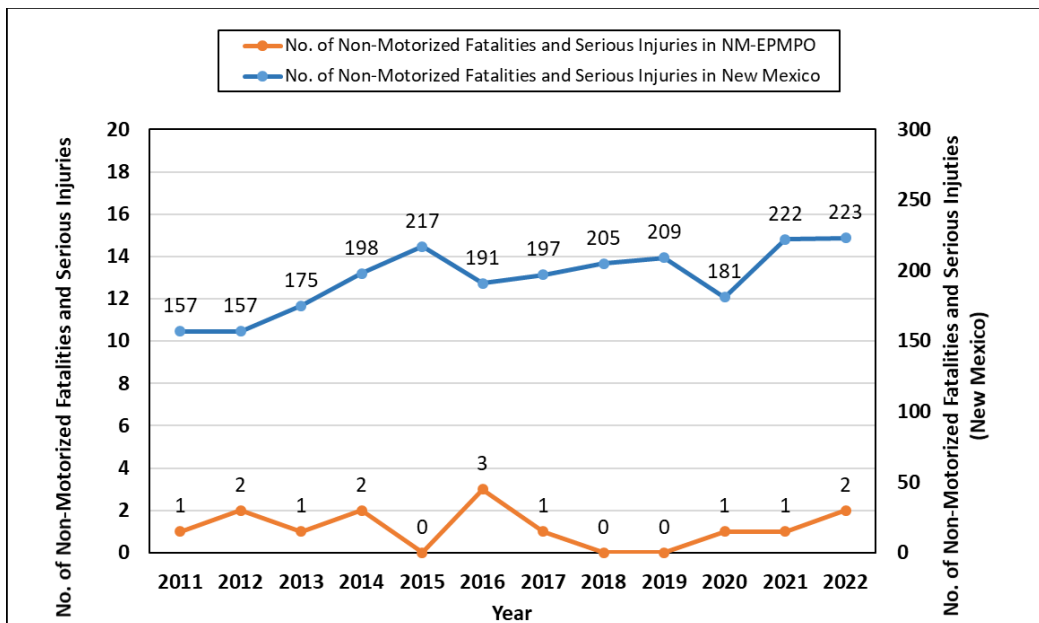


TABLE 2.7: NEW MEXICO- 2023 SAFETY PERFORMANCE TARGET ASSESSMENT

Performance Measure	Desired Trend	Original Targets 2019-2023	Baseline ² 2019-2023	New Targets 2026
Number of Fatalities	↓	446.6	441.8	445
Fatality Rate (per 100 million VMT)	↓	1.695	1.660	1.644
Number of Serious Injuries	↓	995.4	1,058	1010
Rate of Serious Injuries (per 100 million VMT)	↓	3.801	3.960	3.8
Number of Non-Motorized Fatalities and Serious Injuries	↓	199.4	215	200.0

²Projected value obtained from NMDOT Performance Measure (PM) Target Report- PM1 2026 Safety Targets.

Baseline numbers colored in red means the target was not met.

Baseline numbers colored in green means the target was met

INFRASTRUCTURE CONDITION (PM2)

Texas state targets for Infrastructure Condition adopted by EPMPPO Transportation Policy Board are presented in the Table 8. 2-year and 4-year targets for FY 2024 and FY 2026 were adopted on May 19, 2023 and revised on March 21, 2025 at the midpoint performance review. EPMPPO chose to continue supporting state’s targets for the second performance period.

TABLE 2.8: INFRASTRUCTURE CONDITION – TEXAS STATE TARGETS

PM2: INFRASTRUCTURE CONDITION	Baseline	2-Yr Target	4-Yr Target
	2022	2024	2026
Percent of Pavements of the Interstate System in Good Condition	64.5%	63.9%	63.6%
Percent of Pavements of the Interstate System in Poor Condition	0.1%	0.2%	0.2%
Percent of Pavements of the Non-Interstate NHS in Good Condition	51.7%	45.5%	46.0%
Percent of Pavements of the Non-Interstate NHS in Poor Condition	1.3%	1.5%	2.5%
Percent of NHS Bridges Classified as in Good Condition	49.2%	48.5%	47.6%
Percent of NHS Bridges Classified as in Poor Condition	1.1%	1.5%	1.5%

The New Mexico state 2-year and 4-year targets for FY 2024 and FY 2026 were adopted by the Transportation Policy Board on May 19, 2023 and revised by that body

on March 21, 2025 at the midpoint performance review. EPMPO chose to continue supporting state’s targets for the second performance period (Table 9). State DOTs will report third performance period PM2 2-year and 4-year performance targets and baseline condition by October 2026. EPMPO will then have the option to support new state targets or establish their owned target.

TABLE 2.9: INFRASTRUCTURE CONDITION – NEW MEXICO STATE TARGETS

PM2: INFRASTRUCTURE CONDITION	Baseline	2-Yr Target	4-Yr Target
	2022	2024	2026
Percent of Pavements of the Interstate System in Good Condition	54.0%	42.7%	37%
Percent of Pavements of the Interstate System in Poor Condition	1.7%	3.2%	3.8%
Percent of Pavements of the Non-Interstate NHS in Good Condition	36.7%	40.6%	38.4%
Percent of Pavements of the Non-Interstate NHS in Poor Condition	2.6%	3.2%	3.9%
Percent of NHS Bridges Classified as in Good Condition	36.2%	30.8%	25.0%
Percent of NHS Bridges Classified as in Poor Condition	2.4%	4.1%	5.0%

By agreeing to support the PM2 states’ targets the El Paso MPO agrees to:

- Work with the states and relevant stakeholders to address areas of concern for pavement and bridge condition within the metropolitan planning area.
- Coordinate with the states and include the infrastructure condition targets for those measures in the long-range regional transportation plan (MTP).
- Integrate into the metropolitan transportation planning process, the infrastructure goals, objectives, performance measures and targets described in other state transportation plans and processes.
- Include a description in the TIP (Transportation Improvement Program) of the anticipated effect of the TIP toward achieving pavement and bridge condition targets in the MTP, linking investment priorities in the TIP to those infrastructure condition targets.

ANALYSIS OF TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FY 2027 – FY 2030; INFRASTRUCTURE CONDITION PROJECTS

Several projects programmed in the Amended RMS 2050 MTP and the 2027-2030 TIP have been identified to have an infrastructure condition element as part of the project selection criteria and thus help work towards maintaining the highway infrastructure asset system in a state of good repair. These projects include:

- Buffalo Soldier Street Improvements from Edgemere Blvd to Montana Ave. The project includes complete roadway reconstruction, parkway improvements, sidewalks, bicycle facilities, street illumination, landscaping and irrigation and striping.

- Delake Street Construction. The project includes construction of a two-lanes roadway with enhanced pedestrian facilities, bike lanes and illumination to provide access to the Horizon City Transit Oriented Town Center.
- FM1110 Widening Phase 1 – FM76 (North Loop) to I-10* - Construct and upgrade to 4 lane divided arterial
- FM1110 Widening Phase 2 New Location – SH20 (Alameda to FM76 North Loop)* - Construct a new 4 lane divided arterial
- I-10 Frontage Roads from FM1110 (Clint Rd) to FM793 (Fabens Rd)* - Construct frontage roads 2 lanes each direction
- I-10 Frontage Roads from FM793 (Fabens Rd) to FM3380 (Aguilera International Highway)*- Construct frontage roads 2 lanes each direction
- Saul Kleinfeld Street Improvements - Project includes complete roadway reconstruction, parkway improvements, bicycle facilities, landscaping and irrigation, and striping on Saul Kleinfeld Dr from Montwood Dr to Pebble Hills Blvd.
- Sun Valley Gateway North to Kenworthy - Project includes complete roadway reconstruction, road diet, parkway improvements, bike facilities, street illumination, landscaping & irrigation, & striping on Sun Valley from Gateway Blvd N to Kenworthy St.
- US 62/180 (Montana Ave.) Expressway & Frontage Roads Phase II. Construct 6 lane (expressway) main lanes eastbound/westbound with auxiliary lanes and grade separations at intersections from Tierra Este Rd. to FM 659 (Zaragoza Rd). Build 2 lane westbound/eastbound frontage roads in each direction from Tierra Este Rd to FM 659 (Zaragoza Rd.). Reconstruct 6 lane westbound/eastbound mainlanes from Global Reach Dr. to Lee Trevino Dr. to include auxiliary lanes and grade separation at intersection. Reconstruct existing eastbound frontage road from Global Reach Dr. to Tierra Este Rd in concrete (no added capacity). Work includes drainage, advanced signing, striping
- US 62/180 (Montana Ave.) Expressway & Frontage Roads Phase IIA.- Construction of bridge overpass

SUMMARY OF STATE INFRASTRUCTURE CONDITION PERFORMANCE MEASURES AND TARGETS FOR TXDOT AND NMDOT

The information below summarizes the Highway Infrastructure performance measures, which include four pavement condition measures and two bridge condition measures. Per 23 CFR 490, State Departments of Transportation (DOTs) are required to establish 2- and 4-year targets for these measures. The targets should represent the anticipated condition/performance at the mid-point and end of the 4-year performance period.

State DOTs establish targets at the beginning of each 4-year performance period, and report on progress every two years. When establishing targets, State DOTs have the flexibility to use the methodology they deem most appropriate. FHWA encourages States to review data sets and trends and consider factors that may affect targets. Performance targets should be data-driven, realistic, and attainable and should align with the performance management framework and legislative intent.

TxDOT (PM2) TRENDS AND TARGETS

Interstate pavements are evaluated based on International Roughness Index (IRI) and pavement surface distress (Rutting, Faulting and Cracking Percent).

For Non-Interstate NHS system pavements there was a transition provision due to the existing pavement data collection cycles. For the first performance period DOTs had the option to set the target based on IRI only or IRI and other surface distresses. Moving forward, TXDOT will be using all distress measures as required by FHWA. However, for the first performance period, TxDOT set the targets using the IRI measure only.

TABLE 2.10: SUMMARY OF PAVEMENT MEASURES TRENDS IN TEXAS

Highway	Performance Measure	2019	2020	2021	2022
IH	Good	65.7%	66.6%	65.8%	64.5%
	Poor	0.2%	0.1%	0.1%	0.1%
Non-IH (NHS)	Good (IRI* Only)		55.2%	54.5%	57.8%
	Good	46.8%	49.2%	48.5%	51.7%
	Poor (IRI* Only)		13.5%	13.7%	11.6%
	Poor	1.2%	1.4%	1.3%	1.3%

For the percent of NHS Bridges classified as in good condition, TxDOT acknowledges the fact that the percent of bridges continue to be on a downward trend and that trend is expected to continue in the short term. TxDOT has renewed its efforts in pursuing more maintenance activities (preservation and rehabilitation) for bridges and tracking those activities, but the results of those efforts may not be seen in the data for a few years.

For the percent of NHS Bridges classified as in poor condition, TxDOT has a few large deck area bridges that are in fair condition and approaching poor condition. A consequence of having such low percentage of bridges in poor condition in the EPMPO planning area is that only a few bridges approaching poor condition can have a noticeable impact on the total percentage.

FIGURE 17: PERCENT OF NHS BRIDGES CLASSIFIED AS IN GOOD CONDITION IN TEXAS

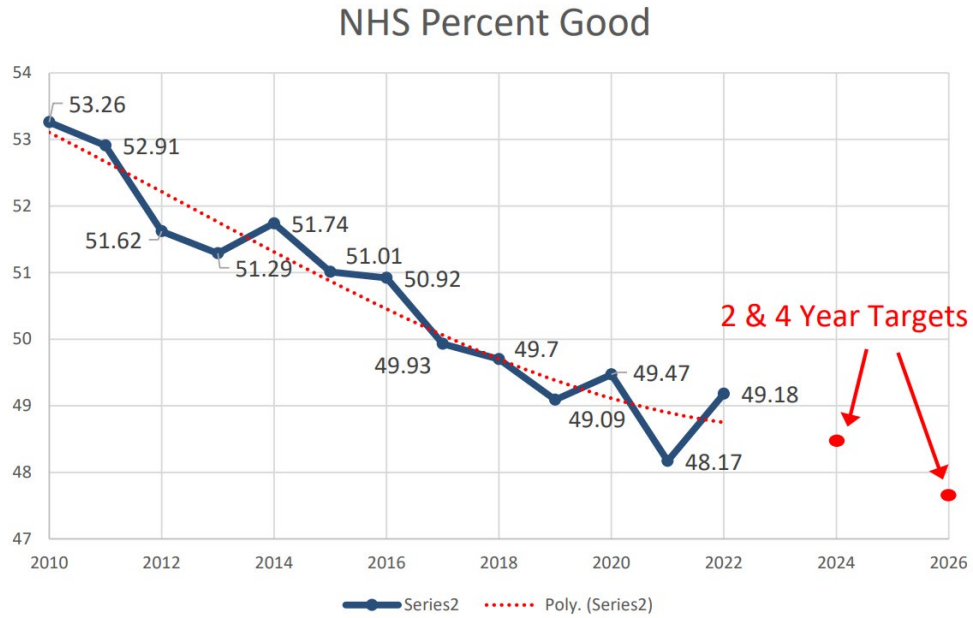


FIGURE 18: PERCENT OF NHS BRIDGES CLASSIFIED AS IN POOR CONDITION IN TEXAS

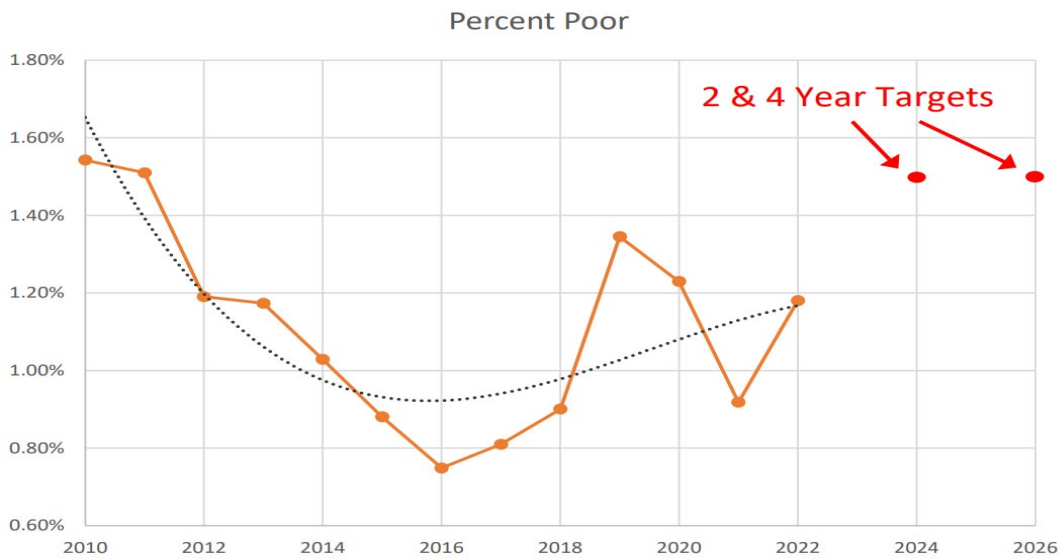


TABLE 11: TEXAS- 2026 INFRASTRUCTURE PERFORMANCE TARGET ASSESSMENT

Performance Measure	Desired Trend	Original Targets (Revised 2025)		Baseline (2022)	New Targets Forecast/Trend	
		2024	2026		2024	2026
Percent of IH Pavements in Good Condition	↗	63.9%	63.6%	64.5%	63.9%	63.6%
Percent of IH Pavements in Poor Condition	↘	0.2%	0.2%	0.1%	0.2%	0.2%
Percent of Non-IH (NHS) Pavements in Good Condition (IRI Only)				57.8%		
Percent of Non-IH (NHS) Pavements in Good Condition	↗	45.5%	46%	51.7%	45.5%	46%
Percent of Non-IH (NHS) Pavements in Poor Condition (IRI Only)				11.6%		
Percent of Non-IH (NHS) Pavements in Poor Condition	↘	1.5%	1.5%	1.3%	1.5%	2.5%
NHS Bridges – Good	↗	48.5%	47.6%	49.2%	47.6%	47.6%
NHS Bridges – Poor	↘	1.5%	1.5%	1.1%	1.5%	1.5%

Baseline numbers colored in red means the target was not met.
Baseline numbers colored in green means the target was met

NMDOT (PM2) TRENDS AND TARGETS

NMDOT established the targets based on anticipated future revenue for the next ten years. All distresses and IRI were used for the first performance period as well as the second performance period targets. Annual funding allocation is entered to predict an annual pavement condition rating for each system. The future condition was based on data collected during calendar years 2016-2021 and predicting future condition each year for the ten-year analysis period. Tables 12 and 13 show the collected data for years 2018-2022.







TABLE 12: SUMMARY OF PAVEMENT MEASURES TRENDS IN NEW MEXICO

Highway	Performance Measure	2018	2019	2020	2021	2022
IH	Good	70.8	55	56.4	54	61.1
	Poor	0.3	0.9	1.2	1.7	1.3
Non-IH (NHS)	Good	--	35.8	38.9	36.7	40.1
	Poor	--	2.5	2.5	2.6	3.0

TABLE 2.13: SUMMARY OF BRIDGE MEASURES TRENDS IN NEW MEXICO

Performance Measure	2018	2019	2020	2021	2022
NHS Bridges - Good	38%	37.6%	36.8%	36.2%	35.0
NHS Bridges - Poor	3.1%	3.1%	2.9%	2.4%	2.7

TABLE 2.14: NEW MEXICO - 2026 INFRASTRUCTURE PERFORMANCE TARGET ASSESSMENT

Performance Measure	Desired Trend	Original Targets (4yr Revised 2025)		Baseline (2021)	New Targets Forecast/Trend	
		2023	2025		2023	2025
Percent of IH Pavements in Good Condition		42.7%	37%	54.0%	42.7%	37%
Percent of IH Pavements in Poor Condition		3.2%	3.8%	1.7%	3.2%	3.8%
Percent of Non-IH (NHS) Pavements in Good Condition		40.6%	37.4%	36.7%	40.6%	38.4%
Percent of Non-IH (NHS) Pavements in Poor Condition		3.2%	3.9%	2.6%	3.2%	3.9%
NHS Bridges – Good		30.8%	32.9%	36.2%	30.8%	25%
NHS Bridges – Poor		4.1%	5.5%	2.4%	4.1%	5.0%

Baseline numbers colored in red means the target was not met.
Baseline numbers colored in green means the target was met

SYSTEM RELIABILITY MEASURES (PM3)

Texas state targets for system performance and freight adopted by EPMPO Transportation Policy Board are presented in Table 15. 2-year and 4-year targets for FY 2024 and FY 2026 were adopted on May 19, 2023 and reaffirmed on March 21, 2025.

TABLE 2.15: SYSTEM RELIABILITY – TEXAS STATE TARGETS

PM3: SYSTEM RELIABILITY	Original Target	Baseline	2-Yr Target	4-Yr Target
	(Revised 2021)	2022	2024	2026
Interstate Reliability	70%	84.6%	70%	70%
Non-Interstate Reliability	70%	90.3%	70%	70%
Truck Travel Time Reliability	1.76	1.39	1.55	1.55

The New Mexico state 2-year and 4-year targets for FY 2024 and FY 2026 were adopted by the Transportation Policy Board on May 19, 2023 and reaffirmed on March 21, 2025. (Table 16). State DOTs will report third performance period PM3 2-year and

4-year performance targets and baseline condition by October 2026. EPMPO will then have the option to support new state targets or establish their owned target.

TABLE 2.16: SYSTEM RELIABILITY – NEW MEXICO STATE TARGETS

PM3: SYSTEM RELIABILITY	Original Target	Baseline	2-Yr Target	4-Yr Target
	(Revised 2025)	2022	2024	2026
Interstate Reliability	95.1%	98.5%	95.1%	90%
Non-Interstate Reliability	90.4%	97.5%	94.1%	90%
Truck Travel Time Reliability	1.15	1.23	1.30	1.40

By agreeing to support the System Performance & Freight (PM3) states’ targets the El Paso MPO agrees to continue implementation of policies and programs aimed at maximizing the existing system capacity, reducing demand through implementation of travel demand management strategies, and strategically adding new interstate capacity.

ANALYSIS OF TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FY 2027 – FY 2030; SYSTEM PERFORMANCE & FREIGHT PROJECTS

Several projects programmed in the RMS 2050 MTP and the 2023-2026 TIP have been identified to have a system performance/freight element as part of the project selection criteria and thus work towards improving the efficiency of the surface transportation system to meeting the targets. These projects include:

- Railroad Dr. Widening and Reconstruction. Addition of one lane in each direction from Purple Heart Highway to Shrub Oak to increase capacity from two to four lanes. The project includes road rehabilitation and reconstruction of existing roadway from Purple Heart Highway to Shrub Oak Drive.
- US54 (Patriot Fwy) Mainlanes (Kenworthy to FM2529) and Ramp Reconfiguration - Build 4 lane (2-lanes each direction) divided hwy and grade separations and ramp reconfiguration. Existing 3- lane arterials will become the frontage roads with connecting ramps
- Downtown 10 Executive to Copia Segment 1 Construction - Widen from 3/5 to 4/6 lanes each direction, add 2-lane frontage roads each direction, ramp and operational improvements, and bike/ped paths.
- FM1110 Widening Phase 1 – FM76 (North Loop) to I-10* - Construct and upgrade to 4 lane divided arterial
- FM1110 Widening Phase 2 New Location – SH20 (Alameda to FM76 North Loop)* - Construct a new 4 lane divided arterial
- I-10 Frontage Roads from FM1110 (Clint Rd) to FM793 (Fabens Rd)* - Construct frontage roads 2 lanes each direction
- I-10 Frontage Roads from FM793 (Fabens Rd) to FM3380 (Aguilera International Highway)* - Construct frontage roads 2 lanes each direction
- Nuevo Hueco Tanks Extension – FM76 (North Loop) to SH20 (Alameda) - Build 4 lane roadway and shared-use path
- Sun Valley Gateway North to Kenworthy -_Project includes complete roadway reconstruction, road diet, parkway improvements, bike facilities, street illumination,

landscaping & irrigation, & striping on Sun Valley from Gateway Blvd North to Kenworthy St.

- Quejette Rd Extension - The Quejette Rd Extension builds a two-lane paved road tying into north–south frontage roads, adding lighting, sidewalks, and stormwater upgrades to enhance mobility and multimodal safety
- US 62/180 (Montana Ave.) Expressway & Frontage Roads Phase II. Construct 6 lane (expressway) mainlanes EB/WB with auxiliary lanes and grade separations at intersections from Tierra Este Rd. to FM 659 (Zaragoza Rd). Build 2 lane WB/EB frontage roads in each direction from Tierra Este Rd to FM 659 (Zaragoza Rd). Reconstruct 6-lane WB/EB mainlanes from Global Reach Dr. to Lee Trevino Dr. to include auxiliary lanes and grade separation at intersection. Reconstruct existing eastbound frontage roads from Global Reach Dr. to Tierra Este Rd in concrete (no added capacity). Work includes drainage, advanced signing, striping
- US 62/180 (Montana Ave.) Phase II-A (Global Reach Dr.) Construction of Bridge Overpass – Construction of bridge overpass..

SUMMARY OF STATE SYSTEM RELIABILITY MEASURES AND TARGETS FOR TXDOT AND NMDOT

The information below summarizes the Transportation Performance Management (TPM) System Reliability performance measures, which includes two highway reliability measures and one truck travel time reliability measure. Per 23 CFR 490, State DOTs are required to establish 2- and 4-year targets for these measures.

The targets should represent the anticipated condition/performance at the mid-point and end of the 4-year performance period. State DOTs establish targets at the beginning of each 4-year performance period, and report on progress every two years. When establishing targets, State DOTs have the flexibility to use the methodology they deem most appropriate. FHWA encourages States to review data sets and trends and consider factors that may affect targets. Performance targets should be data-driven, realistic, and attainable, and should align with the performance management framework and legislative intent.

TxDOT (PM3) TRENDS AND TARGETS

For the system performance and freight (PM3) targets for TxDOT, the data showed fluctuations that cannot be accounted for with other similar data. As such, consistency, trends, or new norms cannot be established after the analysis. It is anticipated that the COVID-19 pandemic had a great impact on the ability to see a trend, and the traffic “bounce-back” (i.e., new normal) from the pandemic is unknown, so a conservative approach was applied.

FIGURE 19: INTERSTATE RELIABILITY IN TEXAS

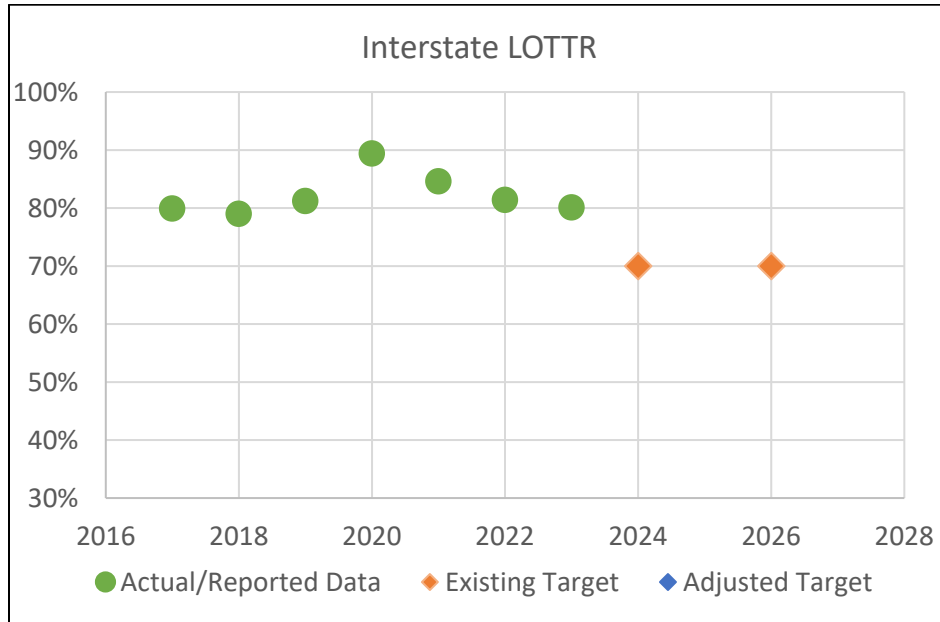


FIGURE 20: NON-INTERSTATE RELIABILITY IN TEXAS

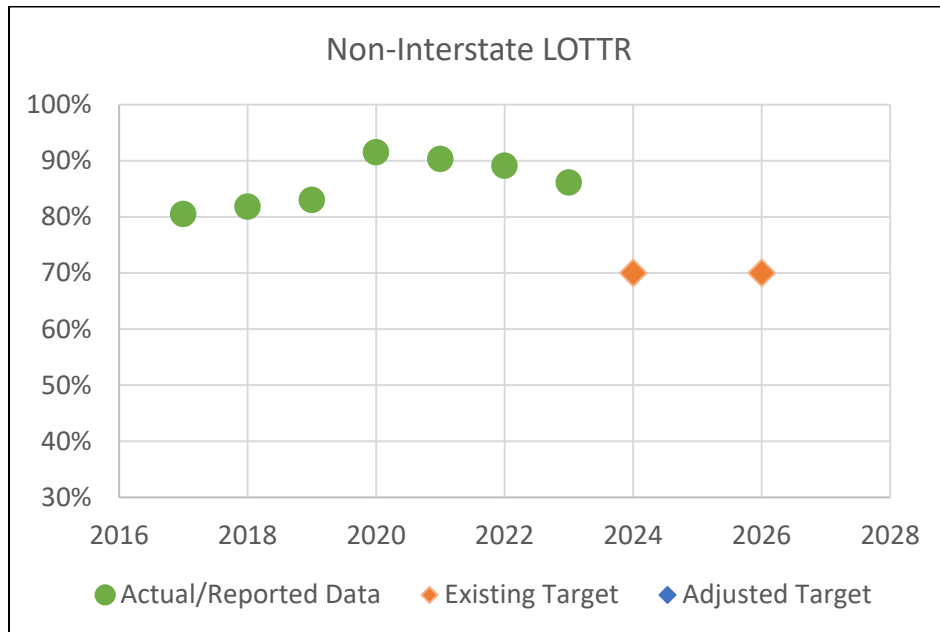


FIGURE 21: TRUCK TRAVEL TIME RELIABILITY IN TEXAS

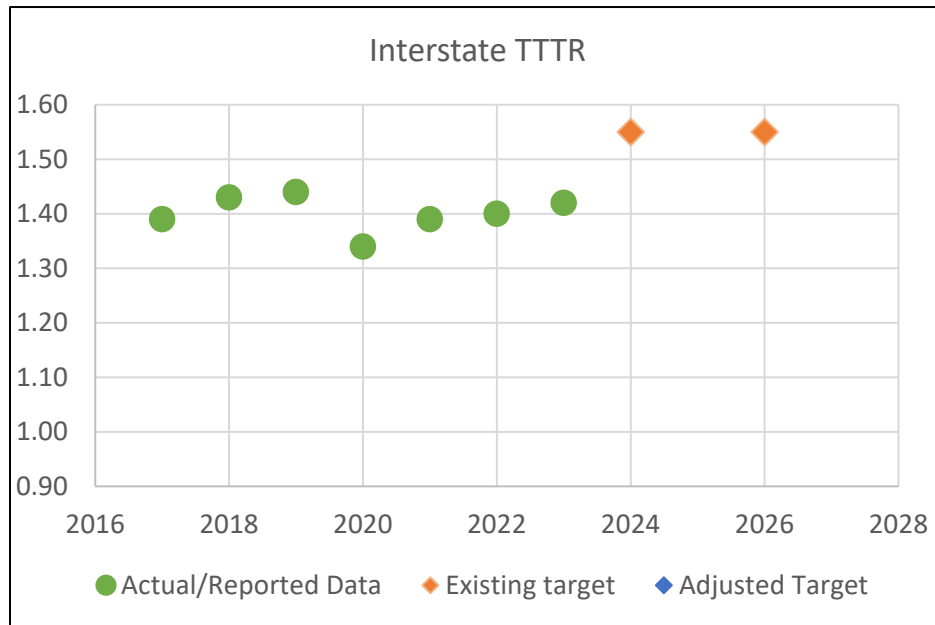


TABLE 2.17: TEXAS – SYSTEM RELIABILITY TARGET ASSESSMENT

Performance Measure	Desired Trend	Original Targets (Revised 2021)		Baseline ¹ (2021)	New Targets Forecast/Trend	
		2010	2022		2024	2026
Interstate Reliability	↗	61.20%	70%	84.6%	70%	70%
Non-Interstate Reliability	↗	--	70%	90.3%	70%	70%
Truck Travel Time Reliability	↘	1.7	1.76	1.39	1.55	1.55

¹Baseline is the actual 5y Average.
 Baseline numbers colored in red means the target was not met.
 Baseline numbers colored in green means the target was met.

NMDOT (PM3) TRENDS AND TARGETS

For NMDOT’s Interstate Reliability target, the actual/reported data assisted in NMDOT’s decision to retain the prior target of 95.1% for both the 2- and 4-year targets. The Non-Interstate Reliability target is 1% less than the Interstate targets. NMDOT believes this represents an acceptable level of reliability and investment in reliability.

FIGURE 22: INTERSTATE RELIABILITY IN NEW MEXICO

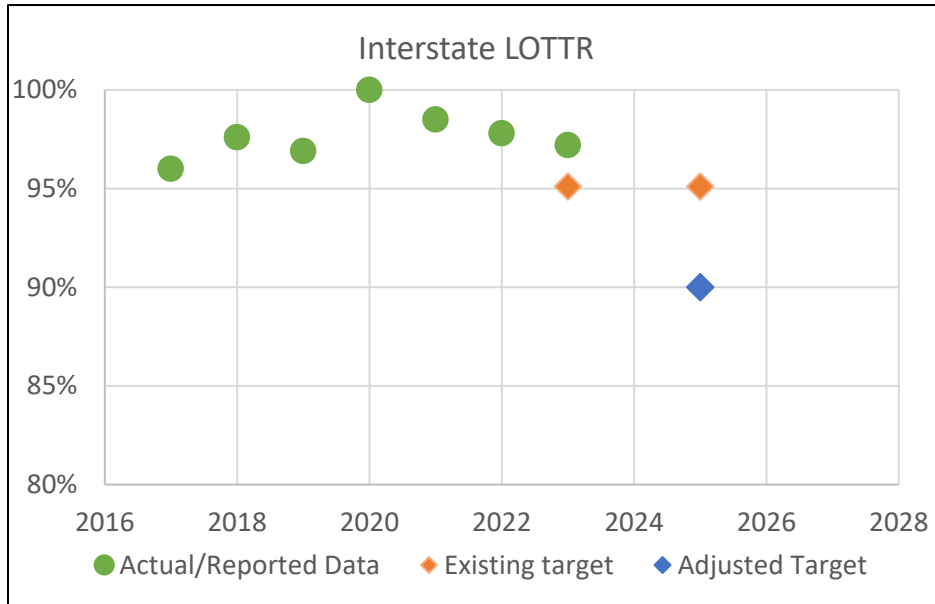


FIGURE 23: NON-INTERSTATE RELIABILITY IN NEW MEXICO

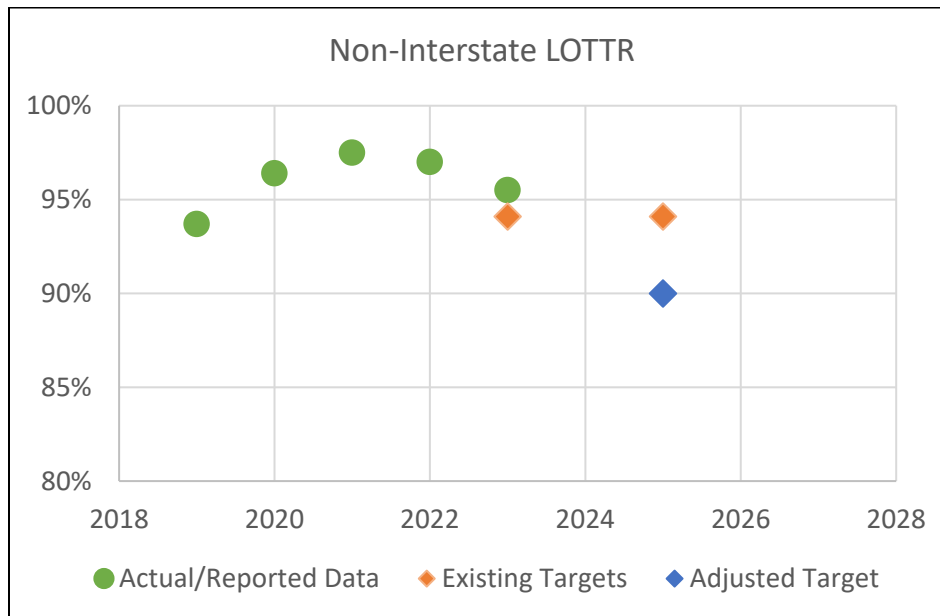


FIGURE 24: TRUCK TRAVEL TIME RELIABILITY IN NEW MEXICO

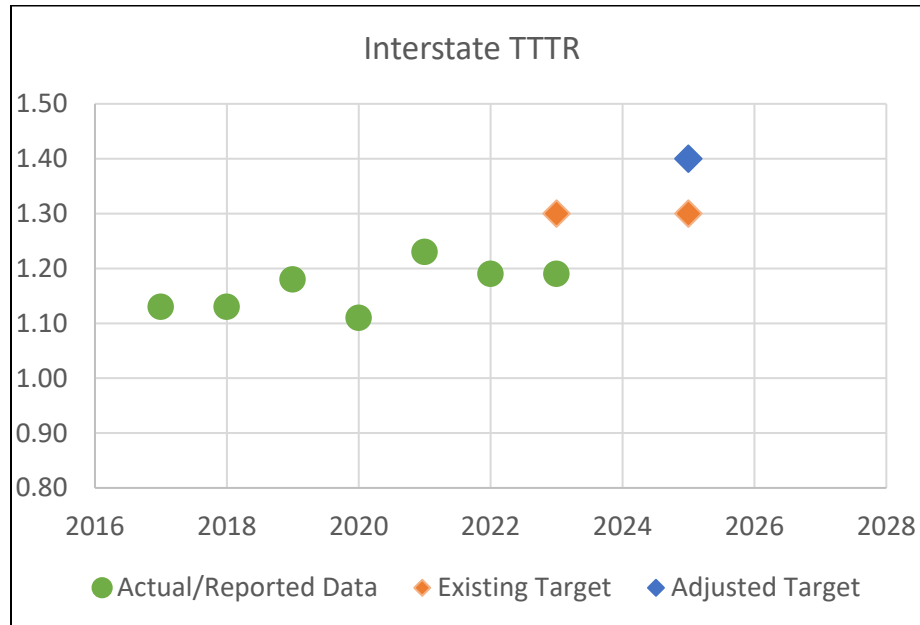


TABLE 2.18: NEW MEXICO – SYSTEM RELIABILITY TARGET ASSESSMENT

Performance Measure	Desired Trend	Original Targets (Revised 2021)	Baseline ¹ (2021)	New Targets Forecast/Trend	
				2023	2025
Interstate Reliability	↗	95.1%	98.5%	95.1%	90%
Non-Interstate Reliability	↗	90.4%	97.5%	94.1%	90%
Truck Travel Time Reliability	↘	1.15	1.23	1.30	1.40

¹Baseline is the actual 5y Average.
 Baseline numbers colored in red means the target was not met.
 Baseline numbers colored in green means the target was met.

TRAFFIC CONGESTION & ON-ROAD MOBILE SOURCE EMISSIONS REDUCTION (CMAQ) PERFORMANCE MEASURES (PM3)

Nonattainment MPOs are required to establish targets and report progress for the performance measures related to the Congestion Mitigation and Air Quality (CMAQ) program as established in 23 CFR Part 490 (§ 490.707 and § 490.807) for on-road mobile source emissions. As of the effective date for pollutant target setting, EPMPPO was the only Carbon Monoxide (CO) and Particulate Matter-10 (PM-10) nonattainment area in

Texas and the only PM-10 and Ozone (NO_x, VOC) nonattainment area in New Mexico. Methodologies and Emission Targets for these measures have been mutually agreed upon by EPMPO, TxDOT-Transportation Planning and Programming Division and NMDOT-Planning Division.

The effectiveness of the Congestion Mitigation and Air Quality Improvement Program is gauged by the following measures:

- Annual Hours of Peak Hour Excessive Delay Per Capita (PHED)
- Percent of Non-SOV travel
- Total Emissions Reduction: Ozone (NO_x, VOC)
- Total Emissions Reduction: Particulate Matter less than or equal to 10 microns (PM-10)
- Total Emissions Reduction: Carbon Monoxide (CO)

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 the second performance period, the population threshold for the congestion measure dropped to 200,000. Therefore, this is the first time EPMPO is required to establish emission targets for the two traffic congestion measures. 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)). EPMPO will report PHED and Non-Single Occupancy Vehicle Travel baseline condition and 2-year and 4-year targets for the full third performance period by October 1, 2026

Traffic congestion and on-road mobile source emission reduction targets adopted by EPMPO Transportation Policy Board on August 19, 2022 are presented below. The traffic congestion targets are presented in Tables 19 and On-Road Mobile Source Emission Targets are presented in Tables 20 and 21.

Given that there is currently no penalty associated with a failure to achieve PHED targets, and that EPMPO can adjust them at the mid-performance report (with the benefit of two more years of data), EPMPO is recommending the 4-8 p.m. peak period and therefore setting a target of no more than nine hours of peak hour excessive delay for the 2-year target, and then hours for the 4-year target as suggested by the analysis developed by the Texas A & M Transportation Institute (TTI).

For Non-SOV, the MPO is using the American Community Survey (ACS) to establish targets. Looking at the estimates provided by TTI, EPMPO proposed to set both the 2-year and 4-year targets at 20%. On August 23, 2024, the MPO proposed to adjust the 4-year target to 22% based on the latest data available. Using these targets, the goal for this performance period will be to maintain current mode shares. These targets can be adjusted when additional data is available at the mid-performance period report in two years.

TABLE 2.19: TRAFFIC CONGESTION TARGETS – EL PASO, TX-NM URBANIZED AREA

PM3: TRAFFIC CONGESTION	2022 Baseline Score	2-Yr Target	4-Yr Target
	(2021 Actual)	2023	2025
Annual Hours of Peak Hour Excessive Delay (PHED)	8.4	9	10
Percent of Non-Single Occupancy Vehicle (Non-SOV)	20.2%	20%	22%

SUMMARY OF STATE ON-ROAD MOBILE SOURCE EMISSIONS REDUCTION MEASURES AND TARGETS FOR TXDOT AND NMDOT

The information below summarizes the Transportation Performance Management (TPM) On-Road Mobile Source Emissions Reductions performance measures.

The first performance period for the on-road mobile source emissions measure was from October 1, 2017 through September 30, 2021. The second performance period was from October 1, 2021, and continued through September 30, 2025. The list of urban areas in the United States as defined by the United States Census Bureau, ordered according to their 2020 census populations ranks El Paso TX-NM as 23rd, with a population of 841,286. For this current performance period, EPMPO is not subject to 2-year targets or the requirement of a CMAQ Performance Plan because its population is less than the minimum threshold of 1 million people.

Due to the applicability tables being released before the Ozone determination for El Paso County, EPMPO does not need to report Ozone emissions (VOC, NOX) for Texas for the Second Performance Period, only for the New Mexico which applies exclusively to Sunland Park, NM. For Texas, the Ozone emissions and targets will be reported for the Full Third Performance Period due October 1, 2026.

In order to establish EPMPO emissions targets for the Texas portion of the MPO, EPMPO and Texas DOT established a methodology that compares CMAQ project emissions from the FHWA User Profile and Access Control System (UPACS) and EPMPO Transportation Improvement Program (TIP) over the past 4-years to develop targets for the future 4-year CMAQ program. The EPMPO applied most recent data available and updated 4-year target on September 2024. The latest observed values and adopted targets are reported in Table 2.20

TABLE 2.20: CMAQ – TEXAS STATE TARGETS

PM3: TRAFFIC CONGESTION	Baseline	2-Yr Target	4-Yr Target
	2022	2023	2025
Total Emissions Reduction: PM-10 (KG/DAY)	5.42	4.54	170.05
Total Emissions Reduction: CO (KG/DAY)	216.50	175.75	1374.38

New Mexico is included in the list of 42 State DOTs required to establish targets and report performance for On-road Mobile Source Emissions (Total Emissions Reduction

measure for Criteria Pollutants). The measure is limited to nonattainment or maintenance areas, which in New Mexico applies exclusively to the Sunland Park, Anthony and southern Doña Ana County area, which is within the EPMPO planning area. Specifically, this area is in non-attainment for PM 10 and Ozone. For the Ozone non-attainment designation, EPMPO and NMDOT are required to establish targets and monitor performance for the two precursor pollutants – Nitrogen Oxide (NOx) and Volatile Organic Compounds (VOC).

EPMPO coordinates with NMDOT on programming New Mexico CMAQ funds allocated to EPMPO. It was, therefore, mutually agreed upon by NMDOT and EPMPO to develop 4-year targets for applicable criteria pollutants – in this case PM 10, NOx and VOC- for the state of New Mexico by developing a benefit ratio analysis using the ratio of benefits reported in 2018 to those reported in 2021 for the Texas and New Mexico EPMPO portion and applying the ESTABLISHED emission targets for Texas (second performance period) to estimate future emissions targets in the New Mexico portion of EPMPO planning area.

By using the Texas methodology as a base, EPMPO and NMDOT are making assumptions that the future (2 years and 4 years) New Mexico CMAQ project(s) quantifiable emissions will be the same in New Mexico as in Texas 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.

These targets and this methodology may be examined and additional data gathered at the mid-point of the performance period. At the time the 4-year target may be adjusted if more reliable data is available (23CFR Part 490 Subparts A, E, F, G & H). 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 EPMPO used the most recent data available and updated 4-year target on September 2024. The latest observed values and adopted targets are reported in Table 2.21

TABLE 2.21: CMAQ – NEW MEXICO STATE TARGETS

PM3: TRAFFIC CONGESTION	Baseline	2-Yr Target	4-Yr Target
	2022	2023	2025
Total Emissions Reduction: PM-10 (KG/DAY)	0.009	0.0021	0.078
Total Emissions Reduction: VOC (KG/DAY)	0.057	0.0108	0.080
Total Emissions Reduction: NOX (KG/DAY)	0.036	0.0032	0.0043

ANALYSIS OF TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FY 2027-2030; TRAFFIC CONGESTION & CMAQ PROJECTS

Several projects programmed in the RMS 2050 MTP and the 2027-2030 TIP have been identified as part of the project selection criteria to enhance the performance of the

transportation system while protecting and enhancing the natural environment and thus work towards meeting the CMAQ targets. These projects include:

- Edgemere and John Hayes Roundabout – This project consists of construction of new two-lane roundabout at Edgemere and John Hayes. Includes pedestrian improvements, hawks, signage, striping, and ramps for cyclists.
- 4-D Tigua Spur of Paso del Norte Trail - A 12-foot shared-use path for bicyclists and pedestrian along the Franklin Feeder canal (4-B Socorro Spur of PDN Trail)
- Montwood and Sunfire Roundabout – entails two-lane roundabout at Montwood and Sunfire. Includes pedestrian improvements, hawks, signage, striping, bicycle lanes on all roundabouts, and ramps for cyclists.
- Paul Harvey Park Trail - Construction of a shared-use path from Paul Harvey Park to the Westside Natatorium. Project runs on social trail behind Bluff Canyon Circle/Bel Mar Ave on to Mesa Hills Dr
- Playa Drain Hike and Bike Trail (Knights to Midway) - Pedestrian and bicycle facilities with signage, sidewalks, landscaping, furnishings and illumination.
- Saul Kleinfeld Street Improvements - Project includes complete roadway reconstruction, parkway improvements, bicycle facilities, landscaping and irrigation, and striping on Saul Kleinfeld Dr from Montwood Dr to Pebble Hills Blvd.
- Sunland Park Hike and Bike Shared Use Path – Construction of a pedestrian and bicycle facility with associated signage, landscaping and irrigation, furnishings, and illumination.

TRANSIT ASSET MANAGEMENT (TAM)

Initial targets were adopted in September 2018 in cooperation with local and state partners. In February 2023, the EPMPO TPAC reviewed the existing plans and recommended that the TPB adopt an updated mixture of targets from TxDOT and Sun Metro for the EPMPO. These new targets include track segment performance, to reflect the opening of the El Paso Streetcar. Sun Metro may have agency-level targets that differ from the EPMPO adopted targets. These agency-level targets may better meet their needs in planning for state of good repair for Sun Metro. EPMPO will continue to coordinate with Sun Metro to report, track, and adjust the targets over time to meet the El Paso MPO targets.

TABLE 2.22: EPMPO TRANSIT ASSET MANAGEMENT 4 YEAR TARGETS

TAM 2026 TARGET	TxDOT	NMDOT	SUN METRO	ETA
% revenue vehicles at or exceeding useful life benchmark	<15%	<20%	<ul style="list-style-type: none"> • <15% Buses • <10% Articulated buses, cutaway buses, and automobiles • <20% Streetcar 	<ul style="list-style-type: none"> • 5% Cutaway Buses • 0% Van
% service vehicles (non-revenue) at or exceeding useful life benchmark	<15%	<20%	<15%	0%
% facilities rated below 3 on condition scale (TERM)	<15%	<20%	<15%	75%
% track segments with performance restrictions	N/A	N/A	>95%	N/A

As part of the FAST Act, performance measures were incorporated for transit agencies, primarily through the TAM assessment and planning requirements. Sun Metro’s TAM plan was developed to meet that requirement. Sun Metro continuously seeks grants through the regional MPO in order to supplement the competitive and formula funding grants available from the FTA. Primarily Sun Metro applies for FHWA Congestion Mitigation and Air Quality (CMAQ) and Surface Transportation Program (STP) funding through the MPO. Funding from these grants are crucial to the agency’s State of Good Repair program and the resulting TAM Plan. CMAQ funds provide for new and replacement bus funding, to include vehicles needed for new and extended services. Funding also allows for new or enhancements of terminals and stops to include accessibility and passenger amenities if associated with new or extended services. STP provides similar funding but without the new or extended service requirements. This grant funding not only permits Sun Metro to provide efficient and dependable service but supplements funding from other sources necessary to maintain State of Good Repair standards.

As a Tier II public transportation provider, South Central Regional Transit District (SCRTD) elects to participate in a group TAM plan developed by NMDOT. In February 2023 EPMPO adopted TAM targets for the New Mexico portion of the MPO planning area that match those included in the NMDOT Group TAM plan.

PUBLIC TRANSPORTATION AGENCY SAFETY PLAN (PTASP)

The sixth revision to Sun Metro’s Agency Safety Plan was adopted by its Mass Transit Board on January 6, 2026. Sun Metro developed their PTASP in compliance with the requirements on 49 CFR 673.11(a) (1-6). The performance measures adopted in this PTASP for fix route, streetcar and paratransit per every 100,000 miles are for:

- Fatalities
- Injuries
- Safety Events
 - Vehicular Collisions
 - Pedestrian Collisions
 - Assaults on Workers
- System Reliability

TABLE 2.23: PERFORMANCE MEASURES ADOPTED IN THE SUN METRO PTASP

PERFORMANCE MEASURES-FIXED ROUTE PER EVERY 100,000 MILES	FISCAL YEAR				
	2023	2024	2025	2026	
Fatalities	0	1	0	0	
Injuries	46	43	41	40	
Safety Events	Vehicular Collisions	103	96	141	134
	Pedestrian Collisions	4	0	0	0
	Assaults on Workers	1	2	7	6
System Reliability (Mean Distance Between Failures)	238,000	189,244	240,000	250,000	

PERFORMANCE MEASURES- STREETCAR PER EVERY 100,000 MILES		FISCAL YEAR			
		2023	2024	2025	2026
Injuries		9	7	6	5
Safety Events	Vehicular Collisions	8	26	7	7
	Pedestrian Collisions	0	0	0	0
	Assaults on Workers	0	1	0	0
System Reliability (Mean Distance Between Failures)		39,812	22,277	19,766	21,802

PERFORMANCE MEASURES- PARATRANSIT PER EVERY 100,000 MILES		FISCAL YEAR			
		2023	2024	2025	2026
Injuries		4	3	2	2
Safety Events	Vehicular Collisions	16	18	11	14
	Pedestrian Collisions	0	1	0	0
	Assaults on Workers	0	0	0	0
System Reliability (Mean Distance Between Failures)					

TABLE 2.24: PERFORMANCE MEASURES ADOPTED IN THE ETA PTASP

PERFORMANCE MEASURES- PER EVERY 100,000 MILES		FISCAL YEAR			
		2023	2024	2025	2026
Fatalities		-	-	-	0
Injuries		-	-	-	1
Safety Events	Vehicular Collisions	-	-	-	6
	Pedestrian Collisions	-	-	-	0
	Assaults on Workers	-	-	-	0
System Reliability (Mean Distance Between Failures)		-	-	-	206,512*

**Derived from the FY 2026 Safety Targets of 6 major events, 6 collisions, 6 vehicular collisions, 6 injuries, and 6 transit worker injuries divided by 6,195,374 annual vehicle revenue miles*