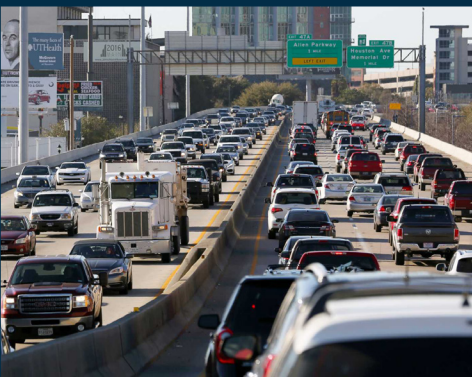


PERFORMANCE MEASURES: System Evaluation Report

THE HOUSTON-GALVESTON METROPOLITAN PLANNING AREA



PERFORMANCE MEASURES SYSTEM EVALUATION REPORT

Introduction

The Moving Ahead for Progress in the 21st Century (MAP-21) and the Fixing America's Surface Transportation (FAST) Act legislations introduced Transportation Performance Management into the Federal Highway Program addressing the challenges facing the transportation system on a national level, including:

- Improving safety
- Maintaining infrastructure condition
- Reducing traffic congestion
- Improving the efficiency of the system and freight movement
- Protecting the environment

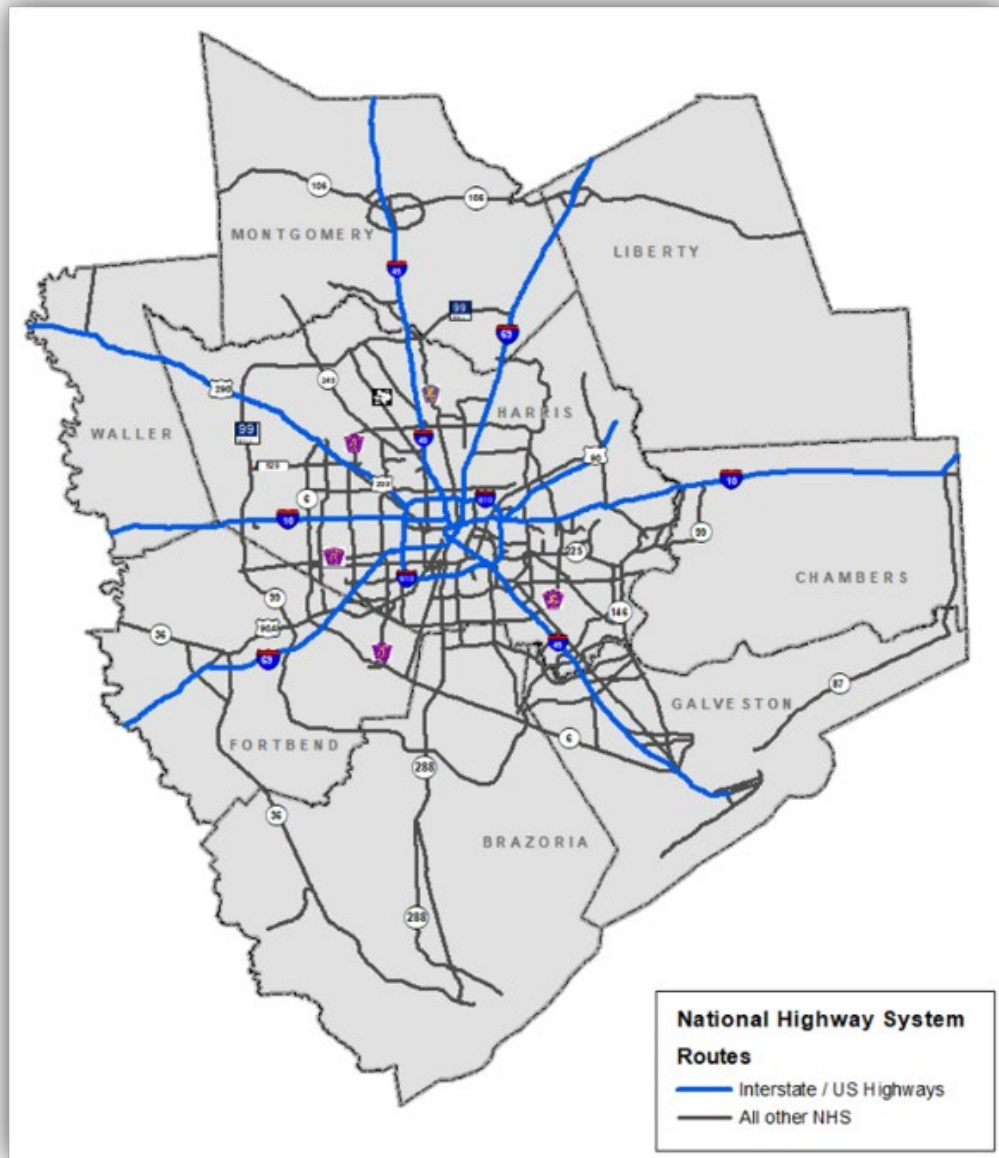
The objective of Transportation Performance Management is to focus federal funds on the achievement of national goals, increase accountability and transparency, and improve investment decision-making through performance-based planning and programming of transportation projects. The federal rulemaking requires the establishment of goals for which Metropolitan Planning Organizations, and state Departments of Transportation will be required to set targets, report on and make progress towards targets for numerous federal performance measures. H-GAC has the responsibility for these measures in a variety of key performance areas, such as Safety, Pavement and Bridges, Reliability, Congestion, Air Quality and Transit Asset Management.

Fixing America's Surface Transportation (FAST) Act's final planning rules for the metropolitan planning process and the Regional Transportation Plan (RTP) became effective on May 27, 2018. The FAST Act builds on the changes made by the Moving Ahead for Progress in the 21st Century, including provisions to make surface transportation more streamlined, performance-based, and multimodal, and to address challenges facing the U.S. transportation system. In 2021, the Infrastructure Investment and Jobs Act (IIJA) was enacted into law and continued the requirements of previous surface transportation legislation. Metropolitan Planning Organizations may support the state targets or establish their own regional targets. During 2018, H-GAC adopted performance targets with the performance-based planning process required by FHWA. The final set of performance targets were adopted on October 26, 2018. During the formulation of the planning targets, extensive collaboration occurred between the Texas Department of Transportation, public transportation providers and H-GAC.

Transportation Performance Management (TPM) is not a new concept to H-GAC. Many of the federal Performance Measures align and compliment H-GAC's existing performance measures. Performance management is a powerful analytical tool for tracking regional performance over time and can illustrate how the greater Houston region compares to other regions nationwide. Target setting, tracking and reporting of Performance Measures are conducted in a relatively short timeframe, from one to four years. TPM gives transportation planners the opportunity to link the short-term performance to long-range priorities for the region. One of the positive results of Performance Management is a heightened awareness by transportation planners for a renewed focus on key performance areas that will remain at the forefront for years to come. Additionally, it improves accountability and transparency when reporting to the public.

Emphasis on the National Highway System

The federal Performance Measures place a strong emphasis on the National Highway System (NHS). The NHS is a network of critical highways important to the nation's economy, defense and mobility that link major airports, ports, public transportation facilities, rail and truck intermodal terminals. The Regional Transportation Plan 2045 is focused on all major roads of the region's transportation system, not just the National Highway System. In the H-GAC 8-county region, there are 8,784 lane miles on the National Highway System.



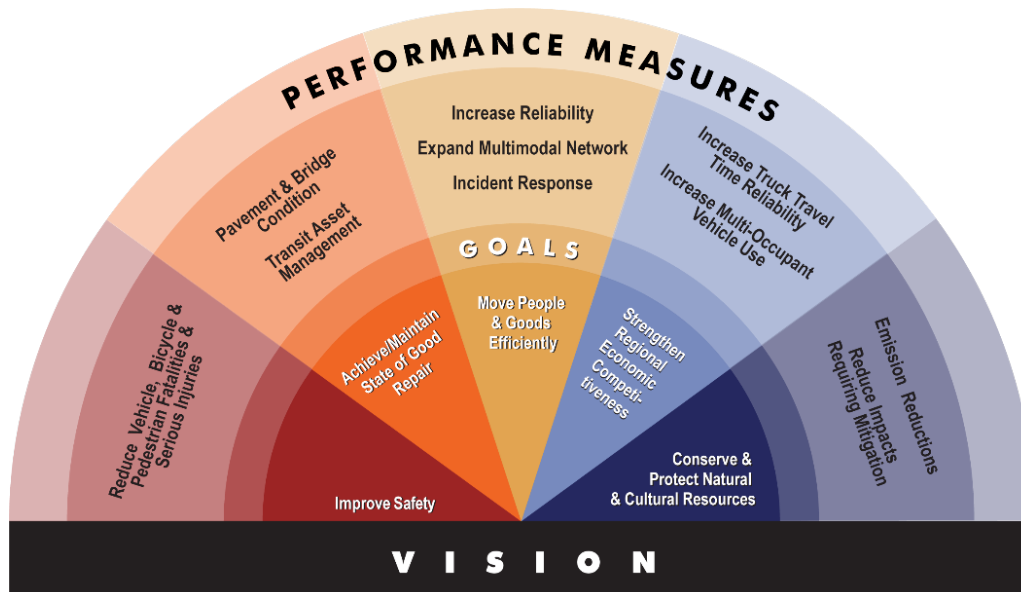
TRANSPORTATION PERFORMANCE MEASURES AND THE 2045 RTP

The federal government passed three transportation bills, the Moving Ahead for Progress in the 21st Century (MAP-21) in 2012, the Fixing Surface Transportation in the 21st Century (FAST Act) in 2015, and the Infrastructure Investment and Jobs Act in 2021. Among other things, they require metropolitan planning organizations to establish performance-based planning practices. In order to comply with MAP-21 changes, MPOs across the country adopted and implemented programs and performance targets, and set priorities based on performance measures.

According to the laws, performance will be judged on a system-wide level, and should be tied to project prioritization. As such, the 2045 RTP proposes certain performance measures to represent this principle at a regional level. Because MAP-21 requires that transportation system challenges be addressed through a data driven, performance-based approach, measures selected were chosen mainly because they were focused on system performance and assets, sensitive to various transportation modes, and had a nexus to the established goals.

Several challenges exist for some of the performance measures such as the lack of available, useable or consistent data. H-GAC and TxDOT are addressing these deficiencies to improve data collection methods and expand collection efforts to data suitable to accurately set performance targets. For example, TxDOT is adapting their pavement collection methods to align with the federal criteria. Additionally, H-GAC is exploring new data collection for the System Performance measures. As required by the federal measures, H-GAC will periodically review, analyze performance measure data, and will report how target progress has been achieved by the MPO for the target years of 2020 and 2022.

The following section describes each measure, the manner in which it is measured, and the desired outcome for each measure. Given the broad scope and time horizon of the plan, these performance measures identify various factors that encompass topics including asset management, congestion, safety, environment, and economic competitiveness that will help assess progress towards meeting the plan's vision and goals. While the desire is to see a dramatic improvement in each performance measure area, limited funding and other factors that influence system utilization, the desired outcomes for the performance measures cannot be reduced in absolute terms.



FHWA and FTA Performance Measures

Category	Performance Measure	Applicability	Reporting Frequency
Highway Safety	Number of fatalities	All public roads	Annually
	Rate of fatalities		
	Number of serious injuries		
	Rate of serious injuries		
	Number of non-motorized fatalities and serious injuries		
Pavement and Bridge Condition	Percentage of pavements of the Interstate System in Good condition	Interstate System	Biennially with four-year performance periods
	Percentage of pavements of the Interstate System in Poor condition		
	Percentage of pavements of the non-Interstate NHS in Good condition	Non-Interstate NHS	
	Percentage of pavements of the non-Interstate NHS in Poor condition		
	Percentage of NHS bridges classified in Good condition	National Highway System (NHS)	
	Percentage of NHS bridges classified in Poor condition		
Highway System Performance	Percent of the person-miles traveled on the Interstate that are reliable (Level of Travel Time Reliability)	Interstate System	Biennially with four-year performance periods
	Percent of the person-miles traveled on the Non-Interstate NHS that are reliable (LOTTR)	Non-Interstate NHS	
	Truck Travel Time Reliability (TTTR) Index	Interstate System	
	Annual Hours of Peak Hour Excessive Delay Per Capita	National Highway System (NHS)	
	Percent of Trips with Non-Single Occupant Vehicles	Urbanized area	
	Total Emissions Reduction	Urbanized area	
Transit Asset Management	Rolling Stock - percentage of revenue vehicles that exceed the Useful Life Benchmark (ULB)	Region's transit providers who are recipients and subrecipients of federal transit assistance and H-GAC	Annually
	Equipment - percentage of non-revenue service vehicles that exceed the ULB		
	Facilities - percentage of facilities that are rated less than 3.0 on the Transit Economic Requirements Model (TERM) Scale		
	Infrastructure - percentage of rail track segments (by mode) that have performance restrictions	METRO & Island Transit	
Transit Safety	Fatalities - total amount and rate of fatalities per total vehicle revenue miles	Region's transit providers who are recipients and subrecipients of federal transit assistance and H-GAC	Annually
	Injuries - total amount and rate of injuries per total vehicle revenue miles		
	Safety Event - total amount and rate of safety events per total vehicle revenue miles		
	System Reliability (State of Good Repair) – mean distance between major mechanical failures		

The investments identified in the 2040 RTP were guided by a vision and supported by the goals and strategies. This framework articulated the regional needs and priorities in four key areas of transportation investments.

1. Mobility
2. Alternative Modes
3. Air Quality
4. Planning

The 2045 RTP Vision, Goals, and Strategies were established by the Transportation Policy Council (TPC), Technical Advisory Committee (TAC), and relevant TPC and TAC subcommittees. Building on the investment area structure established in the 2040 RTP, the TPC established 21 investment categories aligned with the 2045 RTP goals and strategies, as priority areas of investments. Table 2, shown below, illustrates the linkage between the 2040 RTP Investment Type, 2045 RTP Investment Strategy, 2045 RTP Investment Categories and the performance measures and targets they directly contribute towards achieving.

Table 2. Relationship Between Investment Type, RTP Strategy, Investment Category & Performance

Investment Type	RTP Strategy	Investment Category	Performance Measures						
			Safety	Pavement & Bridge	Reliability	Freight (Truck Travel Time)	Congestion/Air Quality	Transit Asset Management	Transit Safety
Mobility, Alternative Modes, Air Quality	Expand, Manage, Maintain	Major Investments	●	●	●	●	●	●	●
Mobility	Expand	Roadway Added Capacity/New Construction	●	●	●	●			
		Innovative Freight Movement	●	●	●	●	●		
	Manage	Incident Management (Towing)	●		●	●	●		
		Incident Management (MAP)	●		●	●	●		
		Access Management/Safety/Grade Separations	●	●	●	●	●		
		Intelligent Transportation System Infrastructure	●	●	●	●	●		
	Maintain	Infrastructure Resiliency	●				●		
		Roadway Reconstruction and Rehabilitation	●	●					
Alternative Modes	Expand, Manage, Maintain	Active Transportation	●						●
	Expand	Transit Expansion (Vehicle Purchase)	●		●	●	●	●	●
		Transit Passenger Facilities	●		●	●	●	●	●
	Manage	Transit Priority Infrastructure	●		●	●	●		●
		Transit Regional Fare Collection	●		●	●	●		
	Maintain	Transit Passenger Facility State of Good Repair	●		●		●	●	●
Air Quality	Expand	Regional ITS (TranStar)	●		●	●	●		●
		Pilot Commuter Transit			●	●	●		
		Regional Vanpool			●	●	●		
	Manage	Commute Solutions			●	●	●		
	Maintain	Clean Cities/Clean Vehicles					●		
Planning	Expand, Manage, Maintain	Sub-Regional Planning							

Out of twenty-one Investment categories, eight categories were recommended to be programmed and funded annually for the 10-year period from FY 2019 through FY 2028, identified in Table 3. This was approved in a cooperative process by consulting with the local governments and agencies, the Transportation Policy Council, the Technical Advisory Committee, and relevant subcommittees.

Table 3.

2040 RTP Investment Type	2045 RTP Strategy	2045 RTP Investment Category
Mobility	Manage	Incident Management (Towing)
		Incident Management (MAP)
Alternative Modes	Manage	Transit Regional Fare Collection
Air Quality	Expand	Regional ITS (TranStar)
		Pilot Commuter Transit
		Regional Vanpool
	Manage	Commute Solutions
	Maintain	Clean Cities/Clean Vehicles

2018 Call for Projects Evaluation Criteria:

The 2018 Call for Projects evaluation and selection criteria were developed in a cooperative manner by consulting with local agencies, the Transportation Policy Council (TPC), the Technical Advisory Committee, and relevant subcommittees. All projects submitted through the 2018 Call for Projects (2018 CFP) were evaluated based on 50% score (100 points) given to its benefit/cost ratio and 50% score (100 points) given to various planning factors. The benefit cost analyses were calculated within a spreadsheet template that evaluated the project’s benefits in three major areas:

- Safety – reduction in crashes
- Delay – reduction in travel delay
- Emissions – reduction of on-road vehicle emissions

The remaining 50% of the score was based on multiple planning factors with a direct linkage to performance measures and the RTP goals and strategies and relative to each investment category. Planning factors for highway and transit projects include, but are not limited to, the improvement to multimodal level of service; freight system priority/evacuation route, life cycle maintenance strategies, corridor level of travel time reliability, reduction in vehicle miles traveled, connectivity to employment, transit reliability, transit vehicle and facility life cycle maintenance strategies.

The 2018 Call for Projects application submittal period began on September 4th and concluded on October 31, 2018. During this period, H-GAC received a total of 193 applications from various local partners and TxDOT. Out of 193 project applications, a total of thirty-six (36) projects in various investment categories were recommended for funding for the 10-year period, between FY 2019 and FY 2028. The TPC approved projects across thirteen Investment Categories, listed in Table 4, through the competitive Call for Projects process.

Table 4.

2040 RTP Investment Type	2045 RTP Strategy	2045 RTP Investment Category
Mobility, Alternative Modes, Air Quality	Expand, Manage, Maintain	Major Investments
Mobility	Expand	Roadway Added Capacity/New Construction
		Innovative Freight Movement
	Manage	Access Management/Safety/Grade Separations
		Autonomous and Connected Vehicle Infrastructure
		Intelligent Transportation System Infrastructure
	Maintain	Infrastructure Resiliency
		Roadway Reconstruction and Rehabilitation
Alternative Modes	Expand, Manage, Maintain	Active Transportation
	Expand	Transit Expansion (Vehicle Purchase)
		Transit Passenger Facilities
	Manage	Transit Priority Infrastructure
	Maintain	Transit Passenger Facility State of Good Repair

HIGHWAY SAFETY

Safety is a top regional priority. Although motorists are the largest group of system users injured or killed in crashes, pedestrians and cyclists are also at risk. Addressing this goal will not only benefit regional health, but the community's quality of life and economic competitiveness. A safe regional transportation system operates reliably, delivers goods and services on time, and returns users home at the end of their trip.

The Houston-Galveston Regional Safety Plan sets a baseline for safety crash data, analyzes regional trends, and is used to inform performance target setting. The report data serves as a baseline for subsequent years to measure whether there was significant improvement compared to previous years. The Texas Strategic Highway Safety Plan estimates the probable number of fatalities and serious injuries for the target year of 2022. Federal rulemaking requires Metropolitan Planning Organizations to either support state targets or establish their own specific targets for the five safety performance measures for all public roads in the MPO planning area, within 180 days after the State establishes statewide targets. The MPO then reports targets to the State, when requested. Statewide, when at least four out of five targets are met or the outcome for the performance measure is better than the baseline performance for the year prior to the target year, a determination of significant progress will be made.

During safety target setting discussions of the Transportation Policy Council (TPC) and the Transportation Advisory Committee (TAC), aspirational goals for the long-term were expressed. While the H-GAC region is forecasted to experience a high level of economic and population growth, subsequently, it results in a rise in travel, crashes, and fatalities. For the purposes of short-term target setting, the targets were set to reflect the probable number of fatalities and serious injuries. However, the increasing trends in fatalities and crashes do not reflect the intent and commitment of the TPC to improve traffic safety in the Houston-Galveston region. H-GAC has committed to participate in advancing crash reduction strategies through the Regional Safety Plan and will annually analyze and assess trends and progress on Safety Performance Measures while reviewing TxDOT's annual updates to statewide targets.

In February 2017, H-GAC's Transportation Policy Council approved a resolution to support the State's adopted safety targets for the five performance measures. H-GAC set targets that represent a two percent (2%) reduction from the trend line projection in the five (5) safety performance measures for the period from 2017 to 2022. The decline is expected to begin gradually in 2018 and progress to the two percent (2%) reduction by the target year 2022.

H-GAC by Resolution 2019-05 on February 22, 2019 agreed to support the State's effort to achieve its safety performance measure targets. Supporting the State's efforts includes using the same or similar methodology to set these targets. The State methodology uses a five-year rolling average to set the targets for the State safety performance measures. H-GAC has adopted a similar methodology to calculate the regional safety performance measure targets. The data used to calculate the targets is from the Texas Department of Transportation (TxDOT) Crash Record Information System (CRIS) data from 2019 to 2021 to calculate the 5-year rolling average for the 2022 targets. H-GAC submits the Region's Safety Performance Measure Targets to TxDOT in February, annually.

The TPC passed a resolution in February 2017, February 2019, supporting the State's safety targets. In 2020, the Transportation Policy Council (TPC) approved a Vision Zero policy by resolution (Resolution 2020-26) on October 23, 2020, committing to support transportation projects and programs to eliminate traffic fatalities in the region by the year 2050. The TPC received the safety measures reporting that was submitted to TxDOT in February 2020, 2021 and 2022, therefore, per H-GAC policies, resolutions were not passed annually because TPC previously approved supporting the State's safety targets.

Trends and progress are reviewed and discussed by the Transportation Safety Committee. Additionally, TxDOT’s annual updates to statewide targets are reviewed. Annually, by the end of February, H-GAC reports on the progress toward meeting regional targets to the TPC and to TxDOT. For a reporting of past progress and adjustments to previous safety targets, as reported in October 2020, refer to the 2020 Mid-Performance Period Progress Report on page B-52.

The tables below show the H-GAC safety performance measure targets and the actuals or observed performance totals, based on data as of January 2022. The second table provides background on the calculations of the H-GAC 2022 safety performance measure targets. The third table shows the State’s safety performance measure targets for reference.

H-GAC Safety Performance Measure Results

Performance Measure	2020 Targets	2020 Actuals	2021 Targets	2021 Actuals	2022 Targets
Fatalities	728	733	674	826	697
Fatality Rate	1.1	1.14	1.1	1.23	1.05
Serious Injury	3,293	3,287	3,287	4,125	3,424
Serious Injury Rate	5.0	5.11	5.2	6.14	5.15
Non-Motorized Fatalities & Serious Injuries ††	537	675	648	759	667

Actuals based on TxDOT CRIS data as of January 2022; 2020 & 2021 Fatality Rates and Serious Injury Rates based on projected Annual VMT

H-GAC Safety Performance Measure Target Calculations

Measure	2017	2018	2019	2020	2021	2022
Number of Fatalities	707	589	641	733	826	697
Fatalities per 100 Million VMT	702.85	609.87	707.39	641.34	655.36	
Rate of Fatalities	1.01	0.97	0.91	1.14	1.23	1.05
Number of Serious Injuries	3,326	3,050	3,380	3,280	4,125	3,424
Rate of Serious Injuries per 100 Million VMT	4.73	5.00	4.78	5.11	6.14	5.15
Number of Non-motorized Fatalities and Non-motorized Serious Injuries	590	595	718	675	759	667

2019 & 2020 CRIS Data as of January 2022; 2020 and 2021 Fatality Rates and Serious Injury Rates based on projected Annual VMT

State (TxDOT) Safety Performance Measure Targets

Performance Measure	2022 Targets
Fatalities	3,272
Fatality Rate	1.25
Serious Injury	17,539
Serious Injury Rate	6.70
Non-Motorized Fatalities & Serious Injuries (NMFSI)	2,321

Texas Strategic Highway Safety Plan 2022-2028

Trends and progress are reviewed and discussed by the Transportation Safety Committee each year. Additionally, TxDOT's annual updates to statewide targets are reviewed. Annually, by the end of February, H-GAC reports on the progress toward meeting regional targets to the TPC and to TxDOT.

The safety performance measures, methodology, applicability and reporting frequency are identified below.

Fatalities

Measure – Five-year rolling averages of the number and rate of vehicular fatalities in the H-GAC region.

Methodology – Fatality numbers and rates are obtained from the national Fatality Analysis Reporting System (FARS). Fatality rates are calculated per 100 Million Vehicle Miles Traveled in the region.

Applicability – All public roads and highways

Reporting Frequency - Annually

Serious Injuries

Measure – Five-year rolling averages of the number and rate of vehicular serious injuries in the H-GAC region.

Methodology – Serious injury numbers and rates are obtained from the Texas Crash Records Information System (CRIS) databases. Serious injury rates are calculated per 100 Million Vehicle Miles Traveled (VMT) in the region.

Applicability – All public roads and highways

Reporting Frequency – Annually

Non-Motorized Fatalities and Serious Injuries

Measure – Five-year rolling average of the number non-motorized fatalities and non-motorized serious injuries for bicyclists and pedestrians in the H-GAC region.

Methodology – Serious injury numbers and rates are obtained from the national Fatality Analysis Reporting System (FARS) and the Texas Crash Records Information System (CRIS) databases.

Applicability – All public roads and highways

Reporting Frequency – Annually

Integrating Safety Performance Measures into the Transportation Planning Process

“The Regional Safety Plan was developed as a comprehensive plan that addresses the region’s safety issues and offers feasible solutions. It serves as a framework for strategies and implementation actions to leverage safety programs and resources to the greatest extent possible. The performance measure targets in this plan are tangible goals for the region to work towards to support the State of Texas’ crash reduction efforts, and its strategies support the State Highway Safety Plan and federal safety initiatives.”
(Source: 2018 HGAC Regional Safety Plan)

Adopted in 2018, the Regional Safety Plan identifies five traffic safety focus areas. These focus areas were crash types with the highest percentage of fatalities in the region. The Transportation Safety Committee has been charged with developing implementation plans to address the focus areas over the next four years. The MPO will continue to publish an annual State of Safety Report to assess progress toward reducing the number of crashes, fatalities, and serious injuries throughout the region. In addition, the PO will launch a series of intersection safety audits at high crash frequency intersections to identify crash characteristics and develop low-cost recommendations to address traffic safety issues at each location. The MPO will continue to coordinate its efforts with federal, state, and local partners to leverage resources and maximize results to enhance traffic safety in the Houston-Galveston area.

H-GAC incorporates performance measures into its programming activities by designating safety as one of the five foundational goals of the Regional Transportation Plan. Furthermore, H-GAC integrates the safety targets in the form of quantifiable strategies and goals within the regional transportation planning process. The primary method for the programming of projects is the Call for Projects issued by H-GAC. Embedded in the Call for Projects (CFP) selection criteria, the safety benefit cost analysis template indicates the number of crashes that will be reduced for each CFP project. Linking the programming of projects to quantifiable performance targets validates the success of performance-based planning.

2023 – 2026 TIP and 2045 RTP transportation investments targeting safety improvements

H-GAC, along with state and local government partners, has made significant investments in transportation infrastructure improvements through the 2023-2026 Transportation Improvement Program (TIP) and the 2045 Regional Transportation Plan. H-GAC adopted the Regional Safety Plan in 2018 to recommend crash reduction strategies.

In 2018, H-GAC developed a Regional Safety Plan that identifies traffic safety focus areas, recommends crash reduction strategies and countermeasures. The fiscally constrained 2045 RTP recommends a significant level of investments in ITS and safety projects and programs. This combined effort of planning, programming of projects, implementation of the safety plan, and critical transportation investments are expected to support and contribute to achieving the safety performance targets while greatly enhancing traffic safety for the region. The fiscally constrained 2045 RTP recommended approximately \$579 million of investments in ITS and Safety projects and programs. These investments are not part of the Corridor-based Major Investments of the 2045 RTP.

2045 RTP Investments in ITS and Safety Programs

RTP 2045 STRATEGIES	STRATEGY 1 MANAGE [System Management and Operations]	STRATEGY 2 MAINTAIN [Asset Management]	STRATEGY 3 EXPAND [Transportation Network Capacity]	TOTAL
REGIONAL INVESTMENT PROGRAMS				
ITS/Safety: <i>(Includes certain roadway improvements, installation of computerized traffic control systems, Incident Management)</i>	\$517,457,158	\$62,269,438	NA	\$579,726,596

Safety Resources

Highway Safety Improvement Program <https://safety.fhwa.dot.gov/hsip/>

Strategic Highway Safety Plan <https://www.texasshsp.com/>

Regional Safety Plan <http://www.h-gac.com/transportation-safety-program/default.aspx>

Transportation Safety Committee <https://www.h-gac.com/transportation-policy-council/transportation-safety-committee>

PAVEMENT CONDITIONS

Ensuring the preservation of pavements and bridges is critical to safety, the movement of goods and people, economic development. While the demand on the transportation system is greater than ever, pavements and bridges are steadily deteriorating due to traffic, weather and time. In effect, this highlights the importance for an emphasis on asset management and the preservation of pavement. “Pavement preservation programs and activities employ a network level, long-term strategy that enhances pavement performance by using an integrated, cost-effective set of practices that extend pavement life, improve safety, and meet road user expectations.” (source: PL 112-141, Moving Ahead for Progress in the 21st Century Act.)

Implementing pavement asset management, along with performance target setting, provides an opportunity for moving the transportation system to a state of good repair, protects our investments in the transportation roadway system and stretches taxpayer dollars, as far as possible. An asset management program can improve system resiliency in the aftermath of extreme weather events, such as Hurricanes Harvey and Ike, changing climate conditions, and shifts in the regional economy.

Roadways on the National Highway System, (NHS) are mostly owned, maintained, and operated by the Texas Department of Transportation; however, a portion of the NHS is under the jurisdiction of cities, counties, and toll authorities. Federal Performance Asset Management prescribes the establishment of pavement targets for all roadways on the interstate and non-interstate highway system, regardless of ownership. While the federal performance measures are focused on National Highway System, H-GAC is concerned with the conditions of all pavements and bridges. In the state of Texas, there are 69,000 National Highway System lane miles; approximately, 12% are in the H-GAC region. In response to the numerous changes to the NHS statewide in 2021, H-GAC will analyze the changes to NHS lane miles and the impacts to target achievement and future targets.

Pavement condition data is a critical component of any pavement management system. TxDOT is responsible for collecting the necessary measurements and inspections to determine the conditions ratings defined by the federal performance measures rules. The federal criterion bases the pavement condition on the International Roughness Index (IRI), rutting, cracking, and faulting. Essentially, the IRI is the overall ride quality of a roadway. The pavement analysis is based on distress ratings and ride quality measurements. TxDOT used historical measurements of pavement and bridge conditions to establish statewide targets.

Federal transportation bills require TxDOT to implement transportation asset management practices and set performance targets to a desired condition. The federal performance measures place a high priority on maintaining the good pavements and on raising the pavements in poor condition to a state of good repair. A good condition pavement rating suggests that no major investment is necessary, and conversely, a fair condition suggests that major reconstruction of the pavement is needed. The pavement condition thresholds applicable to Interstate System roadways are shown in the table below.

Interstate System Rating Thresholds			
	Good	Fair	Poor
IRI (in/mile)	< 95	95 - 170	> 170
Cracking %	< 5	5 - 10	> 10
Rutting (in)	< 0.2	0.2 - 0.4	> 0.4
Faulting (in)	< 0.05	0.05 - 0.15	> 0.15

The calculations of the pavement performance for Interstate System roadways are explained in the table below.

Rating the Interstate National Highway System

Rating the Interstate National Highway System			
	Pavement Types		
Overall Condition Rating	3 metric ratings ACO - (IRI, Cracking, Rutting) JCP - (IRI, Cracking, Faulting)	2 metric ratings CRCP - (IRI and Cracking)	Measures
Good	All three metrics rated "Good"	Both metrics rated "Good"	% Lane Miles in "Good" Condition
Fair	All other combinations	All other combinations	% Lane miles in "Fair" Condition
Poor	≥2 Metrics rated "Poor"	Two metrics rated "Poor"	% Lane miles in "Poor" Condition

Key= Asphaltic Concrete Overlay (ACO), Joint Concrete Pavement (JCP), Continuously Reinforced Concrete Pvm.(CRCP)

The historical pavement condition data from the Texas Department of Transportation’s Pavement Management Information System (PMIS) were translated into the corresponding pavement condition measures for MAP-21/FAST Act requirements. The data was used to develop the historical trends for pavement condition measures. A five-year moving average was used to calculate the performance targets.

The calculations of pavement condition for the Non-Interstate National Highway System roadways are defined in the table below. Unlike the Interstate System, when rating the condition of Non-Interstate NHS roadways, only the International Roughness Index (IRI) is measured.

Rating the Non-Interstate National Highway System

Rating the Non-Interstate National Highway System			
	Good	Fair	Poor
IRI (in/mile)	< 95	95 - 170	> 170
Measure	Percent Lane Miles in "Good" Condition	Percent Lane Miles in "Fair" Condition	Percent Lane Miles in "Poor" Condition

The historical pavement condition data from TxDOT’s Pavement Management Information System (PMIS) was used to develop the historical trends for pavement measures. A five-year moving average was used to develop the performance targets. Despite the fact that historical trends indicate pavement conditions are declining over time, H-GAC chose to adopt flat targets with the goal of maintaining current conditions and a desire for aspirational goals that indicate improvement of pavement conditions in the long-term.

For the pavement measures, States and MPOs must establish two and four-year targets and adjusted targets at the Mid-Performance Period Progress Report due in October 2020. The first performance period began January 1, 2018 and ends on December 31, 2021 and is for the Calendar Years (CY) of 2018 to 2021. The second performance period began January 1, 2022 and ends on December 31, 2025 and is for the Calendar Years (CY) of 2022 to 2025. Updates to H-GAC’s regional targets are formulated with the analyses of TxDOT’s statewide data and TxDOT’s revisions to statewide targets at the beginning, the mid-point, and the end of the four-year performance period. Regarding the first federal performance period,

for a reporting of past progress and adjustments to the pavement 2022 targets, as reported in October 2020, refer to the 2020 Mid-Performance Period Progress Report on page B-53.

Pavement Conditions – Interstate and Non-Interstate National Highway System

Measure – Percentage of pavements of the interstate and non-interstate National Highway System with a condition rating of “good” and “poor” relative to the ride quality.

Methodology – Pavement conditions are based on the evaluation scores of the International Roughness Index (IRI), rutting, faulting and cracking. The condition scores are obtained from the Highway Performance Monitoring System (HPMS) and TxDOT’s Pavement Management Information System (PMIS) databases.

Applicability – Interstate highways and Non-interstate highways of the National Highway System

Reporting Frequency – Biennially with four-year performance periods

Targets and Conditions – While the historical trends indicate pavement conditions are expected to decline by the year 2022, H-GAC chose to adopt flat targets. For Interstate highways, H-GAC adopted targets of 48.5% in good condition and 0.0% in poor condition for the years 2020 and 2022. For the Non-Interstate National Highway System (NHS), H-GAC adopted 46.7% in good condition and 11.3% in poor condition for the years 2020 and 2022. The values in the chart below reflect the statistics for the 8-county H-GAC region.



BRIDGE CONDITIONS

Asset management seeks to optimize lifecycle costs by setting and sustaining a desired target condition with the goals of improving the durability and extending the life of the region’s bridges.

Performance measures and targets are applicable to all bridges on the National Highway System (NHS), which include on and off-ramps connected to the NHS within a State, and bridges carrying the NHS that cross a State border, regardless of ownership. A portion of the NHS system is under the jurisdiction of cities, counties, and toll authorities. For the approximately 2,500 bridges in the H-GAC region, 88% are owned by TxDOT and 12% are owned by other entities. The consideration of bridge performance targets should be determined from asset management analyses to achieve a state of good repair over the life cycle of assets.

Bridge conditions are based on the National Bridge Inventory evaluation ratings for the bridge’s deck, superstructure, substructure and culvert. The condition rating of good, fair or poor are determined by the lowest rating of the deck, superstructure, substructure or culvert. For example, if the lowest rating of one or more of the four bridge components is less than or equal to four, the bridge’s classification is rated as poor.

	Good	Fair	Poor
Bridge Inventory Rating	≥ 7	< 7 and > 4	≤ 4

The bridge targets are expressed in the percent of total bridge deck area. Deck area is computed using the structure length and deck width. For culverts, the deck area is calculated using the approach roadway width and structure length.

The historical pavement condition data was gathered from the Texas Department of Transportation’s (TxDOT) Bridge Inventory. TxDOT surveys all bridges on the National Highway System and reports the conditions to the National Bridge Inventory. Historical bridge condition trends are based on a trend-line analysis. While the historical trends indicate bridge conditions are slowly declining, H-GAC chose to adopt flat targets for the years 2020 and 2022. Due to the lengthy lead time associated with environmental clearance, right of way purchase, design and the construction of a bridge, any new bridge being considered right now will have little or no influence on bridge conditions for the next three to five years. Despite the fact that historical trends indicate bridge conditions are declining in the future, H-GAC chose to adopt flat targets with the goal of maintaining current conditions and a desire for aspirational goals that indicate improvement of bridge conditions in the long-term.

For the bridge measures, States and MPOs must establish two and four-year targets and may adjust four-year targets at the Mid-Performance Period Progress Report due in October 2020. The first performance period begins January 1, 2018 and ends on December 31, 2021 and is for the Calendar Years (CY) of 2018 through 2021. The second performance period began January 1, 2022 and ends on December 31, 2025 and is for the Calendar Years (CY) of 2022 to 2025. Updates to H-GAC’s regional targets are formulated with the analyses of TxDOT’s statewide data and TxDOT’s revisions to statewide targets at the beginning, the midpoint, and the end of the four-year performance period. Regarding the first federal performance period, for a reporting of past progress and adjustments to the bridge 2022 targets, as reported in October 2020, refer to the 2020 Mid-Performance Period Progress Report on page B-53.

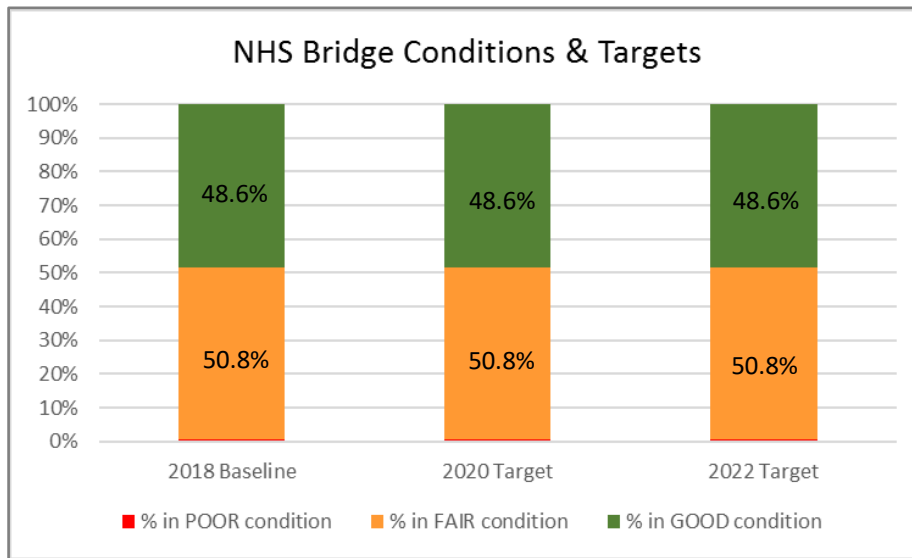
Measure – Percentage of bridge deck area of the National Highway System with a condition rating of “good” and “poor”.

Methodology – Bridge deck conditions are based on the evaluation scores of the National Bridge Inventory.

Applicability – Bridges on the National Highway System

Reporting Frequency – Biennially with four-year performance periods

Targets and Conditions – While the straight-line trend historical data indicates bridge conditions are expected to decline by the year 2022, H-GAC chose to adopt flat targets of 48.6% of bridges in good condition and 0.6% in poor condition for the years 2020 and 2022. The values in the chart below reflect the statistics for the 8-county H-GAC region.



Integrating Pavement and Bridge Performance Measures into the Transportation Planning Process

Both the short and long-range planning processes afford the opportunity for advancing the transportation system to a State of Good Repair. One of the core strategies of the Call for Projects is Maintain Asset Management: to improve and preserve the condition of existing transportation infrastructure at the least practicable cost through the application of sound asset management techniques. The RTP 2045 project evaluation system was designed to be performance-based when prioritizing projects for the region. To highlight the significance of maintaining pavement and bridge infrastructure, the Call for Projects designated a separate category for Rehabilitation and Reconstruction aimed at improving the State of Good Repair for the region’s infrastructure. Additionally, investments in the RTP investment category, Infrastructure Resiliency, will contribute to improved conditions of the transportation system.

Given the fiscal constraints of transportation funding, performance-based planning can help identify the best cost-effective projects to so the investment decisions in our transportation system will be allocated to the highest priorities of the pavement or bridge asset preservation program. In addition to designated reconstruction and rehabilitation projects, every added capacity, new construction, Complete Street,

grade separation and access management project will contribute to achieving the pavement and bridge performance targets. As a result, the projects programmed in the RTP 2045 are expected to have a positive impact on achieving the pavement and bridge performance targets.

The challenge with transportation asset management is that H-GAC has the responsibility to report progress, but MPOs don't control the management of the transportation assets. Not all NHS roadways are owned and maintained by the TxDOT. For the non-interstate NHS roadways, 66% are owned by TxDOT and 34% are owned by other agencies. For the interstates, 100% are state-owned. H-GAC is coordinating NHS pavement data sharing between TxDOT and Non-TxDOT agencies

H-GAC facilitates the dialogue and discussion between TxDOT and local agencies to serve as the conduit for information sharing. In addition, H-GAC is facilitating the coordination with other agencies, data sharing, understanding how each agency measures and collects data, discussing uniform data collection, and understanding the future investment plans for NHS roadways with TxDOT. Currently, the TxDOT is committed to expanding their data collection to align with the federal measures. One of the positive outcomes of Transportation Asset Management is that it affords the opportunity to focus and collaborate with all agencies responsible for the maintenance of our critical transportation network.

Of particular challenge, the tremendous increase in population and truck traffic, expected in the Houston-Galveston region over the next twenty-five years, will add additional wear and tear will impact the targets for pavements and bridges.

2045 RTP transportation investments targeting pavement and bridge improvements

H-GAC, along with state and local government partners, has made significant investments in transportation infrastructure improvements through the 2040 Regional Transportation Plan, the 2023-2026 Transportation Improvement Program (TIP), and the 2045 Regional Transportation Plan. The investments of new roadways, roadway expansions, preventive maintenance, rehabilitation, and bridges are expected to contribute towards achieving the Pavement and Bridge Performance Targets. A combined effort of planning, programming of projects, collaborative data sharing, and critical transportation investments are expected to support and contribute to achieving the asset management targets for pavement and bridge while moving the system to a State of Good Repair.

H-GAC has made strategic investments in transportation infrastructure improvements through the 2045 RTP. The fiscally constrained 2045 RTP recommends a significant level of investments in pavement and bridges. The fiscally constrained 2045 RTP recommended approximately \$48 billion of investments for State of Good Repair projects and programs. Other types of projects, such as new roadways and highways, thoroughfare expansions, reconstructions, Complete Streets, and other improvements are expected to make additional contributions toward the State of Good Repair.

2045 RTP Asset Management Investments

RTP 2045	Strategy 2 - MAINTAIN [Asset Management]
Corridor-Based Major Investments & Regional Investment Programs	\$48,464,706,593

Pavement and Bridge Resources

Condition of Texas Pavements: Pavement Management Information System (PMIS) Annual Report - <https://library.ctr.utexas.edu/Presto/content/Detail.aspx?ctID=UHVibGJjYXRpb25fMTE2MTA=&rID=MjcwODU=&ssid=c2NyZWVuSURfMTQ2MDk=>

Texas Transportation System Performance Dashboard Pavement and Bridges- <http://www.dot.state.tx.us/dashboard/preserving-our-assets.htm>

National Bridge Inventory - <https://www.fhwa.dot.gov/bridge/nbi.cfm>

SYSTEM PERFORMANCE

The System Performance Group contains a set of performance measures aimed at evaluating and improving the overall performance of the National Highway System. These measures place focus on personal travel, as well as, freight, reducing congestion and tailpipe emissions, and increasing multi-occupant vehicle use. Improving the system performance of the transportation network means there will be more reliable and less congested roadways, an increased use of alternative transportation modes and an increase in multi-occupant commuting vehicles, resulting in less vehicle emissions.

States and MPOs must establish two and four-year targets and may adjust four-year targets at the Mid-Performance Period Progress Report in 2020 and 2024. The first federal performance period began January 1, 2018 and ended December 31, 2021. The second federal performance period began January 1, 2022 and ends December 31, 2025. Updates to H-GAC's regional targets are formulated with the analyses of TxDOT's statewide data and TxDOT's revisions to statewide System Performance targets at the beginning, the midpoint, and the end of the four-year performance period.

Reliability

One of the goals of System Performance Measures is to assess the reliability of the National Highway System. Travel reliability is when the travel time on a roadway remains consistent. Reliability measures the difference of travel time across hour and day for both personal travel and freight and examines peak travel over a year. Essentially, the measure of travel reliability compares a bad day of traffic to a normal day.

Three travel time reliability performance measures are:

- Personal travel time on the interstate
- Personal travel time on the non-interstate roadways of the National Highway System
- Truck travel time on the interstate

The Reliability measures utilize two metrics:

- Level of Travel Time Reliability (LOTTR) ratio for personal travel. LOTTR measures the difference of travel time across hour and day. Expressed as a ratio, LOTTR is the ratio of travel time in a bad condition in relationship to the travel time in an average condition. LOTTR ratios below a 1.50 threshold are labeled as "reliable". The measure is calculated separately for the interstate and the non-interstate segments of the National Highway System.
- Truck Travel Time Reliability Index (TTTR) for truck travel on the interstate highways.

PERSONAL TRAVEL

Measure (LOTTR) – Percentage of person-miles traveled on the National Highway System that are reliable, as defined by the measure, the Level of Travel Time Reliability (LOTTR). LOTTR is a ratio of the 80th percentile (bad day of traffic) to the 50th percentile (normal) travel time for a roadway segment. A ratio below 1.5 is considered to be "reliable"; and a ratio of 1.5 or greater are "unreliable".

Reporting is divided into four time periods:

Weekday (AM Peak) 6 a.m. to 10 a.m.	Weekday (Mid-day Peak) 10 a.m. to 4 p.m.
Weekday (PM Peak) 4 p.m. to 8 p.m.	Weekend Peak 6 a.m. to 8 p.m.

If the roadway segment is unreliable during any one of the four time periods, the roadway segment is labeled as "unreliable".

Methodology – Reliable person-miles are calculated using data from the National Performance Management Research Data Set (NPRMDS) which contains travel time by roadway segment every 15 minutes. The average occupancy value used for the Houston-Galveston region is 1.69.

Developed in collaboration with the twenty-five Texas Metropolitan Planning Organizations, the Texas Transportation Institute (TTI) calculated Level of Travel Time Reliability (LOTTR) targets for the entire state. Their methodology is based on an assumed growth of regional travel demand, but does not consider potential travel time improvements from upcoming projects in the Transportation Improvement Program and the Regional Transportation Plan, such as added capacity projects, the Tow & Go Program and TranStar. The methodology assumes that anything close to being unreliable now is expected to be unreliable in the future. The NPRMDS data was collected by HERE Technologies from 2014 to 2016. In 2017, FHWA changed the vendor to INRIX which created data inconsistencies for target setting.

The range for reliable is 0% to 50% and unreliable is 51% or greater (times than average). For example, for a trip that normally takes 60 minutes, on a bad day of traffic, it will take 90 minutes or more (60 mins. x 50% = 90 mins.), therefore, the trip is considered to be unreliable. The higher the percentage, the more reliable it is. Based on the TTI methodology used across the state, for the Houston region, currently, 63% of person-miles traveled on the Interstate are reliable and is forecasted to be 50% reliable by 2022, with less reliability. As illustrated in the table below, the Non-Interstate National Highway System roadways in the region are more reliable than the Interstate.

Applicability – All roadways on the National Highway System

Reporting Frequency – Biennially with four-year performance periods

Targets and Conditions (LOTTR) - Despite the fact that the TTI methodology indicates that reliability conditions for personal travel are worsening, H-GAC chose to adopt flat targets with a desire for aspirational goals that indicate better reliability in the long-term.

Performance Measure	Baseline	2020 Target	2022 Target
Percent of Person-Miles traveled on the Interstate that are Reliable / (LOTTR)	63%	63%	63%
Percent of Person-Miles traveled on the Non-Interstate NHS that are Reliable / (LOTTR)	73%	73%	73%

For the reliability measures of personal travel and truck travel, States and MPOs must establish two and four-year targets and may adjust four-year targets at the Mid-Performance Period Progress Report due in October 2020. The first performance period begins January 1, 2018 and ends on December 31, 2021 and is for the Calendar Years (CY) of 2018 - 2021. For the first federal performance period, a reporting of past progress and adjustments to future 2022 targets, refer to the 2020 Mid-Performance Period Progress Report on page B-57. The second performance period begins January 1, 2022 and ends on December 31, 2025 and is for the Calendar Years (CY) of 2022 - 2025. Regarding the second performance period, a reporting of 2022 baseline and future (2024 & 2026) targets, refer to the 2022 System Performance Measures Reporting & Scorecards Report, page B-64.

FREIGHT TRAVEL

Freight movement is assessed by the Truck Travel Time Reliability (TTTR) Index on the interstate. The truck reliability measure considers factors that are unique to the freight industry, such as the use of the transportation system during all hours of the day and the need to consider impacts to the system in planning for on-time deliveries and arrivals. Recognizing the importance of on-time deliveries, this measure assesses the reliability of freight movement on the interstate with a high standard of making on-time deliveries, 95% of the time.

Measure (TTTR) – Truck Travel Time Reliability ratio is calculated by dividing the 95th percentile travel time (very bad day of traffic) by the 50th percentile (normal) travel time for each roadway segment of the interstate. The TTTR index is generated by multiplying each segment’s largest ratio of the five time periods by its length, then dividing the sum of all length-weighted segments by the total length of the interstate.

Reporting is divided into five time periods:

- Mondays through Fridays:
 - Morning peak 6 a.m. to 10 a.m.
 - Mid-day 10 a.m. to 4 p.m.
 - Afternoon peak 4 p.m. to 8 p.m.
- Weekends
 - 6 a.m. to 8 p.m.
- Overnights for all days
 - 8 p.m. to 6 a.m.

Methodology – The TTTR index is calculated using data from the National Performance Management Research Data Set (NPRMDS) which contains travel time by roadway segment every 15 minutes.

Developed in collaboration with the twenty-five Texas Metropolitan Planning Organizations, the Texas Transportation Institute (TTI) calculated Truck Travel Time Reliability targets for the entire state. The methodology is based on an assumed 2% annual growth of truck unreliability, but does not consider potential travel time improvements from upcoming projects in the Transportation Improvement Program and the Regional Transportation Plan, such as added capacity projects, the Tow & Go Program and TranStar. The NPRMDS data was collected by HERE Technologies from 2014 to 2016. In 2017, FHWA changed the vendor to INRIX which created data inconsistency problems for target setting.

Based on the TTI methodology used across the state, for the Houston region, the baseline for Truck Travel Time Reliability (TTTR) index is 2.1. The truck index is the amount of time a truck driver needs to add to a median trip length to arrive on-time, 95% of the time. For example, for a truck trip of 30 minutes, using the regional baseline of 2.1, a total time of 63 minutes would need to be scheduled for the truck to arrive, on-time, 95% of the time. (30 mins x 2.1 baseline = 63 mins)

Applicability – Interstate highways

Reporting Frequency – Biennially with four-year performance periods

Targets and Conditions - Despite the fact that the TTI methodology forecasts freight reliability conditions are worsening, H-GAC chose to adopt flat targets with the goal of maintaining current conditions and a desire for aspirational goals that indicate better truck reliability in the long-term. Better estimates and targets may be updated after two years when improved data-sets are available.

Performance Measure	Baseline	2020 Target	2022 Target
Truck Travel Time Reliability Index on the Interstate	2.1	2.1	2.1

Congestion

FHWA established two performance measures to assess traffic congestion applicable to metropolitan planning organizations who receive Congestion Mitigation Air Quality (CMAQ) funding.

- Annual Hours of Peak Hour Excessive Delay Per Capita
- Percent of Non-Single Occupancy Vehicle Travel

Annual Hours of Peak Hour Excessive Delay (PHED) – This measure refers to the additional time spent in congested traffic, in addition to the regular peak hour congestion, based on an established speed threshold. The federal threshold for excessive delay on a roadway is 60% of the speed limit. On a segment with a speed limit of 60 mph, the excessive delay (60% of 60 mph) would be 36 mph. Peak periods are defined as Monday through Friday 6:00 a.m. to 10:00 a.m. and 3:00 p.m. to 7:00 p.m.

Measure (PHED) – Annual Hours of Peak Hour Excessive Delay (PHED) per capita - This is the number of extra travel time spent in peak traffic, under excessive delay conditions, annually.

Methodology – The PHED is calculated using all vehicle data from the National Performance Management Research Data Set (NPRMDS) which contains travel time by roadway segment every 15 minutes, with volumes in the Highway Performance Monitoring System (HPMS) and occupancy factors.

TxDOT enlisted the Texas Transportation Institute (TTI) to establish a statewide methodology and recommend future year targets for all MPOs in the state for the System Performance Group. TTI calculated the base-year measurement from observed data and formulated future year targets. The TTI methodology does not include estimates for the impact of project investments and congestion mitigation projects that H-GAC is implementing at a regional level.

Applicability – National Highway System in urbanized areas

Reporting Frequency – Biennially with four-year performance periods

Targets and Conditions - Based on the feedback received by TAC members during the October 2, 2018 TAC Workshop, staff has proposed to use the TTI methodology for the baseline and set targets for 2020 and 2022 to be same as the 2018 baseline numbers for Annual Hours of Peak Hour Excessive Delay. H-GAC adopted flat targets. Better estimates and targets may be updated after two years when improved data sets are available.

Congestion Performance Measure	Baseline	2020 Target	2022 Target
Annual Hours of Peak Hour Excessive Delay per capita	14	14	14

For Peak Hour Excessive Delay, States and MPOs were not required to establish a two-year target, for 2020, yet are required to establish a four-year target, and may adjust the four-year target at the Mid-Performance Period Progress Report. The first performance period begins January 1, 2018 and ends on December 31, 2021 and is for the Calendar Years (CY) of 2018 - 2021. For the first federal performance period, a reporting of past progress and adjustments to future 2022 targets, refer to the 2020 Mid-Performance Period Progress Report on page B-57. The second performance period begins January 1, 2022 and ends on December 31, 2025 and is for the Calendar Years (CY) of 2022 - 2025. Regarding the second performance period, a reporting of 2022 baseline and future (2024 & 2026) targets, refer to the 2022 System Performance Measures Reporting and Scorecards Report on page B-64.

Percent of Trips that are in Non-Single Occupancy Vehicles (Non-SOV) – The goal of this measure is focused on reducing congestion by increasing the number of work trips where commuters are sharing a ride with others. In the H-GAC region, 78.9% of commuters drive alone and 21.1% of commuters are sharing a ride, such as carpooling, using regional vanpool, riding public transportation, walking, bicycling and other means.

Measure (Non-SOV) – Percent of Trips that are Non-SOV, based on work commute types

Methodology – Percent of Trips that are Non-SOV is calculated from H-GAC’s travel demand model and compared with the U.S. Census American Community Survey data.

Applicability – All roadways in the urbanized areas of the 8-county H-GAC region.

Reporting Frequency – Biennially with four-year performance periods

Targets and Conditions – Based on the feedback received by TAC members during the October 2, 2018 TAC Workshop, staff considered using the TTI methodology for the baseline and set targets for 2020 and 2022 to be same as the 2018 baseline numbers for the Percent of Trips that are Non-Single Vehicle Occupancy Travel. For the Percent of Non-Single Occupancy Vehicle measure, staff utilized the H-GAC travel demand model for target setting. Based on the model data and calculations, staff projected the mode share for Non-SOV to grow due to strategies implemented at the regional level. In light of the H-GAC region’s forecast of high levels of economic and population growth, resulting in more travel and commuters, H-GAC chose to adopt targets with a desire for aspirational goals that indicate an increase in multi-occupant vehicle use in the long-term.

Congestion Performance Measure	Baseline	2020 Target	2022 Target
Percent of Trips that are Non-Single Vehicle Occupancy Travel	20.1%	21.1%	22.1%

For Percent of Trips that are Non-Single Vehicle Occupancy Travel, States and MPOs are required to establish two-year and four-year targets and may adjust four-year targets at the Mid-Performance Period Progress Report. The first performance period begins January 1, 2018 and ends on December 31, 2021 and is for the Calendar Years (CY) of 2018 - 2021. For the first federal performance period, a reporting of past progress and adjustments to future 2022 targets, refer to the 2020 Mid-Performance Period Progress Report on page B-57. The second performance period begins January 1, 2022 and ends on December 31, 2025 and is for the Calendar Years (CY) of 2022 - 2025. Regarding the second performance period, a reporting of 2022 baseline and future (2024 & 2026) targets, refer to the 2022 System Performance Measures Reporting and Scorecards Report on page B-64.

Air Quality / On-Road Mobile Source Emissions Measures

FHWA established air quality performance measures to assess vehicle emissions with a goal of reducing emissions resulting in better air quality. Metropolitan Planning Organizations (MPO) with a population over 1,000,000 that receive Congestion Mitigation Air Quality (CMAQ) funding are required to set targets for on-road mobile source emission reductions and to develop a CMAQ Performance Plan. The reporting period is biennially, with four-year performance periods.

Due to requirements springing from the FAST Act, MPOs that receive Congestion Mitigation and Air Quality Improvement (CMAQ) funds must work with state DOTs to develop performance management targets for the Nitrogen Oxide (NOx) and Volatile Organic Compound (VOC) emissions reduced by projects programmed with CMAQ funding. For the Houston-Galveston region, this includes targets for NOx and VOC emissions. In response to this requirement, the Texas Department of Transportation reached out to the MPOs in Texas nonattainment regions for collaboration in the development of emissions reduction estimates. Through consultations with H-GAC and two other nonattainment MPOs, an alternative methodology was developed. The baseline and performance targets shown in the table below were developed using current CMAQ projects and their actual emissions from projects scheduled from 2018 through 2022 as part of the Transportation Improvement Program. Rather than base the revised four-year target on a direct accounting of planned projects as was done initially, H-GAC has used a revised methodology that was devised in conjunction with the Texas Department of Transportation and other Metropolitan Planning Organizations within Texas. This new methodology takes the variability of regional transportation projects into account. The revised four-year target uses a combination of verified outcomes from 2018 and 2019, as reported to the FHWA CMAQ Public Access System, as well as an estimate of future project outcomes derived from an average of Houston-Galveston region CMAQ projects funded over the last four full fiscal years between 2016 and 2019. This average was then doubled to determine an estimate of CMAQ-funded emissions reductions for fiscal years 2020 and 2021. Finally, the results from 2018 and 2019 were added to the averages for 2020 and 2021 to determine an estimated revised four-year target. Finally, this estimate is reduced by approximately 65% to account for the anticipated annual improvements to regional emissions due to on-road fleet turnover. The revised four-year target resulting from this analysis can be found in the table below. The full summary of the history and methodology of setting baselines and targets are documented in the [CMAQ Performance Plan](#) for the first performance period. The four-year emission reduction target from CMAQ funded projects is a

conservative estimate, as once the 2023 Call for Projects are submitted and approved, more CMAQ funded projects are likely to be added which will increase the expected emissions reduced.

Targets and Conditions – H-GAC adopted the emission reduction baseline and performance targets for Nitrogen Oxides (NOx) and Volatile Organic Compounds (VOC), expressed in kilograms per day.

On-Road Mobile Source Emission Reductions				
Performance Measure	2018 Baseline	2020 2-Year Target	2022 4-Year Target	2022 Adjusted 4-Year Target
Emission Reductions NO _x (kg/day)	453.741	1,419.426	1883.294	1,429.077
Emission Reductions VOC (kg/day)	66.850	169.301	200.809	234.604

For the Total Emissions Measure, States and MPOs are required to establish two-year and four-year targets. The first performance period began October 1, 2017 and ended on September 30, 2021 and is based on emission reductions from CMAQ funded projects in the Federal Fiscal Years of 2018 - 2021. For the first federal performance period, a reporting of past progress and adjustments to future 2022 targets, refer to the 2020 Mid-Performance Period Progress Report on page B-59. The second performance period began on October 1, 2021 and ends on September 30, 2025 and is based on emission reductions from CMAQ funded projects in the Federal Fiscal Years of 2022 to 2025. Regarding the second performance period, a reporting of 2022 baseline and future (2024 & 2026) targets, refer to 2022 System Performance Measures Reporting and Scorecards Report on page B-65 and the [CMAQ Performance Plan](#).

Integrating System Performance Measures into the Transportation Planning Process

Moving People and Goods Efficiently and Strengthen Regional Economic Competitiveness are two of the five foundational goals of the Regional Transportation Plan, H-GAC is integrating the System Performance targets in the form of quantifiable strategies within the regional transportation planning process. H-GAC incorporates performance measures into its programming activities through the core strategy, Manage, as related to system management and operations.

The RTP 2045 project evaluation system was intended to be performance-based for prioritizing projects for the region. The primary method for the programming of projects is the Call for Projects. Fifty percent of the project’s score is calculated from benefit cost analyses in three key areas: reduction of travel delay, on-road vehicle emissions reductions, and safety improvements to reduce crashes. With a heightened focus on the improving the performance of the transportation system, the benefit cost analysis types have a direct linkage to the reliability, congestion and air quality performance measures.

2045 RTP transportation investments targeting improvements to System Performance

H-GAC, along with state and local government partners, have made strategic investments in transportation infrastructure and programs through the 2045 RTP. The fiscally-constrained 2045 RTP recommends a significant level of investments for System Performance. A combined effort of planning, programming of projects, improved data collection, and critical transportation investments are expected to support and contribute to achieving the targets for System Performance.

Reliability and Congestion – The fiscally-constrained 2045 RTP recommended approximately \$37 billion of investments of Corridor-based Major Investments and Regional Investment Programs from the 2045 RTP Strategy 1, Manage for addressing Reliability and Congestion, as shown in the table below.

RTP 2045	Strategy 1 - MANAGE [System Management and Operations]
Corridor-Based Major Investments & Regional Investment Programs	\$37,004,441,916

Air Quality – Total Emission Reductions - The fiscally-constrained 2045 RTP recommended approximately \$46.7 billion of investments of in the categories of ITS/Safety, Local High Capacity Transit, Pedestrian/Bicycle, Transit Capital Program and Air Quality projects and programs for improving air quality and achieving the performance targets, as described in the table below. These investments are not part of the Corridor-based Major Investments of the 2045 RTP.

2045 RTP Air Quality - Total Emission Reduction Investment

RTP 2045 STRATEGIES	STRATEGY 1 MANAGE [System Management and Operations]	STRATEGY 2 MAINTAIN [Asset Management]	STRATEGY 3 EXPAND [Transportation Network Capacity]	TOTAL
REGIONAL INVESTMENT PROGRAMS				
Air Quality Related	\$254,598,000	NA	NA	\$254,598,000
ITS/Safety: (Includes certain roadway improvements, installation of computerized traffic control systems, Incident Management)	\$517,457,158	\$62,269,438	NA	\$579,726,596
Local High Capacity Transit: (Includes non-corridor light rail, park and ride, transit centers, demand management strategies)	\$15,908,231,556	\$99,598,227	\$13,790,549,267	\$29,798,379,050
Pedestrian/Bicycle: (Includes on-street facilities, hike and bike trails and paths, and reconstruction)	\$130,247,249	\$51,178,297	\$1,626,470,674	\$1,807,896,220
Transit Capital: (Includes all other new or expanded facilities, services, and vehicles)	\$4,272,120,809	\$2,404,429,566	\$7,669,280,587	\$14,345,830,962
TOTAL	\$20,082,654,772	\$2,617,475,528	\$23,086,300,528	\$46,786,430,828

TRANSIT ASSET MANAGEMENT

The Moving Ahead for Progress (MAP-21), Final Rule 49 USC 625 established a strategic and systematic process of operating, maintaining, and improving public capital assets effectively through their entire life cycle. This rule became effective October 2016 and includes the definition of “Transit Asset Management Plan” (TAM) and “State of Good Repair”. Additionally, the rule establishes performance measures for equipment, rolling stock, infrastructure, and facilities asset categories to assist when making investment decisions. Transit providers that receive federal funds and either own, operate or manage capital assets used in providing public transportation are required to develop and implement TAM Plans and submit performance measures, annual condition assessments, and targets to the National Transit Database. Sub-recipients and Tier II providers (that operate one hundred or fewer vehicles) have the option to develop a group TAM Plan with the Texas Department of Transportation (TxDOT) or develop their own plan.

Transit Asset Management Plans contain the capital asset inventories for rolling stock, equipment, non-revenue vehicles, facilities, and rail infrastructure. Rail infrastructure applies to METRO only. Investment prioritizations, decision support tools, as well as, risk mitigation, maintenance, acquisition and renewal strategies are the core activities of the TAM Plans.

The majority of the assets in our region belong to Tier I provider METRO. The Tier II providers that receive FTA Section 5307, 5310 & 5311 funding can either set their own targets, as direct recipients, or opt to be included in TxDOT’s Group Plan. Colorado Valley Transit was the only provider that opted to be included with TxDOT’s Group Plan. H-GAC collaborated with TxDOT, Tier I, and Tier II providers to set regional targets, as required by the Final Rule.

Tier I transit providers:

- METRO (Harris County Metropolitan Transit Authority)
- Island Transit (Galveston)

Tier II transit providers:

- Brazos Transit District
- Colorado Valley Transit
- Connect Transit/Gulf Coast Transit District
- Conroe Connection Transit
- Fort Bend Transit
- Harris County Transit
- The Woodlands Transit

The Regional Transit Coordination Committee held meetings during 2017 and 2018 to discuss the process required to formulate TAM Plans and targets. In May 2018, the Transportation Policy Council (TPC) approved an interagency Memorandum of Understanding between the region’s transit operators, TxDOT, and H-GAC to facilitate regional collaboration and promote a performance-based planning process.

H-GAC staff led the coordination efforts for target setting and TAM Plan development with the Regional Transit Coordination Subcommittee (RTCS) in 2018. The RTCS established a TAM Plan Working Group with the objective of developing H-GAC regional targets and to promote State of Good Repair of capital assets. The working group formulated a methodology for the regional targets in the four areas of rolling stock, equipment, facilities, and infrastructure. The TAM Plan Working Group endorsed a methodology for

setting the region’s targets based on a weighted average of asset management scores for Tier I and Tier II transit providers for their rolling stock, equipment, facilities, and rail infrastructure.

Transit Asset Management Performance Measures	
Rolling Stock (revenue vehicles)	Percent of vehicles that have met or exceeded their Useful Life Benchmark*
Equipment (non-revenue vehicles)	Percent of non-revenue vehicles that have met or exceeded their Useful Life Benchmark*
Facilities (buildings and structures)	Percent of facilities with a condition rating of Marginal or Poor (rating below 3.0 on the TERM Scale**)
Infrastructure (rail tracks, signals & systems)	Percent of rail infrastructure with performance/speed restrictions

***Useful Life Benchmark (ULB)** is the expected lifecycle of a capital asset for a transit provider’s operating environment, or the acceptable period of use in service for a transit provider’s operating environment.

****Transit Economic Requirements Model (TERM) Scale:** Facility condition assessments reported to the National Transit Database (NTD) have one overall TERM rating per facility.

TERM Scale Condition Rating	Rating Range
Excellent	5.0 – 4.8
Good	4.7 – 4.0
Adequate	3.9 – 3.0
Marginal	2.9 – 2.0
Poor	1.9 – 1.0

The FTA requires public transportation providers to update their Transit Asset Management (TAM) Plans annually, adjust targets and report progress toward their targets. Additionally, H-GAC is required to update the regional TAM targets and report progress with each new or update to the Transportation Improvement Program (every two years) and the Regional Transportation Plan (RTP) every four years. Annually, H-GAC monitors and gathers updates to the transit provider’s TAM Plans for their impact to the regional targets. Updates to H-GAC’s regional TAM targets are formulated with the review and analyses of the region’s transit providers, the Regional Transportation Coordination Subcommittee, and the Transportation Advisory Committee. The Texas Department of Transportation is represented in these H-GAC committees. At the mid-point of the performance period, in 2020, H-GAC reported the achievement of the 2020 targets, and the 2022 regional TAM target for Rolling Stock was adjusted from 11% to 10%, due to the improved State of Good Repair of the region’s assets. The 2020 Mid-Performance Period Performance Report documents the 2020 target achievements and adjustments to the 2022 Rolling Stock TAM target.

In 2022, based on data collection of the region’s transit provider’s TAM Plans, and an improvement to the region’s assets, H-GAC reported target achievement of 2022 targets across the four asset categories. Notably, for the Facilities measure, the percent of facilities with a condition rating of Marginal or Poor was 55% in 2020 and the assets improved to 45% in 2022. Since a lower percentage indicates better conditions of the transit assets, this is an indication of the region’s transit assets are moving to a State of Good Repair. There are over \$40 million transit investments in the region from METRO, the City of Conroe, and The Woodlands Township that are expected to help move the region’s assets to an improved State of Good Repair. Additionally, Fort Bend County Transit is investing in 28 buses for a new service to downtown.

Based on the weighted average method, the 2024 and 2026 regional targets were reviewed and approved by the Regional Transit Coordination Subcommittee and the Transportation Advisory Committee in 2022. The Transportation Policy Council approved the regional transit targets on May 20, 2022, as described in the following table.

Transit Asset Management (TAM) Performance Measures Targets by Asset Category

TAM Performance Targets and Actuals by Year									
Asset Category	2018	2020			2022			Targets	
	Baseline	Targets	Actuals	Target Met?	Targets	Actuals	Target Met?	2024	2026
Rolling Stock (revenue vehicles)	11%	11%	10%	✓	10%	10%	✓	10%	10%
Equipment (non-revenue vehicles)	46%	46%	46%	✓	46%	46%	✓	46%	46%
Facilities (buildings and structures)	55%	55%	55%	✓	54%	45%	✓	45%	45%
Infrastructure (rail tracks, signals & systems)	0%	0%	0%	✓	0%	0%	✓	0%	0%

Note: A lower percentage indicates better conditions of the transit assets.

TRANSIT SAFETY

On July 19, 2018, the Federal Transit Administration (FTA) published the Public Transportation Agency Safety Plan (PTASP), Final Rule, which requires transit providers who are recipients and subrecipients of federal transit assistance under FTA's Urbanized Area Formula Grants (5307) to develop safety plans and Safety Management Systems focused on protecting passengers and employees. The objective of Safety Management Systems is to create a collaborative approach for management and labor to work together to identify risk, control risk and allocate resources to mitigate risk.

The requirements of a Public Transportation Agency Safety Plan (PTASP) include:

- Processes and procedures to implement Safety Management Systems
- Safety Performance Targets
- Employee Reporting Program
- Emergency Preparedness Plan (applies to rail agencies)

Public Transportation Agency Safety Plan Performance Measures

Measure	Metric
Fatalities	Total amount and rate of fatalities per total vehicle revenue miles
Injuries	Total amount and rate of injuries per total vehicle revenue miles
Safety Events	Total amount and rate of safety events per total vehicle revenue miles
System Reliability	Mean distance between major mechanical failures

Public transit operators must certify they have a safety plan in place meeting the requirements of the FTA Final Rule and set safety performance targets by December 31, 2020. Transit operators report past performance along with setting targets for future goals. All transit agencies incorporated Vision Zero with respect to fatalities in their targets. The Public Transportation Agency Safety Plan (PTASP) must be updated and certified by the transit agencies annually. As the Metropolitan Planning Organization (MPO), H-GAC is required to set initial regional transit safety targets by June 30, 2021. FTA suggests that MPOs identify one regionwide target for each of the seven measures by transit mode. The goal is to enable the MPO to assess progress towards region-wide attainment of transit safety and a State of Good Repair and better determine how funding decisions support regional targets. In addition, the FTA Final Rule establishes new requirements for MPOs to coordinate with transit providers, set performance targets, and integrate those performance targets and performance plans into their planning documents.

In early 2021, in coordination with the region's transit providers, the Texas Department of Transportation, the Regional Transportation Coordination Subcommittee, the Transportation Safety Committee, the TIP and RTP Subcommittees, and the Transportation Advisory Committee, H-GAC formulated and drafted its 2021 Public Transportation Agency Safety Plan (PTASP) seven performance targets as stipulated in 23 CFR 450.306 (d) (4), along with corresponding benchmarks. Consistent with FTA guidelines for Transit Asset Management, H-GAC divides transit agencies into two reporting tiers to develop aggregate targets. H-GAC developed seven performance targets for Tier I and Tier II transit agencies based on the transit agency's PTASPs. The regional PTASP targets, detailed in the tables that follow were approved by the Transportation Policy Council on June 25, 2021. H-GAC is required to document the methodology, benchmarks, and targets in this appendix in compliance with the June 30, 2021 deadline. The FTA requires public transportation providers to update their PTASP annually and report progress toward achieving targets. Additionally, H-GAC is required to update safety targets and report progress with each new or update to the Transportation Improvement Program every two years and the Regional Transportation Plan (RTP) every four years.

Tier I Target Setting Methodology and Results

Tier I public transportation providers are transit agencies that operate a rail fixed guideway public transportation system or have 101 or more vehicles in revenue service during peak regular service. Tier I agencies include the Metropolitan Transportation Authority of Harris County (METRO) and Island Transit in Galveston. METRO comprises approximately 95% of all total transit vehicle revenue miles in the Houston-Galveston region. Island Transit received a waiver from the FTA from submitting a PTASP report and is excluded from the Tier I regional targets. As a result, METRO's targets became the Tier I targets for the region, as did their benchmarks or baselines.

In alignment with the region's goals of Vision Zero, METRO has set aspirational targets of zero fatalities related to all three modes: rail, fixed route, and demand response. Targets for injuries, safety events, and Mean Distance Between Failures (MDBF) remain consistent with their five-year rolling averages between 2015 and 2019, as submitted to FTA with its 2020 targets. In developing benchmarks and performance targets, METRO used a rate of per 100,000 vehicle revenue miles. The Transportation Policy Council approved the Tier I regional transit targets on June 25, 2021, as shown in the following table.

Tier I* Regionwide Benchmarks and Targets – Public Transportation Agency Safety Plan

Rates are per 100K Vehicle Revenue Miles	MODE	METRO	
		TIER I	
		Benchmarks	2021 Targets
PERFORMANCE MEASURE			
Fatalities	Bus	2	0
Fatality Rates		0.003	0
Injuries		194	194
Injury Rates		0.37	0.258
Safety Events		136	136
Safety Event Rates		0.258	0.258
Mean Distance Between Failures		10,084	10,084
Fatalities	Rail	4	0
Fatality Rates		0.122	0
Injuries		50	50
Injury Rates		1.466	1.466
Safety Events		121	121
Safety Event Rates		3.51	3.51
Mean Distance Between Failures		9,292	9,292
Fatalities	Paratransit	0	0
Fatality Rates		0	0
Injuries		35	35
Injury Rates		0.174	0.174
Safety Events		39	39
Safety Event Rates		0.19	0.19
Mean Distance Between Failures		22,039	22,039

*Tier I public transportation providers operate a rail fixed guideway transportation system or have 101 or more vehicles in revenue service during peak regular service.

Tier II Target Setting Methodology and Results

Tier II small public transportation providers have 100 or fewer vehicles in revenue service during peak regular service and do not operate a rail fixed guideway transportation system. Five transit agencies comprise Tier II in the Houston-Galveston region. They are Fort Bend County Transit, Harris County Transit, The Woodlands Township, Gulf Coast Transit District, and Conroe Connection. H-GAC has developed seven regional performance targets for fixed route (including commuter service) and demand response service for this tier. The five agencies in Tier II used a consultant hired by TxDOT to complete their Public Transportation Agency Safety Plan reports. In alignment with the region’s goals of Vision Zero, every Tier II transit provider set aspirational targets of zero fatalities related to the two modes of fixed route and demand response. According to the most recent 2019 National Transit Database, the level of vehicle

revenue miles for fixed route and demand response services of these five agencies varies considerably. As a result, a calculation of weighted averages to vehicle revenue miles among the Tier II agencies was used to develop the remaining targets and benchmarks or baselines. The Transportation Policy Council approved the Tier II regional transit targets on June 25, 2021, as shown in the following table.

Tier II* Regionwide Benchmarks and Targets – Public Transportation Agency Safety Plan

Rates are Per Vehicle Revenue Mile	SMALL TRANSIT PROVIDERS		
	TIER II		
	PERFORMANCE MEASURE	MODE	Benchmarks
Fatalities	Fixed Route	0	0
Fatality Rates		0	0
Injuries		0.58	0.49
Injury Rates		0.0000017	0.0000008
Safety Events		0.96	0.82
Safety Event Rates		0.0000030	0.0000020
Mean Distance Between Failures		82,544	82,544
Fatalities	Demand Response	0	0
Fatality Rates		0	0
Injuries		1.34	1.34
Injury Rates		0.0000013	0.0000013
Safety Events		2.53	1.93
Safety Event Rates		0.0000019	0.0000015
Mean Distance Between Failures		386,106	386,106

*Tier II small public transportation providers have 100 or fewer vehicles in revenue service during peak regular service and do not operate a rail fixed guideway transportation system.

Integrating Transit Asset Management and Transit Safety Performance Measures into the Transportation Planning Process

Both the short and long-range planning processes afford the opportunity for advancing the transportation system to a state of good repair while improving safety and reliability. Two the core strategies of the Call for Projects applicable to Transit Asset Management are: 1). Maintain Asset Management: to improve and preserve the condition of existing transportation infrastructure at the least practicable cost through the application of sound asset management techniques; and 2). Expand Multimodal Network Capacity: add capacity across all modes of travel with a focus on the interconnections between different networks and services that provide users with greater choices. The RTP 2045 project evaluation system was designed to be performance-based when prioritizing projects for the region. To highlight the significance of managing the assets of the transit programs that also has positive impacts on transit safety, the Call for Projects designated four transit investment categories: Transit Priority Infrastructure, Transit Facility State of Good Repair, Transit Passenger Facilities, and Transit Expansion for vehicle purchases. The Transit Investment Strategies for the RTP 2045 are:

Transit Investment Strategies		
<i>MANAGE</i> <i>System Management & Operations</i>	<i>MAINTAIN</i> <i>Asset Management</i>	<i>EXPAND</i> <i>Transportation Network Capacity</i>
<ul style="list-style-type: none"> • Regional Fare Collection • Transit Priority Infrastructure 	<ul style="list-style-type: none"> • Vehicle Replacement and Overhaul • Facility State of Good Repair 	<ul style="list-style-type: none"> • Passenger Facilities (Park & Ride/Pool, Transfer Points/Super Stops, Shelters) • Vehicle Purchase

Given the fiscal constraints of transportation funding, performance-based planning can help identify the best cost-effective projects to so the investment decisions in our transportation system will be allocated to the highest priorities of the Transit Asset Management (TAM) Program and the Public Transportation Agency Safety Plans (PTASP). As a result, the projects programmed in the RTP 2045 are expected to support and contribute towards achieving the TAM and PTASP performance targets.

2045 RTP transportation investments targeting improvements to Transit Asset Management

Regional transit provider’s TAM Plans summarize revenue rolling stock vehicles, including buses and light rail vehicles, non-revenue service vehicles, light rail track maintenance right of way assets, public facilities, and operating facilities. TAM Plans have outlined how each provider will monitor, update and evaluate the TAM plan to ensure continuous improvement. On an annual basis, transit providers will track their agency’s progress toward the targets, report on their progress, and have the option to revise their targets, if needed.

Funding will be used to focus on transit asset management and planning, life cycle and safety of equipment, vehicles and other assets and infrastructure used by transit agencies, such as buses and vans, building and other rail assets. Through the implementation of TAM Plans, each of the region’s transit providers are carefully evaluating their funding for projects that will contribute to achieving their individual transit asset management performance targets. As a result, TAM Plans are expected to have a significant impact toward achieving the Transit Asset Management targets.

H-GAC, along with state and local government partners, have made strategic investments in transit projects and programs through the 2045 RTP. The fiscally constrained 2045 RTP recommends a significant level of investments for transit operations and asset management. A combined effort of collaborative planning, programming of projects, and critical investments in the region’s transit system are expected to support and contribute to achieving the targets for Transit Asset Management. The fiscally constrained 2045 RTP recommended approximately \$14 billion of investments in the Transit Capital category to achieve a State of Good Repair over the life cycle of transit assets. These investments are not part of the Corridor-based Major Investments of the 2045 RTP.

RTP 2045 STRATEGIES	STRATEGY 1 MANAGE [System Management and Operations]	STRATEGY 2 MAINTAIN [Asset Management]	STRATEGY 3 EXPAND [Transportation Network Capacity]	TOTAL
REGIONAL INVESTMENT PROGRAMS				
Transit Capital: (Includes all other new or expanded facilities, services, and vehicles)	\$4,272,120,809	\$2,404,429,566	\$7,669,280,587	\$14,345,830,962

2020 Mid-Performance Period Progress Report

September 25, 2020

2020 MID-PERFORMANCE PERIOD PROGRESS REPORT

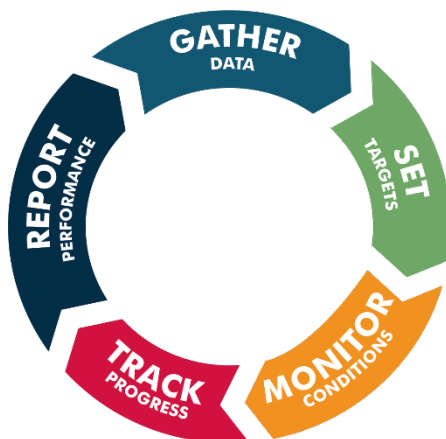
September 25, 2020

Federal legislation introduced Transportation Performance Management to address challenges facing the transportation system. As a Metropolitan Planning Organization for the greater Houston area, H-GAC sets targets and reports on the progress toward targets. The Transportation Performance Measures webpage can be viewed at: <http://www.h-gac.com/transportation-performance-measures/default.aspx>. H-GAC has the responsibility for these federal performance measures in a variety of key performance areas:

- ❖ **Safety** - with goals to reduce fatalities and serious injuries for vehicles, pedestrians, and bicyclists.
- ❖ **Pavement & Bridges** – maintaining good condition of transportation infrastructure assets is critical to safety, the movement of goods and people and economic development.
- ❖ **Reliability** – making travel more reliable for personal travel and trucks moving freight.
- ❖ **Congestion** – assess and measure hours of peak hour excessive delay and plan for an increase in multi-occupant vehicle use or ridesharing to reduce congestion.
- ❖ **Air Quality** – the goal is to reduce tailpipe emissions by funding CMAQ-eligible projects, resulting in better air quality for the region.
- ❖ **Transit Asset Management** – preserving the conditions of public transportation vehicles and facilities for moving to a State of Good Repair is a priority. Ultimately, these assets support a multi-modal network that the region can depend on.

THE PROCESS FOR MEASURING PERFORMANCE

H-GAC gathers data of current conditions, formulates a quantitative forecast, sets targets for improving the performance of the transportation system, then, over time, monitors the conditions and reports if the goals were reached. Performance management is a powerful analytical tool for tracking regional performance over time and can illustrate how we are meeting the regional goals for improved performance of the transportation system. Performance measurement is not a new concept to H-GAC. Many of the federal performance measures align and compliment H-GAC’s existing performance measures found in the [Regional Mobility Report](#).



BENEFITS OF PERFORMANCE MANAGEMENT

Implementing performance targets setting, along with asset management, provides:

- an opportunity for moving the transportation system to a State of Good Repair
- improvement of the transportation network's performance means there will be more reliable and less congested roadways, resulting in better air quality for the region.
- protects our investments in the transportation roadway system and stretches taxpayer dollars, as far as possible
- improve system resiliency in the aftermath of extreme weather events, such as Hurricanes Harvey and Ike, changing climate conditions, and shifts in the regional economy

PERFORMANCE REPORTING AND SCORECARDS

In 2018, at the beginning of the first four-year performance period (2018-2022), the Transportation Policy Council approved federal performance targets in the areas of safety, pavement and bridge, congestion, air quality and transit asset management. Biennial reporting is required at the mid-point (2020), and at the end (2022) of the four-year performance period.

For each of the performance areas, the 2020 progress of meeting the targets are detailed in the scorecard tables below. For all measures, the 2020 actual conditions are based on the latest available data, as of July 1, 2020, which is the mid-point of the performance period, therefore, the actual conditions reported in the scorecards may contain 2019 or 2018 data sets.

The performance measure targets and progress reporting have been developed in coordination and with input from various subcommittees (Traffic Safety Committee, Transportation Improvement Program Subcommittee, Technical Air Quality Committee and Regional Transit Coordination Subcommittee), local governments, the Texas Department of Transportation, the Transportation Advisory Committee, and the Transportation Policy Council (TPC). The TIP Subcommittee and the RTP Subcommittee recommend the draft targets and 2020 Performance Report contingent upon a supplemental letter stating that the safety forecasts reported to FHWA in February 2020 do not reflect the intent and commitment of the TPC to improve traffic safety in the Houston–Galveston region. H-GAC has aspirational goals for safety to further reduce traffic fatalities and injuries beyond the safety targets. On September 25, 2020, the Transportation Policy Council formally approved the targets, this 2020 Performance Measures Report, the 2020 Congestion Mitigation Air Quality Performance Plan Mid Performance Period Progress Report, and a supplemental safety letter.

PUBLIC COMMENT PERIOD

A public comment period for the Performance Measures targets and performance reporting was held from July 8 to August 8, 2020. Five comments were received during the public comment period. The comments can be viewed at the [Transportation Performance Measures webpage](#), along with H-GAC staff's responses to the public comments.

PERFORMANCE REPORTING

The performance of the five safety performance measures is illustrated in the table below:

SAFETY PERFORMANCE						
Measure	2013-2017 Baseline (5-yr. rolling average)	2018 Targets *	2018 Actuals *	2018 Target achieved?	2019 Targets *	2020 Targets *
Number of Fatalities	646	671	655	Yes	699	728
Rate of Fatalities	1.2	1.0	1.0	Yes	1.0	1.1
Number of Serious Injuries	3,553	3,578	3,183	Yes	3,568	3,293
Rate of Serious Injuries	6.9	5.6	4.8	Yes	5.1	5.0
Number of Non- motorized Fatalities & Serious Injuries	326	348	339	Yes	306	269

* The target values in the table above were reported to FHWA in February 2020 and do not reflect the intent and commitment of the Transportation Policy Council to improve traffic safety in the Houston–Galveston region. H-GAC has aspirational goals for safety to reduce traffic fatalities and injuries in our Region.

Assessment of Progress

Five out of the five safety performance measure targets were met. The number of fatalities has been declining recently after rising for three straight years. This decrease coincides with H-GAC’s launch of the regional incident management program Tow and Go. Crash reduction strategies of the Regional Safety Plan may have contributed to this decline. The increase in the non-motorized category are concerning as this measure has increased over the past five years and is forecast to continue increasing in the near future. These increases are due, in part, to several factors. First, more people are seeking alternative modes of travel, people are exercising in greater numbers, and bicycle and pedestrian infrastructure is absent or inadequate.

H-GAC and other regional partners are responding with a variety of initiatives meant to reduce the number of non-motorized fatalities and serious injuries. These efforts include public outreach campaigns, intersection safety audits, and funding of various active transportation infrastructure. Increasing trends in fatalities and crashes do not reflect the intent and commitment of the TPC to improve traffic safety in the Houston-Galveston region and significantly reduce fatalities and serious injuries. In 2019, the Texas Transportation Commission adopted The Road to Zero with a goal of reducing traffic deaths on Texas roadways to zero by 2050. The Transportation Policy Council has previously agreed to support the State in achieving its safety measures. In September 2020, the Traffic Safety Subcommittee approved a Vision Zero policy. The new policy will be considered for approval by the Transportation Advisory Committee and the Transportation Policy Council in October 2020. H-GAC plans to utilize the Texas Department of Transportation’s (TxDOT) The Road to Zero methodology to tabulate its safety targets starting with the safety reporting due in February 2021.

Adjustments to 2021 Targets for Safety

The safety performance measures are reported annually in February. In the fall of 2020, H-GAC plans to utilize the state’s Road to Zero methodology to tabulate its safety targets starting with the 2021 reporting.

PERFORMANCE REPORTING

The performance of the pavement and bridge conditions is illustrated in the table below:

PAVEMENT & BRIDGE CONDITIONS						
Measure	2018 Baseline	2020 Targets	2020 Actuals	2020 Target achieved?	2022 Targets	2022 Target Adjustments
Interstate pavements in good condition	48.5%	48.5%	42.1%	No	48.5%	42.1%
Interstate pavements in fair condition	51.5%	51.5%	57.8%	No	51.5%	57.8%
Interstate pavements in poor condition	0.0%	0.0%	0.1%	No	0.0%	0.1%
Non-Interstate pavements in good condition	46.7%	46.7%	34.4%	No	46.7%	34.4%
Non-Interstate pavements in fair condition	42.0%	42.0%	40.8%	No	42.0%	40.8%
Non-Interstate pavements in poor condition	11.3%	11.3%	24.8%	No	11.3%	24.8%
National Highway System bridge deck area in good condition	48.6%	48.6%	49.1%	Yes	48.6%	49.1%
National Highway System bridge deck area in fair condition	50.8%	50.8%	49.7%	No	50.8%	49.7%
National Highway System bridge deck area in poor condition	0.6%	0.6%	1.2%	No	0.6%	1.2%

Assessment of Progress

Target achievement is based upon the actual conditions derived from the latest available data collected through the mid-point of the performance period, July 2020.

Interstate Pavement Conditions

The interstate pavement condition targets for 2020 were not met. The target for pavements in good condition was missed by 6.4 percentage points, the targets for fair condition was missed by 6.3 percentage points and the target for pavements in poor condition was narrowly missed by 0.1 percentage points. Since 2018, interstate pavement conditions are worsening, very slightly, however, pavements in the poor condition category are holding steady.

Non-Interstate Pavement Conditions

The non-interstate pavement condition targets for 2020 were not met. The target for pavements in good condition was missed by 12.3 percentage points, the target for fair condition was missed by 1.2 percentage points, and the target for poor condition was missed by 13.5 percentage points. This is due to 1,900 off-system lane miles that were mistakenly omitted when the original targets were set in 2018. Future targets have been adjusted to include the correct on-system and off-system lane miles of the non-interstate pavements. It is important to note that calculating the two-year target progress from 2018 to 2020 for on-system lane miles exclusively would have resulted in missing the targets for good, fair and poor condition by 3.3, 2.7 and 0.7 percentage points respectively.

Bridge Conditions

Overall, for the three bridge performance measures, there was very little change in NHS bridge conditions from 2018 to 2020. The 2020 target for bridge deck area in good condition was met. Due to some of the bridges moving down from the fair into the poor category, the target for bridge deck area in fair condition was missed by 1.1 percentage points, and the poor condition target was narrowly missed by 0.6 percentage points.

Adjustments to 2022 Targets for Pavement and Bridge

H-GAC staff recommended the adjustment of the 2022 targets to reflect the 2020 actual pavement and bridge conditions as show in the table above. H-GAC staff will continue to monitor how the August 2020 submittal of amendments to the National Highway System (the addition of 113 miles and the removal of 116 miles) may impact the 2022 pavement targets.

PERFORMANCE REPORTING

Understanding the Target Values for Reliability and Congestion

Percent of Person-miles traveled (Interstate and Non-Interstate NHS) that are Reliable –

The range for reliable is zero to 50% and unreliable is 51% or greater (times than average). For example, a trip that normally takes 60 minutes, on a bad day of traffic, when it takes 90 minutes or more, the trip is considered to be unreliable. In the H-GAC region, for the baseline and target, in the region, 63% of person-miles traveled on the interstate are reliable, and 74% of person-miles traveled on the non-interstate National Highway System (NHS) are reliable. The higher the percentage, the more reliable they are.

Truck Travel Time Reliability Index (Interstate only) –

There is no official standard for reliable and unreliable in this measure. Unlike the previous reliability measure, the truck reliability measure is an index. The truck index is the amount of time a truck driver needs to add to a median trip length to arrive on-time, 95% of the time. For example, for a truck trip of 30 minutes, using the regional baseline of 2.1, a total time of 63 minutes would be needed to be scheduled for the truck to arrive, on-time, 95% of the time.

Annual Hours of Peak Hour Excessive Delay –

This is the number of extra travel time spent in peak traffic, annually. The federal threshold for excessive delay on a roadway is 20 mph or 60% of the speed limit, whichever is greater. On a segment with a speed limit of 60 mph, the excessive delay (60% of 60 mph) would be 36 mph. For the region, annually, per person, the baseline and targets are 14 hours of excessive delay.

Percent of Trips that are Non-Single Vehicle Occupancy Travel –

The goal of this measure is focused on reducing congestion by increasing the number of work trips where commuters sharing a ride with others. In the region, 78.9% of commuters drive alone and 21.1% of commuters are sharing a ride, such as carpooling, using regional vanpool, riding public transportation, telecommuting, walking, bicycling and by other means.

The performance of reliability and congestion measures is illustrated in the table below:

RELIABILITY & CONGESTION						
Measure	2018 Baseline	2020 Targets	2020 Actuals	2020 Target achieved?	2022 Targets	2022 Target Adjustments
Interstate Reliability of Person Miles Traveled	63%	63%	69%	Yes	63%	69%
Non-Interstate Reliability of Person Miles Traveled	73%	73%	80%	Yes	73%	80%
<i>(An increased value indicates improvement.)</i>						
Interstate Truck Travel Time Reliability Index	2.1	2.1	2.2	No	2.1	2.2
Peak Hour Excessive Delay	14	14	14	Yes	14	14
<i>(A decreased value indicates improvement.)</i>						
Non-Single Occupant Vehicle Trips	20.1%	21.1%	21.1%	Yes	22.1%	20.0%
<i>(An increased value indicates improvement.)</i>						

Assessment of Progress

Four out of the five reliability and congestion 2020 targets were achieved. While the reliability of person miles traveled is gradually improving over time, truck reliability is getting worse. Although the HGAC region failed to meet the Truck Travel Time Index 2020 target, it narrowly missed the target by only 0.1. H-GAC has been working and with the Texas Transportation Institute to better understand why this inverse trend is occurring and is continuing its research of underlying causes. This trend is not unique to the H-GAC region, other large metropolitan areas in Texas are reporting a similar trend. Roadway construction and congestion affect travel reliability. After years of construction, the opening of US 290 and other major corridors in the 8-county region contributed to better reliability. Peak Hour Excessive Delay is holding steady at 14 hours for 2018 and 2020. The conditions for the Non-Single Occupant Vehicle measure increased 1 percentage point from 2018 to 2020.

Peak Hour Excessive Delay

While H-GAC achieved the 2020 performance target for Peak Hour Excessive Delay (PHED), it is important to identify issues with the underlying data used to calculate the performance and achievement. Methods for calculating this measure are prescribed in federal guidance. The paragraphs that follow detail some of the data issues with measuring peak hour excessive delay.

The Texas Department of Transportation contracts with the Texas A&M Transportation Institute (TTI) to calculate the conditions of Peak Hour Excessive Delay (PHED). TTI used the National Performance Management Research Data Set (NPMRDS) roadway segments defined as Traffic Message Channel (TMC) segments for their estimation of the PHED. These TMC roadway lengths are updated periodically by the NPMRDS vendor INRIX; these changes can have significant impacts on the PHED. The TMC length changes were the results of INRIX changing its base map when switching from TomTom to HERE Technologies.

The TMC roadway segments for the years of 2017-2018 and 2018-2019 were compared to determine if there were any changes. This comparison showed that between 2017 and 2018, approximately 1% of the TMC segments changed by +/- 10%, however, during that time, the Annual Average Daily Traffic (AADT) assigned to TMCs changed by over 20%. The important point is that between 2018 and 2019, over 80% of the TMC segment lengths changed by +/- at least 10%, and a minimum of 20% of the AADT assigned to TMCs changed by at least +/- 10%.

Generally, one of the two inputs to personal-miles of travel (the variable combined with speed data to calculate delay) changed between 2017 and 2018. However, both variables (length and AADT) changed significantly between 2018 and 2019, consequently amplifying the effects. When the lengths of the TMC roadway segments or AADT change, this alters the person-miles of travel assigned to the TMC. As a result, these changes can modify the speeds that are captured inside the shorter or longer TMC segments causing the TMCs to have completely different characteristics across the years. Currently, the data is not consistent enough to be able to monitor Peak Hour Excessive Delay (PHED) of the transportation system. The analysis of data changes shows that PHED estimates are highly variable and meeting PHED targets may be problematic in the future. H-GAC will continue working with Texas Transportation Institute staff to review future changes to the input data and monitor the performance of excessive delay.

Non-Single Occupant Vehicle

The conditions and targets for the percent of the Non-Single Occupant Vehicles are based on the Houston-Galveston Area Council travel demand model mode choice model output and the American Community Survey. Mode choice predicts the choices that individuals or groups make in selecting their transportation modes: single occupant vehicles, carpool, transit, and non-motorized. An important objective of the model is to predict the share of trips attracted to public transportation. Other factors considered for mode choice include socio-economic or household characteristics, travel time, travel cost and access to mass transit options. H-GAC staff will continue to monitor the performance of mode choice.

Adjustments to 2022 Targets for Congestion and Reliability

The COVID-19 pandemic of 2020 has drastically impacted reliability and congestion performance. The full impacts of the pandemic on traffic have yet to be realized. As a result, it's unclear what the outcomes are going to be in future years and may cause achieving future targets problematic. In conclusion, H-GAC staff will continue to work with the Texas Transportation Institute, the Texas Department of Transportation, and other partners to monitor and understand the performance of the background data used to calculate reliability and congestion measures. This is expected to result in the best possible target projections and achievements.

For this set of measures, H-GAC staff recommended the adjustment of the 2022 targets for Personal Travel Reliability to reflect the 2020 actual conditions, no adjustment to the 2022 target for Peak Hour Excessive Delay measure, and adjusting the 2022 target for the Non-Single-Occupant measure to 20% due expected impacts from the pandemic.

PERFORMANCE REPORTING

The performance of the on-road mobile source emission reductions is illustrated in the table below:

CONGESTION MITIGATION AIR QUALITY						
On-Road Mobile Source Emission Reductions						
	2018 Baseline	2020 Targets	2020 Actuals	2020 Target achieved?	2022 Targets	2022 Target Adjustments
Reporting Years		2019 - 2020	2019 - 2020		2019 - 2022	2018-2021
Emission Reductions of NOx (kg/day)	453.741	1,419.426	158.319	No	1,883.294	1,429.077
Emission Reductions of VOC (kg/day)	66.850	169.301	52.010	No	200.809	234.604

Nitrogen Oxides (NOx)

Volatile Organic Compounds (VOC)

Assessment of Progress

Emission Reductions Conditions

There has been significantly less progress on the initial 2020 two-year target than was anticipated when the targets were initially set in 2018. As a result, the Houston region was unable to meet the two-year emission reductions targets for Nitrogen Oxide (NOx) and Volatile Organic Compounds (VOC). This can be attributed to several factors:

- **Early Letting Date:** Due to the formulation of the performance measures, all emission reductions are counted in the year the project is initially obligated. As a result of this, approximately 825 kg/day of targeted NOx and 22.9 kg/day of targeted VOC were lost due to projects being unexpectedly let in 2018. The largest of these rescheduled projects is H-GAC's Clean Vehicles Program, which accounts for 822.66 kg/day of NOx and 22.46 kg/day of VOC emission reductions and was obligated in 2018 rather than the anticipated 2019.
- **Project Delays:** Similarly, one of H-GAC's Transportation Improvement Plan projects was delayed until a later year which removed it from this analysis. This accounted for 0.07 kg/day of NOx emissions reductions and 0.02 kg/day of VOC emissions reductions.
- **Funding Category Changes and Project Cancellations:** Finally, a small portion of the emissions reduction decreases are the result of four projects that were either moved to a separate, non-CMAQ funding category or were canceled altogether by the project's sponsor. This set of projects resulted in 0.04 kg/day of NOx reductions and 0.01 kg/day of VOC reductions.

Following the completion, TPC approval, and submission of the initial two- and four-year targets by H-GAC in September 2018 to meet the federal deadline, FHWA released guidance in January 2019 to assist with the development of CMAQ targets. This guidance recommended that MPOs and state DOTs should use the time

frame of 2018 through 2021 rather than 2019 through 2022 as H-GAC utilized in the initial target estimates. Using the revised time frame recommended in the guidance would result in a significant increase in emissions attributable to progress toward meeting the two-year performance target. Calculating the two-year target progress from 2018 through 2021 would have resulted in two-year progress of 919.445 kg/day of NOx and 68.570 kg/day of VOC.

Adjustments to 2022 Targets for CMAQ Air Quality

Due to lower than expected progress toward meeting the two- and four- year targets, it is recommended to revise our initial four-year targets downwards to reflect possible outcomes. First, this revision will revise the time frame for the remainder of the performance period to include the years 2018 through 2021 to match the range recommended by the FHWA guidance that was not available during the initial 2018 development of the targets. Rather than base this revised four-year target on a direct accounting of planned projects as was done initially in 2018, H-GAC is using a revised methodology that was devised in conjunction with the Texas Department of Transportation and other Metropolitan Planning Organizations within Texas. This new methodology takes the variability of regional transportation projects into account. The revised four-year target uses a combination of verified project outcomes derived from 2018 and 2019, as reported to the FHWA's CMAQ Public Access System over the last four full fiscal years (2016 through 2019). This annual average was then doubled to determine an estimate of CMAQ emissions reductions for fiscal years 2020 and 2021. Finally, this two-year average is scaled down by approximately 65% to account for anticipated annual improvement due to fleet turnover in the H-GAC region, based on EPA's Motor Vehicle Emission Simulator (MOVES) methodology. MOVES is the emission modeling system that estimates emissions for mobile sources at the national, county, and project level for criteria air pollutants, greenhouse gasses, air toxics.

H-GAC staff recommended the adjustments of the 2022 CMAQ cumulative targets of 1,429.077 kg/day of NOx and 234.604 kg/day of VOC, as shown in the table above.

TRANSIT ASSET MANAGEMENT

The Moving Ahead for Progress (MAP-21), Final Rule 49 USC 625 established a strategic and systematic process of operating, maintaining, and improving public capital assets effectively through their entire life cycle. This rule became effective October 2016 and includes the definition of Transit Asset Management Plan (TAM) and State of Good Repair. Transit Asset Management Plans contain the capital asset inventories for rolling stock, equipment, non-revenue vehicles, facilities and rail infrastructure. Rail infrastructure applies to METRO and Island Transit. Investment prioritizations, decision support tools, as well as, risk mitigation, maintenance, acquisition and renewal strategies are the core activities of the TAM Plans. The overarching goal of TAM is to improve the conditions of the region's transit vehicles and facilities and move the assets to a State of Good Repair.

The majority of the assets in our region belong to Tier I provider METRO. The Tier II providers that receive FTA Section 5307, 5310 & 5311 funding can either set their own targets, as direct recipients, or opt to be included in TxDOT's Group Plan. Colorado Valley Transit was the only regional provider that opted to be included with TxDOT's Group Plan.

Tier I transit providers:

- METRO (Harris County Metropolitan Transit Authority)
- Island Transit (Galveston)

Tier II transit providers:

- Brazos Transit District
- Colorado Valley Transit
- Connect Transit
- Conroe Connection Transit
- Fort Bend County Transit
- Harris County Transit
- The Woodlands Township Transit

In 2018, to promote State of Good Repair of capital assets, the Transportation Policy Council approved the methodology and targets for 2020 and 2022 based on a weighted average of the asset condition scores for the region's transit providers for the categories of rolling stock, equipment, facilities and rail infrastructure.

Understanding the Target Values for Transit Asset Management

There are four transit asset categories: rolling stock, equipment, facilities, and infrastructure. The age and condition of these assets are measured with a focus on the capital assets that have passed their Useful Life or are in the poorest of conditions. Target values with lower percentages are more desirable because this represents that a smaller percentage of the transit assets are in poor condition. A lower percentage indicates better conditions of the transit assets. Inversely, target values with higher percentages indicate a larger percentage of the transit assets are in poor condition.

PERFORMANCE REPORTING

The performance of the transit assets is illustrated in the table below:

TRANSIT ASSET MANAGEMENT – H-GAC REGIONAL TARGETS						
Measure	2018 Baseline	2020 Targets	2020 Actuals	2020 Target achieved?	2022 Targets	2022 Target Adjustments
Rolling Stock (revenue vehicles)	11%	11%	10%	Yes	11%	10%
Equipment (non-revenue vehicles)	46%	46%	46%	Yes	46%	46%
Facilities (buildings and structures)	55%	55%	55%	Yes	54%	54%
Infrastructure (rail tracks, signals & systems)	0%	0%	0%	Yes	0%	0%
<i>Note: A lower percentage indicates better conditions of the transit assets.</i>						

Assessment of Progress

Target achievement is based upon the actual conditions derived from the region’s public transit providers, as reported in Transit Asset Management Plans, as of July 2020. Targets were achieved for all four transit asset performance targets.

To evaluate the performance of transit assets and evaluate target achievement, updated TAM Plans were used. Since 2018, four transit providers, Connect Transit, Conroe Connection, Harris County Transit, and Brazos Transit updated their Transit Asset Management Plans. Harris County Transit increased their vehicle count based on increased service on the Eastern Harris County “Harvey- funded” routes. Lowered percentages of vehicles that had passed their useful life were another result. Brazos Transit shows an increase of three in cutaway vans passed their useful life in the Montgomery -Liberty- Walker County Service Area. Connect Transit had an obvious modernization of their cutaway fleet in their report since vehicles passed their useful life plummeted from 14 to 5. Other vehicle types remained unchanged. Conroe Connection Transit submitted a 2019 report that did not change their information from their 2018 TAM Plan.

Future Vehicle and Facility Improvements

The upcoming improvements are expected to improve the conditions of the region’s transit vehicles and facilities and move the region toward a State of Good Repair. In the short term, Fort Bend County Transit and Island Transit will be adding new vehicles to their fleets. There are new transit facilities slated for Fort Bend Transit, Conroe Connections and Connect Transit. These investments are expected to move the region to a better State of Good Repair.

Adjustments to 2022 Targets for Transit Asset Management

H-GAC staff recommended the adjustment of the 2022 targets to reflect the 2020 actual transit asset conditions and adjusting Rolling Stock from 11% to 10% that indicates a slightly improved State of Good Repair, as shown in the table above. No adjustments to the 2022 targets are recommended for the other transit measures.

**2022 PM3 Full Performance Period Report and
Baseline Performance Period Report**

September 2022

2022 SYSTEM PERFORMANCE MEASURES REPORTING & SCORECARDS

Reliability, Congestion and CMAQ Air Quality Measures (PM3)

Full Performance Period Progress Report for the First Federal Performance Period (2018-2021) and
Baseline Performance Period Report for the Second Federal Performance Period (2022-2025)

SEPTEMBER 2022

About the System Performance Scorecards

H-GAC is federally required to set performance targets and is reporting if the 2022 performance targets have been achieved. For each of the performance areas, the progress achieved towards meeting the targets are detailed in the tables that follow. For all measures, the 2022 actual conditions are based on the best data available, as of June 2022, therefore, the conditions reported may contain traffic data from 2021 or previous years, as prescribed by federal regulations. As of this writing, the first federal performance period (2018-2021) has ended, and the second performance period (2022-2025) is beginning. From April to September 2022, H-GAC staff worked with the Texas A&M University Transportation Institute, numerous H-GAC Subcommittees, the Transportation Advisory Committee (TAC) and the Transportation Policy Council (TPC) to analyze, discuss and finalize the draft targets and reports. A public comment period was held from July 15 to August 14, 2022.

Understanding the Reliability, Congestion, and Air Quality Measures

Percent of person-miles traveled that are Reliable (Interstates and Non-Interstate National Highway System (NHS) roadways)

Travel reliability is calculated by comparing a bad day of traffic to a normal day using a ratio of the 80th to the 50th percentile. For example, a trip that should normally take 30 minutes can take up to 45 minutes and still be considered “Reliable”. A trip is considered “Unreliable” if the trip takes more than 45 minutes. An increase in the reliability percentage indicates better conditions.

Truck Travel Time Reliability Index (Interstates only)

Truck reliability is calculated by comparing a very bad day of traffic to a normal day using a ratio of the 95th to the 50th percentile. There is no official standard for reliable and unreliable in this measure. Unlike the previous reliability measure, the truck reliability measure is an index. The truck index is the amount of time a truck driver needs to add to a median trip length to arrive on-time, 95% of the time. For example, when the truck index is 2.0, for a normal truck trip of 30 minutes, a driver would need to plan for twice the drive time of 60 minutes to arrive, on-time, 95% of the time. A decrease in the truck index indicates better conditions.

Annual Hours of Peak Hour Excessive Delay (NHS roadways in the Houston and Conroe-The Woodlands Urban Areas)

This is the number of extra travel time hours spent in peak traffic, annually. The federal threshold for excessive delay on a roadway is 20 mph or 60% of the speed limit, whichever is greater. On a segment with a speed limit of 60 mph, the excessive delay (60% of 60 mph) would be 36 mph. A decrease of excessive delay hours indicates improvement.

Percent of Trips that are Non-Single Vehicle Occupancy Travel (Commuter trips in the Houston and Conroe-The Woodlands Urban Areas)

The goal of this measure is focused on increasing the number of work trips where commuters are sharing a ride with others, thus reducing congestion. In the Houston Urban Area, 21.1% of commuters are sharing a ride, such as carpooling, using regional vanpool, riding public transportation, telecommuting, walking, bicycling, and by other means, and 78.9% of commuters drive alone. In the Conroe-The Woodland Urban Area, 19.7% of commuters are sharing a ride, and 80.3% of commuters drive alone and. An increased percentage of Non-SOV travel indicates improvement.

Congestion Mitigation Air Quality (CMAQ) On-Road Mobile Source Emission Reductions (in the 8-county region)

FHWA established air quality performance measures to assess on-road vehicle emissions with a goal of reducing emissions resulting in better air quality. These measures look at the Nitrogen Oxides (NOx) and Volatile Organic Compounds (VOC) emission reductions from CMAQ-funded projects and programs that went to construction or obligated in a period of two and four years. The target setting methodology uses planned TIP projects for the second federal four-year performance period to calculate future targets. Next, it applies a project delivery success rate determined by using project delivery data from the first performance period to account for difficulties in moving programmed TIP project towards receiving the final federal obligation. An increase in the emission reductions indicates improvement.

Assessment of 2022 Targets and Target Setting for 2024 & 2026

The 2022 targets were achieved, due in part to the COVID-19 pandemic and its effects on travel conditions. Data from 2021 and traffic conditions are used to report 2022 target achievement per federal requirements for reporting performance. The 4-year targets for the Congestion Mitigation Air Quality measures were not achieved. The reasons for not meeting the targets were project delays, some due to COVID, and funding changes from CMAQ to another funding category.

For the performance measures of Person Miles Reliability, Truck Reliability Index, Peak Hour Excessive Delay and Non-Single Occupant Vehicles, considerations for setting 2024 and 2026 targets included a review and analysis of historical traffic conditions and several assumptions, as follows. The COVID-19 Pandemic shifted commuter travel by more employees working from home and the trend is likely to continue. Traffic conditions of 2021 were considered an outlier and future targets were made based on a look back to pre-COVID conditions. Additionally, the region's population continues to grow significantly which will increase vehicle miles traveled, and, in turn, may increase congestion. For future Congestion Mitigation Air Quality (CMAQ) targets, the target setting methodology is based on a project success rate. The project delivery success rate is calculated by comparing the previous projects programmed in the TIP to those projects that came to fruition. The success rate is applied to future TIP projects to create the future 2-year and 4-year targets. The targets and actual performance conditions of the Reliability and Congestion measures are illustrated in the following table.

RELIABILITY & CONGESTION							
	2018 Baseline*	2020 Targets / Actuals	2022 Targets / Actuals	2022 Target achieved?	Desired Trend	2024 Targets	2026 Targets
Interstate Reliability of Person Miles Traveled	65%	63% / 71%	69% / 79%	✓	↑	70%	71%
Non-Interstate Reliability of Person Miles Traveled	75%	73% / 82%	80% / 89%	✓	↑	75%	77%
<i>(An increased value indicates improvement.)</i>							
Interstate Truck Travel Time Reliability Index	2.0	2.1 / 2.1	2.2 / 1.9	✓	↓	2.2	2.2
Peak Hour Excessive Delay – Houston Urban Area	16.8	14.0 / 14.0	14.0 / 13.5	✓	↓	16.0	16.0
Peak Hour Excessive Delay – Conroe-The Woodlands Urban Area	5.1	NA / 6.4	NA / 8.1	Not applicable	↓	8.0	8.0
<i>(A decreased value indicates improvement.)</i>							

	2018 Baseline*	2020 Targets / Actuals	2022 Targets / Actuals	2022 Target achieved?	Desired Trend	2024 Targets	2026 Targets
Non-Single Occupant Vehicle Trips – Houston Urban Area	20.1%	21.1% / 21.1%	20.0% / 21.1%	✓	↑	21.1%	22.0%
Non-Single Occupant Vehicle Trips – Conroe-The Woodlands Urban Area	18.9%	NA / 19.0%	NA /19.7%	Not applicable	↑	20.0%	20.0%
<i>(An increased value indicates improvement.)</i>							

*2018 Baselines were updated in 2022 based on updated HPMS and NPMRDS data sets and used for consistency purposes for historical trends when formulating the 2024 & 2026 targets.

The targets and actual performance conditions of the Congestion Mitigation Air Quality (CMAQ) measures are illustrated in the following table.

CONGESTION MITIGATION AIR QUALITY						
On-Road Mobile Source Emission Reductions						
	2018 Baseline	2020 Targets / Actuals	2022 Targets / Actuals	2022 Target achieved?	2024 Targets	2026 Targets
Emission Reductions of NOx (kg/day)	453.741	1,419.426 / 158.319	1,429.077/ 1,383.040	✗	221.251	601.465
Emission Reductions of VOC (kg/day)	66.850	169.301 / 52.010	234.604 / 98.863	✗	69.939	172.864

Nitrogen Oxides (NOx)
Volatile Organic Compounds (VOC)

Timeline

July 15 to August 14, 2022
Public Comment Period

August 2022
Subcommittees, Transportation Advisory Committee (TAC), and Transportation Policy Council (TPC) Discussion

September 2022
Subcommittees, Transportation Advisory Committee (TAC), and Transportation Policy Council (TPC) Approval