



## **APPENDIX E**

### **PERFORMANCE MEASURES, TARGETS, AND PERFORMANCE**

TxDOT has developed performance measures and targets in line with each of the seven national goals for the federal-aid highway and public transportation programs as required by 23 U.S.C. 150(b), described below. In accordance with 23 CFR 450.208, TxDOT applies asset management principles and techniques consistent with the State Asset Management Plan for the NHS, the Transit Asset Management Plan, and the Public Transportation Agency Safety Plan.

## Highway Safety Performance

Safety is the first of the national goals, with a focus on achieving a significant reduction in traffic fatalities and serious injuries on all public roads. The [Texas Strategic Highway Safety Plan 2022 – 2027](#) includes safety performance measures and targets as shown in **Table 6**.

Table 6. Safety Performance Measures and Targets

Performance Measure	Targets					
	2022	2023	2024	2025	2026	2027
Number of fatalities	3,272	3,159	3,046	2,933	2,820	2,708
Rate of fatalities per 100 MVT	1.25	1.20	1.14	1.09	1.03	0.98
Number of serious injuries	17,539	17,819	18,096	18,370	18,642	18,910
Rate of serious injuries per 100 MVT	6.70	6.77	6.77	6.83	6.81	6.84
Number of non-motorized fatalities & serious injuries	2,321	2,340	2,360	2,378	2,397	2,415

Source: [Texas Strategic Highway Safety Plan 2022 – 2027](#)

## Infrastructure Condition

The national goal for infrastructure condition is to maintain the highway infrastructure asset system in a state of good repair. TxDOT's infrastructure condition performance measures focus on pavement and bridge condition along the Interstate Highway System and Non-Interstate National Highway System (NHS), as shown in **Table 7**.

Table 7. Pavement and Bridge Condition Performance Measures and Targets

Performance	Baseline (2021)	2-Year Target (2023)	4-Year Target (2025)
<b>Pavement Condition</b>			
Percentage of Pavements of the Interstate System in Good Condition	64.5%	63.9%	63.6%
Percentage of Pavements of the Interstate System in Poor Condition	0.1%	0.2%	0.2%
Percentage of Pavements of the Non- Interstate NHS in Good Condition	51.7%	45.5%	46.0%
Percentage of Pavements of the Non- Interstate NHS in Poor Condition	1.3%	1.5%	1.5%
<b>Bridge Condition</b>			
Percentage of NHS Bridges Classified as in Good Condition	49.2%	48.5%	47.6%
Percentage of NHS Bridges Classified as in Poor Condition	1.1%	1.5%	1.5%

Source: [Texas Strategic Highway Safety Plan 2022 – 2027](#)

## Congestion Reduction

The third national goal, congestion reduction, focuses on achieving a significant reduction in congestion on the NHS. TxDOT performance measures and targets include hours of peak hour excessive delay and the percent of non-single occupancy vehicles in several key urban areas as shown in **Table 8**.

Table 8. Congestion Reduction Performance Measures and Targets

Performance Measure	Baseline (2021)	2-Year Target (2023)	4-Year Target (2025)
<b>Annual Hours of Peak Hour Excessive Delay Per Capita</b>			
Conroe--The Woodlands, TX	8.0	8.0	8.0
Dallas--Fort Worth--Arlington, TX	11.4	12.9	12.5
Denton--Lewisville, TX	4.7	4.1	3.7
El Paso, TX--NM	8.4	9.0	10.0
Houston, TX	13.5	16.0	16.0
McKinney, TX	1.9	1.3	0.9
San Antonio, TX	10.6	15.0	16.0
<b>Percent of Non-Single Occupancy Vehicle Travel</b>			
Conroe--The Woodlands, TX	19.7%	20.0%	20.0%
Dallas--Fort Worth--Arlington, TX	22.2%	22.7%	23.0%
Denton--Lewisville, TX	22.7%	22.8%	22.9%
El Paso, TX--NM	20.2%	20.0%	20.0%
Houston, TX	21.4%	21.1%	22.0%
McKinney, TX	22.7%	22.8%	22.9%
San Antonio, TX	23.1%	20.0%	20.0%

Source: [State Biennial Performance Report for Performance Period \(2022-2025\)](#)

## System Reliability

The fourth national goal, system reliability, focuses on improving the efficiency of the surface transportation system. TxDOT performance measures include percentages of person-miles traveled on Interstates and Non-Interstates that are reliable, as shown in **Table 9**.

Table 9. System Reliability Performance Measures and Targets

Performance Measure	Baseline (2021)	2-Year Target (2023)	4-Year Target (2025)
Percent of the Person-Miles Traveled on the Interstate That Are Reliable	84.6%	70.0%	70.0%
Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable	90.3%	70.0%	70.0%

Source: [State Biennial Performance Report for Performance Period \(2022-2025\)](#)

## Freight Movement and Economic Vitality

The fifth national goal, freight movement and economic vitality, focuses on improving the National Highway Freight Network, strengthening the ability of rural communities to access national and international trade markets, and supporting regional economic development. The TxDOT performance measure for freight movement and economic vitality is the truck travel time reliability index, as shown in **Table 10**.

Table 10. Freight Movement and Economic Vitality Performance Measure and Targets

Performance Measure	Baseline (2021)	2-Year Target (2023)	4-Year Target (2025)
Truck Travel Time Reliability Index	1.39	1.55	1.55

Source: [State Biennial Performance Report for Performance Period \(2022-2025\)](#)

## Environmental Sustainability

The sixth national goal, environmental sustainability, focuses on enhancing the performance of the transportation system while protecting and enhancing the natural environment. Additional information about air quality transportation conformity and the STIP is included in **Chapter 3**. TxDOT's environmental sustainability performance measures include air quality emissions reductions as shown in **Table 11**.

Table 11. Environmental Sustainability Performance Measures and Targets

Performance Measure	Baseline (Daily kilograms) (2021)	2-Year Target (Daily kilograms) (2023)	4-Year Target (Daily kilograms) (2025)
Total Emission Reductions: Nox	12,472.915	2,679.641	5,015.745
Total Emission Reductions: VOC	2,536.829	723.809	1,301.270
Total Emission Reductions: PM10	20.652	4.540	8.900
Total Emission Reductions: CO	824.635	175.750	367.100

Source: [State Biennial Performance Report for Performance Period \(2022-2025\)](#)

## Reduced Project Delivery Delays

The seventh national goal, reduced project delivery delays, focuses on reducing project costs, promoting jobs and the economy, and expediting the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices. TxDOT's performance measures for reduced project delivery delays include percentage of highway infrastructure contracts completed on time and on budget, as shown in **Table 12**.

Table 12. Reduced Project Delivery Delays Performance Measures and Targets

Performance Measure	Target
Percentage of construction contracts completed within 10 percent or less over the contract time frame	65.0%
Percentage of construction contracts completed within 10 percent or less over the adjusted contract amount	85.0%

Source: [State Biennial Performance Report for Performance Period \(2022-2025\)](#)

## Transit Asset Management

In addition, TxDOT has established transit asset management goals in accordance with 49 U.S.C. 5326, as shown in **Table 13**.

Table 13. Transit Asset Management

Performance Measure	Target
Percent of Revenue Vehicles at or Exceeding Useful Life Benchmark	<15%
Percent of Service Vehicles at or Exceeding Useful Life Benchmark	<15%
Percent of Facilities Rated Below 3 on Condition Scale (TERM)	<15%
Percent of Track Segments with Performance Restrictions	<15%

Source: [Transit Asset Management Plan \(2022\)](#)

## Transit Safety

FTA requires certain public transportation providers to develop and annually update a Public Transportation Agency Safety Plan (PTASP) and establish transit safety targets for fatalities, injuries, safety events, and system reliability. TxDOT reviews and approves each PTASP. The providers then share their transit safety targets with the MPOs where they operate, and the MPOs consider transit safety in the development of their TIPs. The transit providers, MPOs, and TxDOT consider these safety targets when selecting projects and programs for funding. As a result, STIP projects support target achievement by ensuring that safety-related investments consistent with agency safety performance goals are considered and prioritized.