

Performance Measure Report

2022



Background

To provide more transparency in the selection and prioritization of surface transportation projects, federal legislation requires a performance-based planning process framework in the development of the Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP) including the adoption of performance measure targets.

The U.S. Department of Transportation (USDOT) developed performance measures in seven key goal areas identified in federal transportation legislation. State departments of transportation and metropolitan planning organizations must set performance measure targets in these key areas as part of a larger performance measure planning system that creates an outcome driven approach.

Safety

Infrastructure condition

Congestion reduction

System reliability

Freight movement and economic vitality

Environmental sustainability

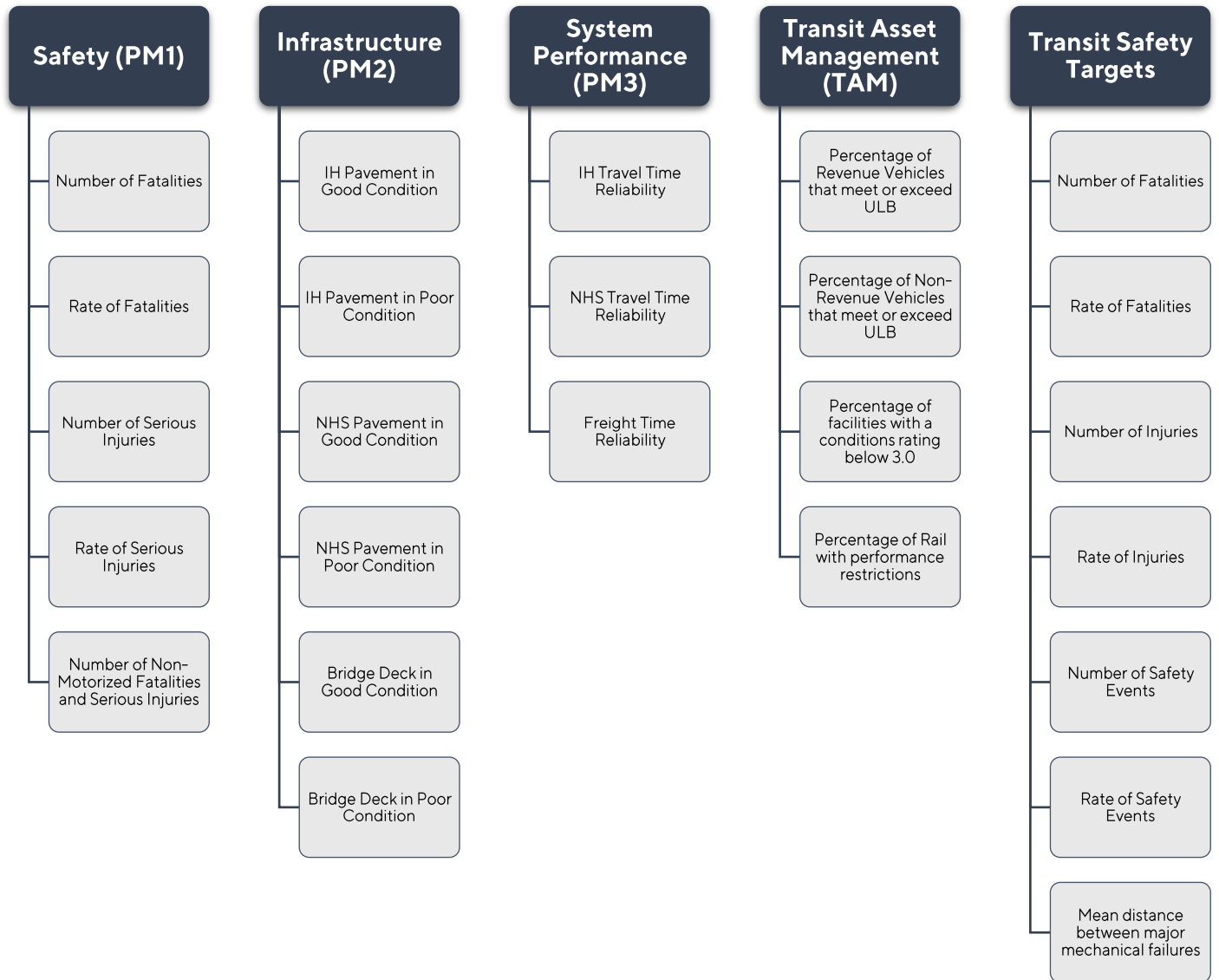
Reduced project delivery delays

Transportation performance management is an iterative process that helps guide the planning process by providing directional goals for the plans and programs, but also provides a feed-back mechanism in which to measure success. To achieve the federal goals, states and MPOs jointly develop performance measures and targets with which to guide the transportation development process.

The Transportation Policy Board adopts the Performance Measure Report and updated performance measure targets on an annual basis. These targets are then incorporated into the programming and planning processes of the Transportation Improvement Program and Regional Transportation Plan.

Summary

The use of a performance-based transportation planning process is required in the development of the Transportation Improvement Program (TIP) and long-range Regional Transportation Plan (RTP). Part of the performance-based planning process requires the adoption of performance targets in key areas including Safety (PM1), Pavement and Bridge Conditions (PM2), System Performance and Freight Performance Measures (PM3) for on-system facilities as well as Transit Asset Management (TAM) and Transit Safety.



Safety Performance Measures (PM1)

The Transportation Policy Board currently supports the state's efforts and has adopted the Safety targets set by the Texas Department of Transportation. The table below details the statewide safety numbers which are supported by the priorities of the Transportation Policy Board and project investment. Targets are set annually, both at the state and local level, and are adjusted based on the previous year's safety information and policy changes. Additional information on safety efforts and regional performance measure numbers are included in Appendix A.

Safety (PM1)	Current Target	2022 Target
Number of Fatalities	3,384	3,272
Rate of Fatalities	1.25	1.23
Number of Serious Injuries	18,835	19,065
Rate of Serious Injuries	6.51	6.47
Number of Non-Motorized Fatalities and Serious Injuries	2,560	2,642

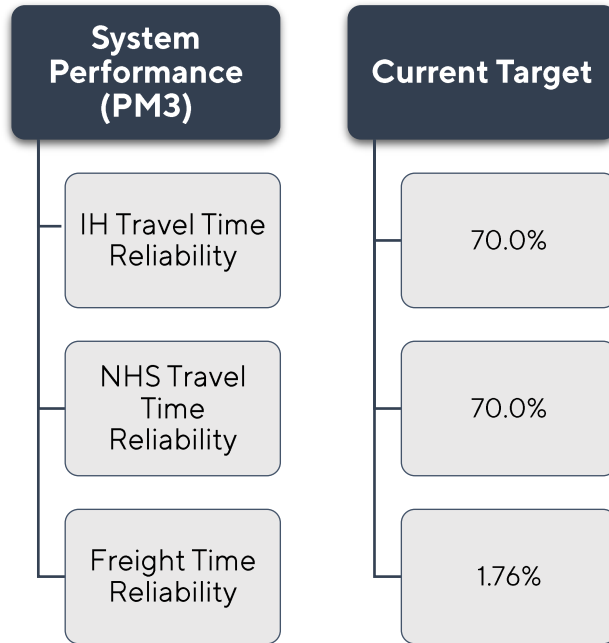
Pavement and Bridge Conditions (PM2)

The Transportation Policy Board evaluates the general condition of the regional transportation system by establishing minimum condition standards and setting targets conditions for pavement and bridges. The Transportation Policy Board currently supports the state's efforts and has adopted the Pavement and Bridge Performance Measures (PM2) targets set by the Texas Department of Transportation.

Infrastructure (PM2)	Current Target
IH Pavement in Good Condition	66.5%
IH Pavement in Poor Condition	.2%
NHS Pavement in Good Condition	54.1%
NHS Pavement in Poor Condition	14.2%
Bridge Deck in Good Condition	50.4%
Bridge Deck in Poor Condition	1.5%

System and Freight Performance (PM3)

The Transportation Policy Board has prioritized addressing congestion in the region by establishing system performance measures and setting targets for travel time reliability. The Transportation Policy Board currently supports the state's efforts and adopted the System and Freight Performance targets set by the Texas Department of Transportation.



Transit Asset Management (TAM)

Direct recipients of federal funds from the Federal Transit Agency (FTA), must comply with the FAST Act by adopting Transit Asset Management (TAM) performance measures and targets. These direct recipients, including Capital Metro and the City of Round Rock, must develop a Transit Asset Management (TAM) Plan with performance measure goals related to capital assets. In addition to the plan, the transit agencies must set annual performance measure targets for asset classes that they manage. The region's targets are derived by averaging the TAM targets set by the direct recipients of the region.

Transit Asset Management (TAM)	Current Target	2022 Target
Percentage of Revenue Vehicles that meet or exceed ULB	<15%	<15%
Percentage of Non- Revenue Vehicles that meet or exceed ULB	<15%	<15%
Percentage of facilities with a conditions rating below 3.0	<15%	<15%
Percentage of Rail with performance restrictions	1%	0%

Transit Safety Targets

Direct recipients of 5307 federal funding from the Federal Transit Agency (FTA), must comply with the federal regulations by adopting a Public Transportation Agency Safety Plan (PTASP) which includes transit safety targets that are adopted annually by the agency and the Transportation Policy Board. These direct recipients, including Capital Metro, the City of Round Rock and the City of San Marcos. Targets are weighted averages between the providers.

Transit Safety Targets	Current Targets	2022 Targets
Number of Fatalities	-	-
Rate of Fatalities	-	0
Number of Injuries	-	-
Rate of Injuries	0.35	0.35
Number of Safety Events	-	-
Rate of Safety Events	0.195	0.195
Mean distance between major mechanical failures	26,105.26	17,200

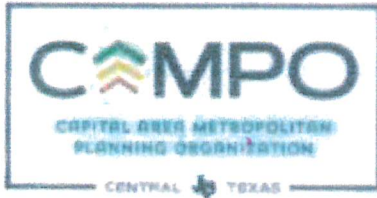
Appendix A – Additional Safety (PM1) Information

Safety is one of the most critical aspects of transportation planning and programming. As the regional transportation planning agency, the Capital Area Metropolitan Planning Organization (CAMPO) has considerable responsibility and agency in addressing transportation safety. In response to the federal target setting requirements that began in 2017, the Transportation Policy Board has routinely supported the safety targets set by the Texas Department of Transportation (TxDOT). By adopting the states targets, the region is directly supporting the state’s Road to Zero initiative that works toward the goal of reducing the number of deaths on Texas roadways by half by the year 2035 and to zero by the year 2050.

While target setting provides those critical benchmarks to measure success, it is the actionable investment decisions that most directly impact safety in the region. CAMPO has prioritized safety in its investment strategies and has also developed several tools to help provide real-time information and in-depth analysis regarding safety issues in the region. Understanding that safety is a complex, evolving issue, CAMPO has emphasized the importance of data and practical outcomes in the decision-making process that can lead to better safety outcomes in the region.

Regional Safety Resources	
Project Selection Criteria	Project selection process that included a significant focus on the prioritization of projects that provide significant safety benefits, specifically in a project’s ability to directly reduce fatalities and serious injuries.
Safety Dashboard	Comprehensive digital dashboard that provides the most up-to-date regional crash information. The dashboard provides users with the ability to do in-depth crash and safety analyses from the regional level all the way down to individual crashes.
Regional State of Safety Report	Annual report that provides an overview of traffic safety issues in 16 categories including crashes involving alcohol, distracted driving, pedestrians, speeding and others.
Regional Traffic Safety Plan	Regional Safety Plan that identifies opportunities for improving traffic safety in the region. In conjunction with the Regional State of Safety Report, the plan analyzes what contributes to the region’s traffic safety problems, identifies current safety efforts by local, state and federal partners, and provides project recommendations that can be implemented by CAMPO. (Note: To be made available later this year following updates to include the most recent safety information)

Year	Number of Fatalities		Rate of Fatalities		Number of Serious Injuries		Rate of Serious Injuries		Number of Non-Motorized Fatalities/ Serious Injuries	
	Statewide	CAMPO	Statewide	CAMPO	Statewide	CAMPO	Statewide	CAMPO	Statewide	CAMPO
2018 (Actual)	3,648	235	1.29	1.14	14,975	1,075	5.31	5.61	2,104	160
2019 (Actual)	3,615	239	1.25	1.23	15,855	1,158	5.5	5.87	2,291	208
2020 (Actual)	3,896	261	1.33	1.31	14,656	949	5	5.57	2,238	173
2021 (Current Target)	3,384	N/A	1.24	N/A	18,835	N/A	6.51	N/A	2,560	N/A
2022 (Proposed Target)	3,272	N/A	1.23	N/A	19,065	N/A	6.47	N/A	2,642	N/A
5-Year Average (Rolling)	3,563	N/A	1.27	N/A	16,677	N/A	5.76	N/A	2,367	N/A



Resolution 2022-4-7

Adoption of Performance Measure Targets and 2022 Performance Measure Report

WHEREAS, pursuant to federal law, the Governor of the State of Texas designated the Capital Area Metropolitan Planning Organization (CAMPO) as the Metropolitan Planning Organization for the Austin region in 1973; and

WHEREAS, CAMPO's Transportation Policy Board is the regional forum for cooperative decision-making regarding transportation issues in Bastrop, Burnet, Caldwell, Hays, Travis, and Williamson Counties in Central Texas; and

WHEREAS, use of a performance-based transportation planning process is required by the federal government in the development of the Transportation Improvement Program (TIP) and long-range Metropolitan Transportation Plan (MTP); and

WHEREAS, part of the performance-based planning process requires the adoption of performance targets in key areas by the effective date set by the FHWA's Final Rulemaking; and

WHEREAS, by these rulemakings, CAMPO must adopt performance measure targets for Safety (PM1), Pavement and Bridge Conditions (PM2), System Performance and Freight Performance Measures (PM3), Transit Asset Management (TAM) and Transit Safety Targets; and

WHEREAS, CAMPO has updated its performance measure targets in the required areas as part of the 2022 Performance Measure Report; and

NOW, THEREFORE BE IT RESOLVED that the CAMPO Transportation Policy Board hereby votes to adopt the updated performance measures targets as reflected in the 2022 Performance Measure Report; and

Hereby orders the recording of this resolution in the minutes of the Transportation Policy Board; and

BE IT FURTHER RESOLVED that the Board delegates the signing of necessary documents to the Board Chair.

The above resolution being read, a motion to adopt the updated performance measures targets as reflected in the 2022 Performance Measure Report was made on April 11th, 2022 by Commissioner Jeffrey Travillion duly seconded by Council Member Ann Kitchen.

Ayes: Commissioner Cynthia Long, Council Member Ann Kitchen, Mayor Pro Tem Alison Alter, Judge Andy Brown, Mayor Christine DeLisle, Council Member Paige Ellis (Proxy for Council Member Natasha Harper-Madison), Mr. Tucker Ferguson, P.E., Commissioner Ann Howard, Mayor Jane Hughson, Commissioner Mark Jones, Council Member Rudy Metayer, Mr. Terry Mitchell, Mayor Travis Mitchell, Mayor Craig Morgan (Proxy for Mayor Josh Schroeder), Judge James Oakley, Council Member Amy Pattillo, Commissioner Edward Theriot, Commissioner Jeffrey Travillion, and Mayor Corbin Van Arsdale

Nays: None

Abstain: None

Absent and Not Voting: Commissioner Clara Beckett

SIGNED this 11th day of April 2022


Chair, CAMPO Board

Attest:


Executive Director, CAMPO