



# AAMPO

**Pavement and Bridge Condition (PM2)**

**System Performance, Freight (PM3)**

**PM2/PM3 Measure Target Updates**

**Transportation Policy Board | October 2025**

A background image of a city street scene. In the foreground, a wide asphalt road with white lane markings leads towards a city center. On the left, a brick building with arched windows is visible. In the middle ground, a large, red, abstract sculpture resembling a ribbon or a stylized 'A' stands prominently. In the background, several multi-story buildings are visible, including one with a green-tiled dome and a tall flagpole flying the American flag. The sky is clear and blue.

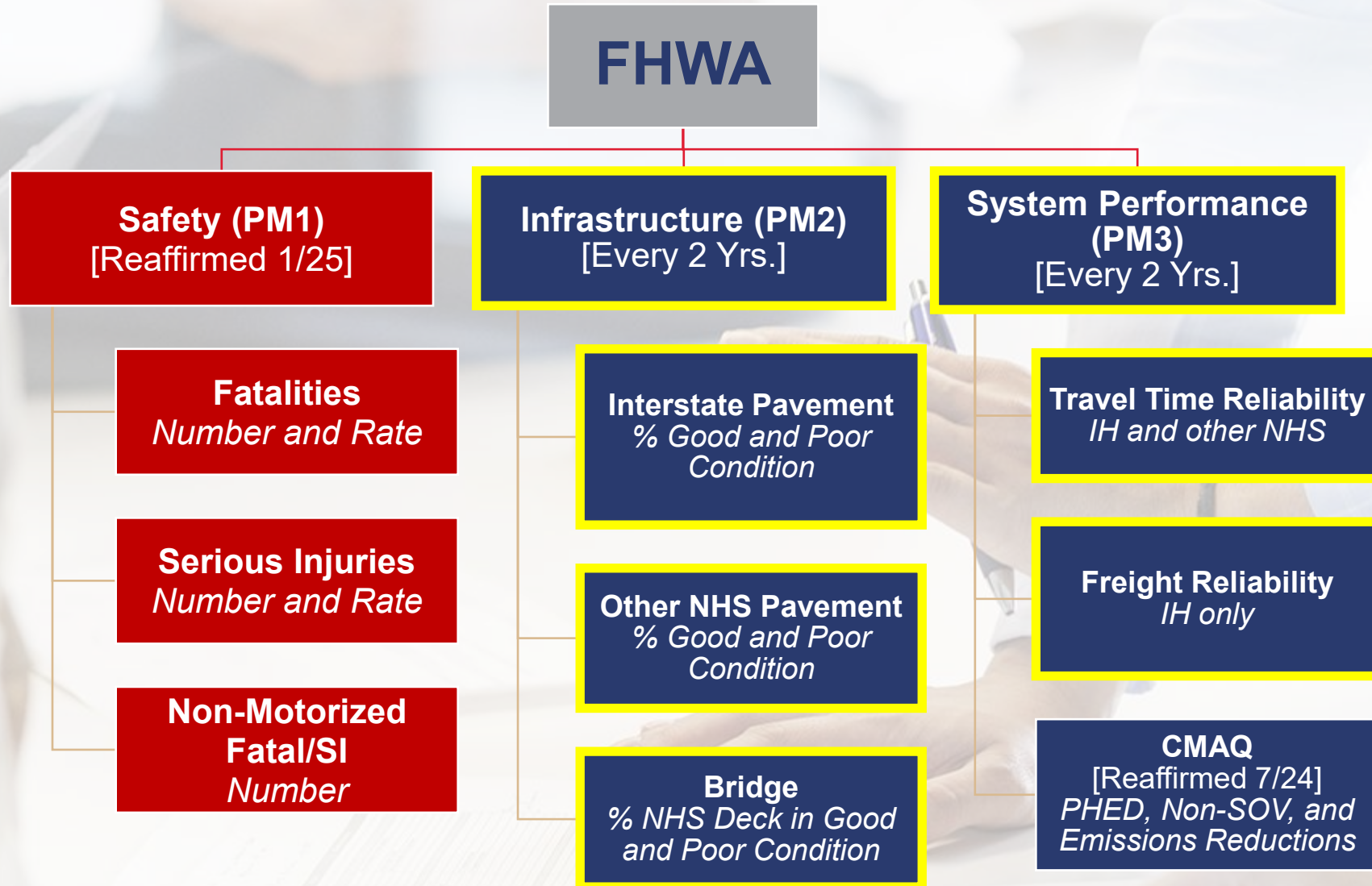
## OUTLINE

- Overview
- Requirements
- Targets
- Next Steps

# PERFORMANCE MEASURE OVERVIEW



# Federal Performance Measures (Roadway)



# PM2 Infrastructure Measures

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- **Pavement Condition – Interstate and non-Interstate NHS**
  - Composite of two to four condition metrics (based on pavement type)
  - Measured in 1/10<sup>th</sup> mile segments
  - Pavement segments are rated as *Good or Poor*
- **Bridge Condition**
  - Multiple metrics are collected for bridge condition for each public bridge every other year
  - Only the bridge deck condition metric for NHS bridges is used for target-setting

# PM3 System Performance Measures

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- **Travel Time Reliability – Interstate and non-IH NHS**
  - **Metric compares travel time on worst day of week to average**  
i.e.  $\frac{80^{\text{th}} \text{ percentile travel time}}{50^{\text{th}} \text{ percentile travel time}}$
  - **Built on speed data collected every 15 minutes for time periods between 6 a.m. and 8 p.m.; calculation is made to determine % of person-miles travelled that are reliable, i.e. below 1.50**
- **Freight Reliability – Interstate Only**
  - **Truck Travel Time Reliability compares  $95^{\text{th}}$  percentile travel time to average for each segment during 5 times of day (e.g. peak periods)**  
**The worst ratio based on time of day is weighted by the length of Interstate segment affected to produce TTR Index**

# REQUIREMENTS and TARGETS



# Target-Setting Process

2022

2024

2026

First Performance  
Period ended

Mid-performance  
period report due

Second Performance  
Period ends

Second Performance  
Period began

TPB adjusts or  
reaffirms 2026 targets

Third Performance  
Period begins

TPB adopted targets  
for 2024 and 2026

TPB adopts targets  
for 2028 and 2030

We are here

# Pavement – “Good” Condition

\*Preliminary data,  
subject to change

	2022 Baseline (Actual)	2024 Target	2024 Actual*	2026 Target
<b>TxDOT (Statewide) Pavement Condition (lane-miles)</b>				
Interstate NHS	64.5%	63.9%	63.1%	63.6%
Non-Interstate NHS (IRI Only for 2022)	51.7%	45.5%	47.1%	46.0%
<b>AAMPO Pavement Condition (lane-miles)</b>				
Interstate NHS	64.9%	65.0%	65.0%	65.0%
Non-IH NHS (on-system)	48.4%	49%	41.9%	50%
Non-IH NHS (off-system)	9.6%	10%	7.3%	10%

# Pavement – “Poor” Condition

\*Preliminary data,  
subject to change

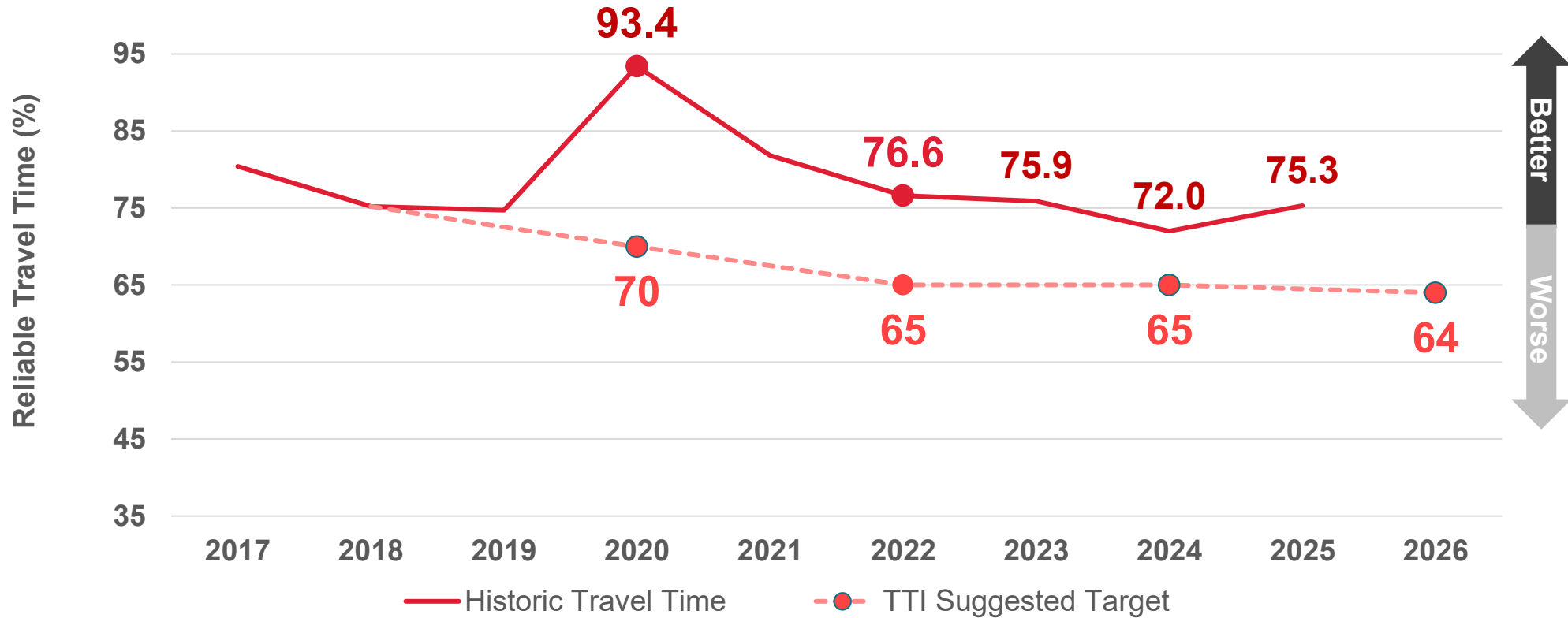
	2022 Baseline (Actual)	2024 Target	2024 Actual*	2026 Target
<b>TxDOT (Statewide) Pavement Condition (lane-miles)</b>				
Interstate NHS	0.1%	0.2%	0.1%	0.2%
Non-Interstate NHS (IRI Only for 2022)	1.3%	1.5%	1.8%	<del>1.5%</del> 2.5%
<b>AAMPO Pavement Condition (lane-miles)</b>				
Interstate NHS	0.0%	0.1%	0.1%	0.2%
Non-IH NHS (on-system)	0.8%	1.0%	0.8%	1.0%
Non-IH NHS (off-system)	5.9%	5.7%	4.8%	5.5%

# Bridge Condition (NHS Bridge Deck)

	2022 Baseline (Actual)	2024 Target	2024 Actual	2026 Target
<b>TxDOT (Statewide) NHS Bridge Condition</b>				
% Good	49.2%	48.5%	50.1%	47.6%
% Poor	1.1%	1.5%	0.9%	1.5%
<b>AAMPO Bridge Condition</b>				
% Good	48.7%	49.0%	45%	49.3%
% Poor	0.0%	0.1%	0%	0.1%

# Interstate Reliability

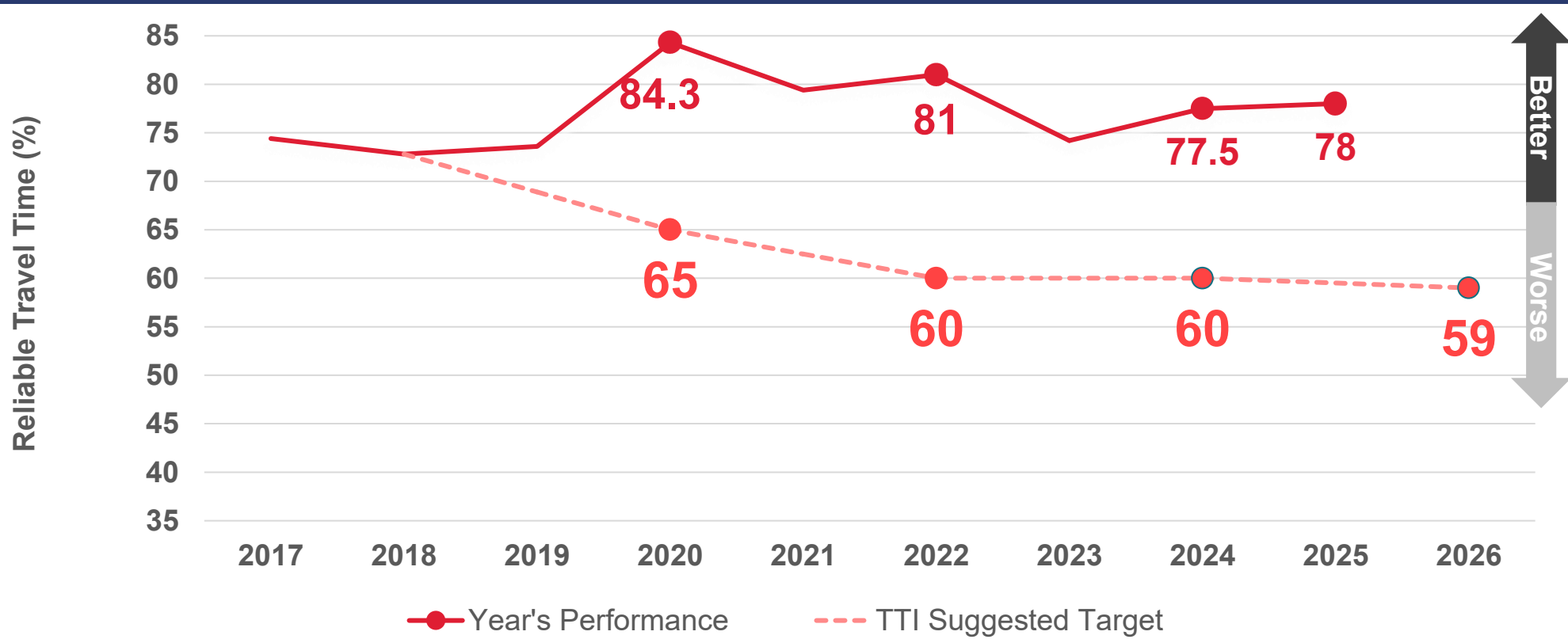
\*year-to-date



	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
Statewide Baseline and Targets	79.5%			81.2%		70.0%		70.0%		68.0%
TTI Suggested Baseline and Targets (AAMPO)	80.1%			70.0%		65.0%		65.0%		64.0%
Historic Travel Time Reliability (AAMPO)	80.4%	75.2%	74.7%	93.4%	81.8%	76.6%	75.9%	72.0%	75.3%*	

# Non-Interstate Reliability

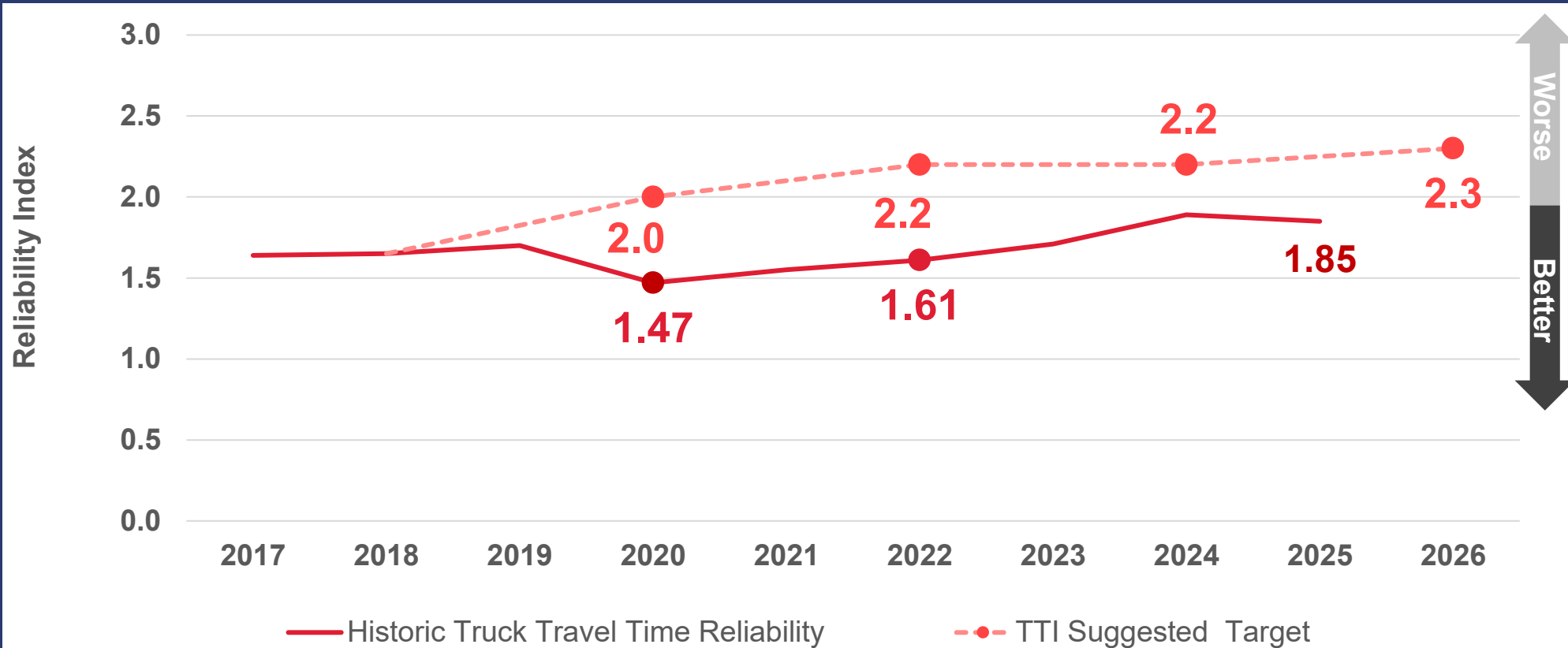
\*year-to-date



	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
Statewide Baseline and Targets	80.2%			83.0%		70.0%		70.0%		68.0%
TTI Suggested Baseline and Targets (AAMPO)	74.1%			65.0%		60.0 %		60.0%		59.0%
Historic Travel Time Reliability (AAMPO)	74.4%	72.8%	73.6%	84.3%	79.4%	81%	74.2%	77.5%	78.0%*	

# Freight Reliability

\*year-to-date



	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
Statewide Baseline and Targets				1.44		1.76		1.55		1.55
TTI Suggested Baseline and Targets (AAMPO)				2.00		2.20		2.20		2.30
Historic Travel Time Reliability (AAMPO)	1.64	1.65	1.7	1.47	1.55	1.61	1.71	1.89	1.85*	

# Next Steps: 2-Step Approval

- Presentation and action by the Technical Advisory Committee in Oct/Nov-Dec meetings
- Presentation and action by the Policy Board in Oct/Nov-Dec meetings
- Safety targets (PM1) were approved January 2025
- Some PM3 targets for CMAQ were approved in July 2024 and have been transmitted by TxDOT to FHWA with other statewide targets

# Proposed Action

**To be taken at December meeting**

# THANK YOU!

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