



AAMPO

Pavement and Bridge Condition (PM2)

System Performance, Freight (PM3)

PM2/PM3 Measure Target Updates

Transportation Policy Board

December 15, 2025

A background photograph 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.

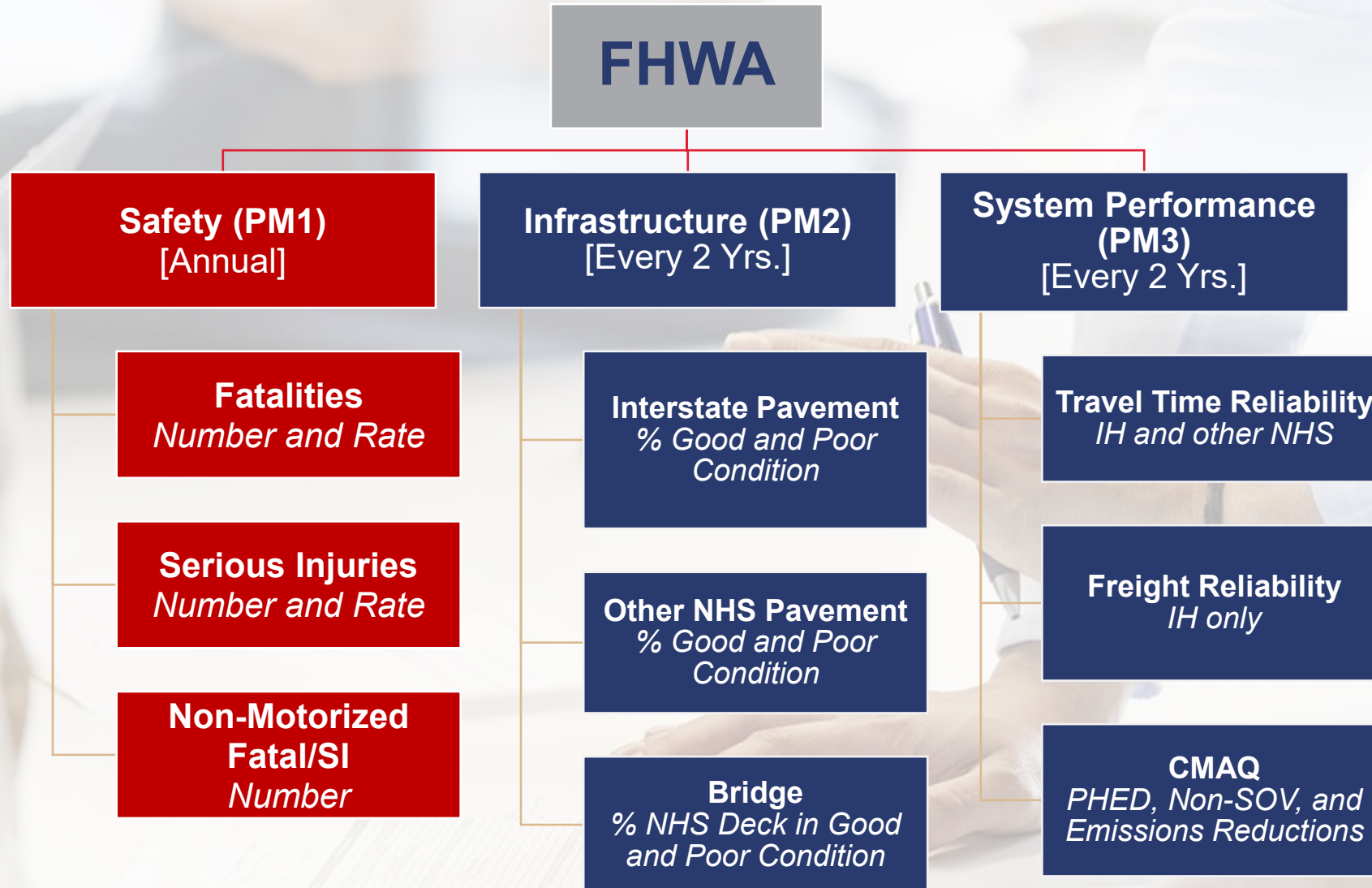
OUTLINE

- Overview
- Requirements
- Targets
- Next Steps

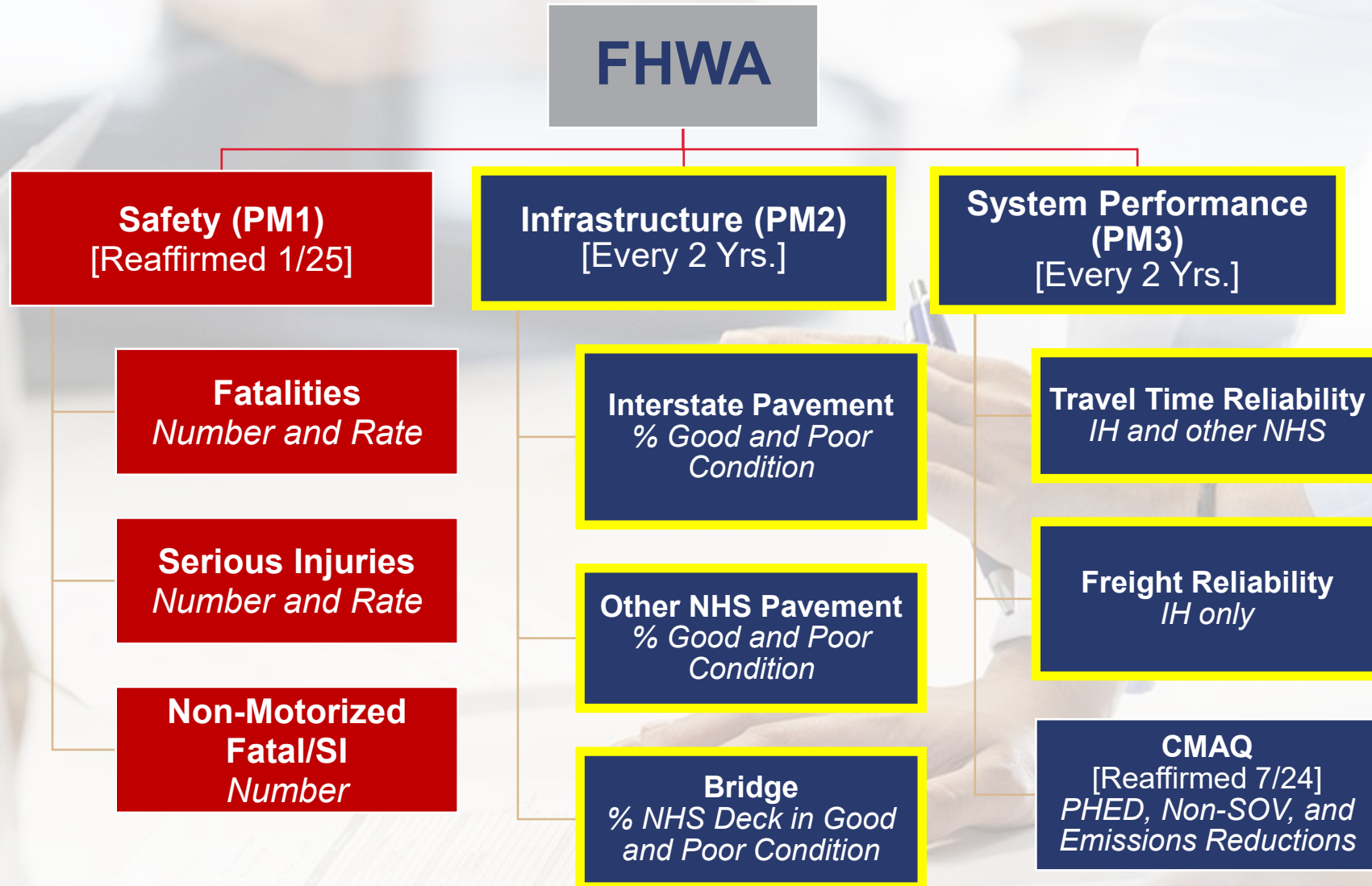
PERFORMANCE MEASURE OVERVIEW



Federal Performance Measures (Roadway)



Federal Performance Measures (Roadway)



Second Federal Performance Period

- 2022 marks the first year of the Second Four-Year Performance Period
- Performance periods are used to track targets across the short-term
 - Baseline – conditions from prior years or previous performance period
 - Two-Year Target – 2024 targets to track progress with option to adjust at Mid-Performance Period report
 - Four-Year Target – 2026 targets for PM2 and PM3
- TxDOT and the MPO have various deadlines for submitting data and performance management information throughout each Performance Period

PM2 Infrastructure Measures

- **Pavement Condition – Interstate and non-Interstate NHS**
 - Composite of two to four condition metrics (based on pavement type)
 - Measured in 1/10th 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

- **Travel Time Reliability – Interstate and non-IH NHS**
 - **Metric compares travel time on worst day of week to average**
i.e. $\frac{80\text{th percentile travel time}}{50\text{th percentile travel time}}$
 - **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 *95th 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 Actual*	2024 Target	2026 Target
TxDOT (Statewide) Pavement Condition (lane-miles)				
Interstate NHS	64.5%	63.1%	63.9%	63.6%
Non-Interstate NHS (IRI Only for 2022)	51.7%	47.1%	45.5%	46.0%
AAMPO Pavement Condition (lane-miles)				
Interstate NHS	64.9%	65.0%	65.0%	65.0%
Non-IH NHS (on-system)	48.4%	41.9%	49%	50%
Non-IH NHS (off-system)	9.6%	7.3%	10%	10%

Pavement – “Poor” Condition

*Preliminary data,
subject to change

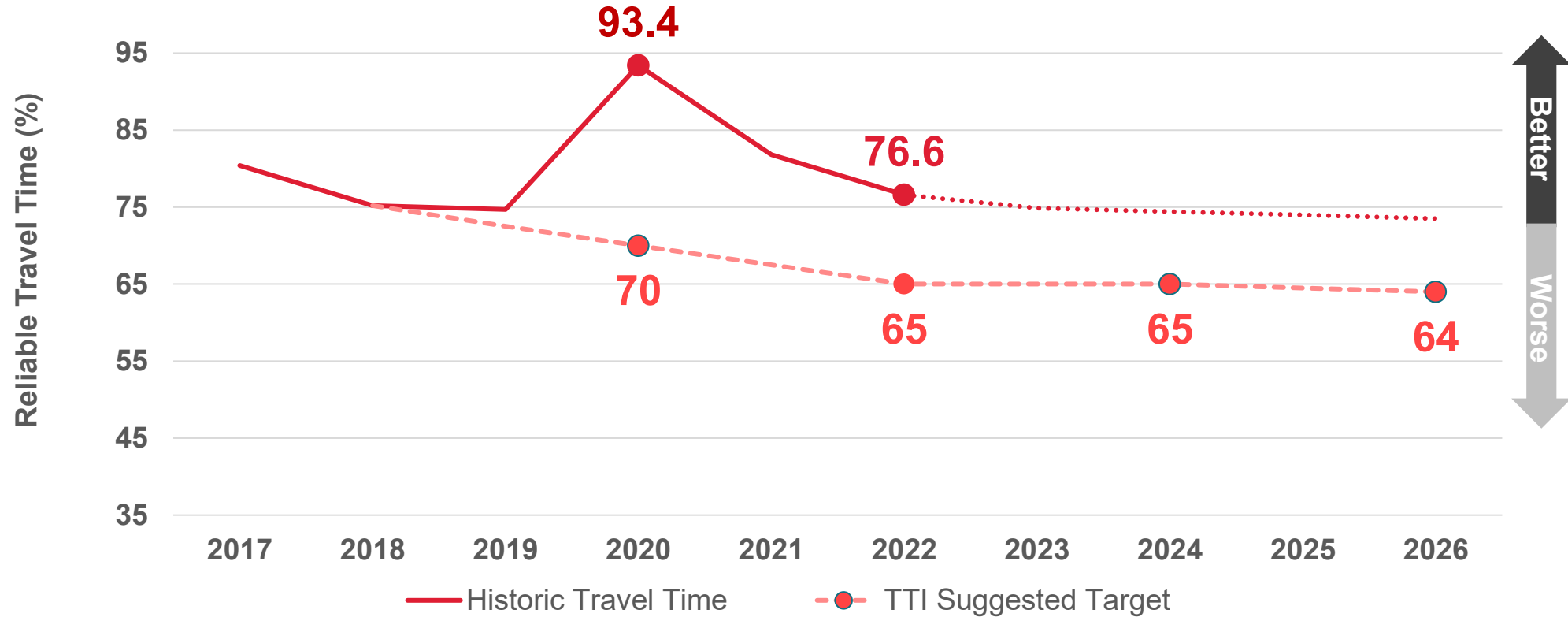
	2022 Baseline (Actual)	2024 Actual*	2024 Target	2026 Target
TxDOT (Statewide) Pavement Condition (lane-miles)				
Interstate NHS	0.1%	0.1%	0.2%	0.2%
Non-Interstate NHS (IRI Only for 2022)	1.3%	1.8%	1.5%	1.5% 2.5%
AAMPO Pavement Condition (lane-miles)				
Interstate NHS	0.0%	0.1%	0.1%	0.2%
Non-IH NHS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

Bridge Condition (NHS Bridge Deck)

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

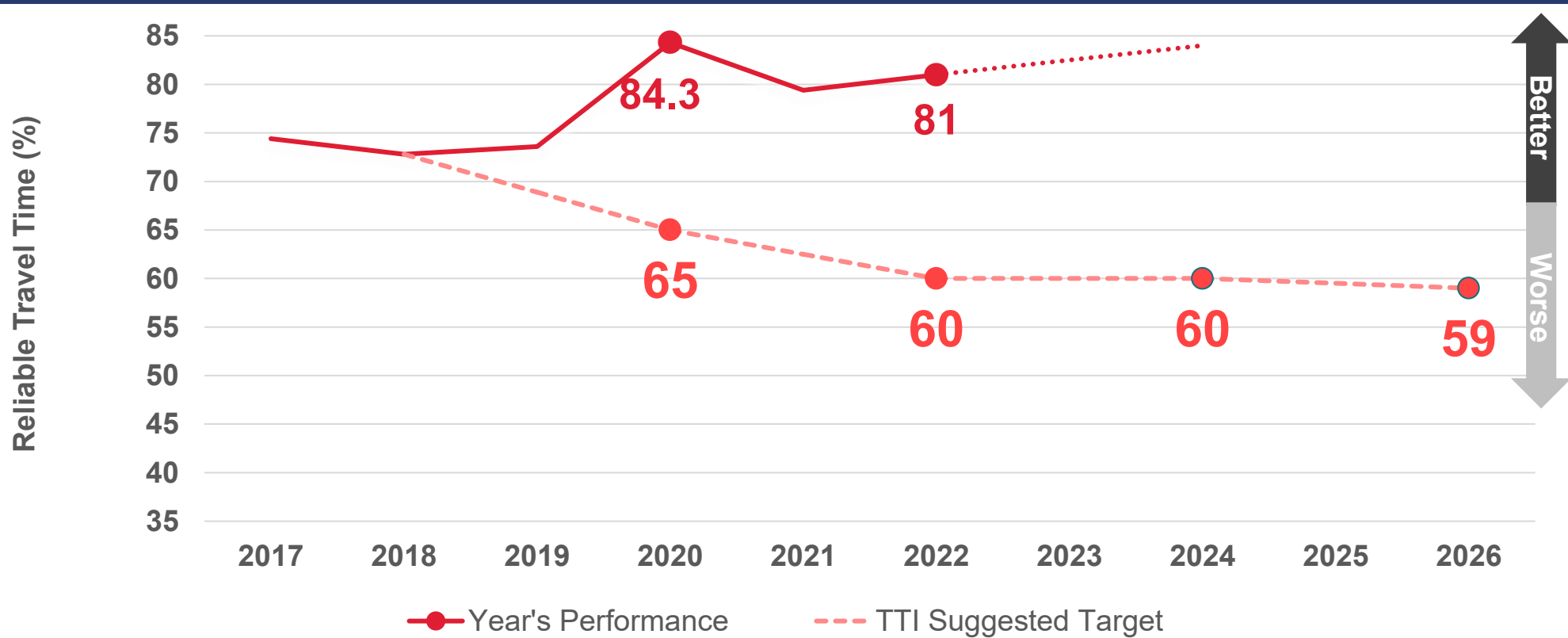
Interstate Reliability

*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%*	

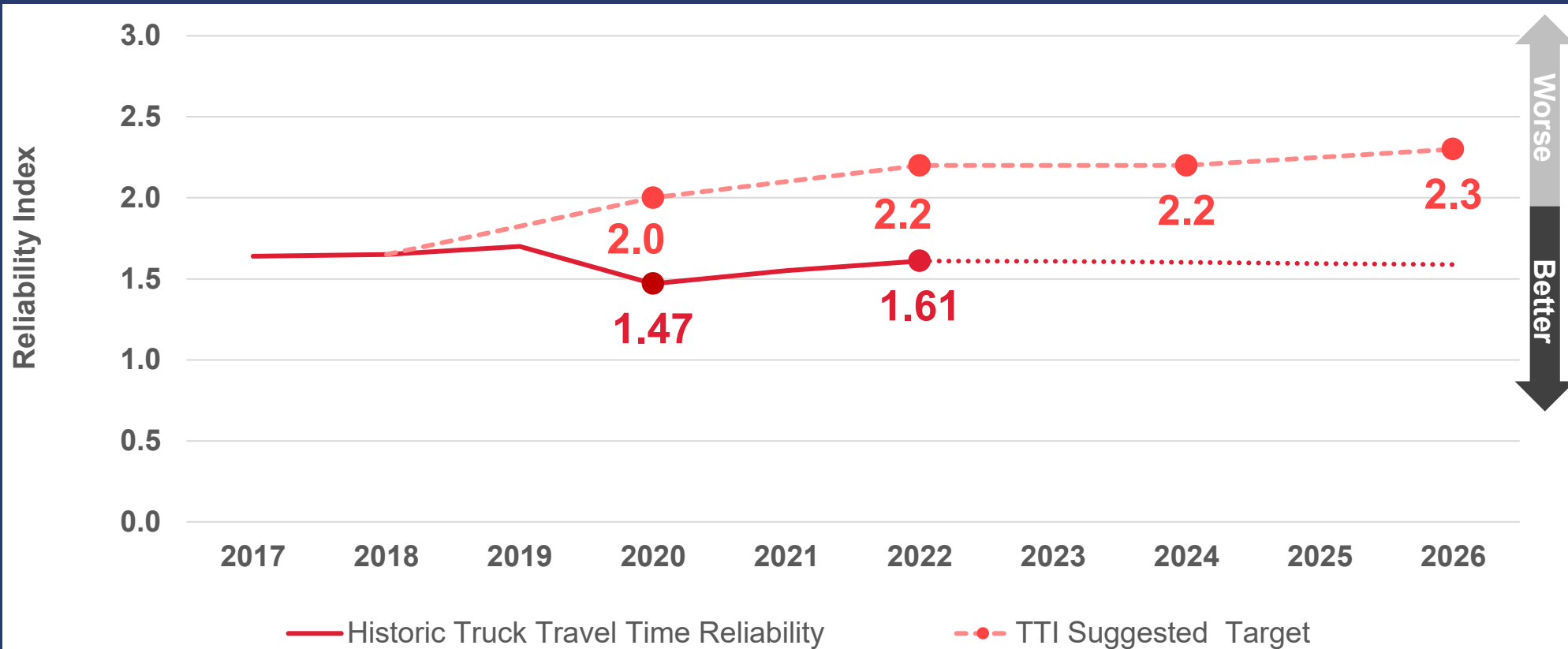
Non-Interstate Reliability



	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/Dec meetings
- Presentation and action by the Policy Board in Oct/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

Reaffirm support for TxDOT and AAMPO's previously adopted 2026 targets for:

PM2

- **Interstate Pavements in Good and Poor Condition**
- **Non-Interstate NHS Pavements in Good and Poor Condition with TxDOT's 2024 Update**
- **NHS Bridges in Good and Poor Condition**

PM3

- **Interstate Reliability**
- **Non-Interstate NHS Reliability**
- **Truck Travel Time Reliability**

Proposed Action

*Motion to approve
the proposed 2023-2026 Infrastructure (PM2) and
System Performance (PM3) Measures and Targets.*

THANK YOU!



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