

System Performance Measure (PM3) Texas Target Setting

TEMPO

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FAST Act Performance Measures

- Calculated only for National Highway System
- Level of Travel Time Reliability (LOTTR) – Interstate
- Level of Travel Time Reliability (LOTTR) – Non-Interstate
 - 80th % travel time / 50th percent travel time
 - Four time periods: AM Peak, Midday, PM Peak, Weekend
 - Above 1.50 is unreliable (% Reliable Person-Miles is measure)
- Truck Travel Time Reliability (TTTR) – Interstate
 - 95th % travel time / 50th percent travel time
 - Five time periods: AM, Midday, PM, Overnight, Weekend
 - Ratio of 95/50 is the measure
- Peak Hour Excessive Delay
 - For DFW and Houston **now also El Paso and San Antonio**
 - Small urbans included in large metro regions -- Denton-Lewisville, McKinney, and Conroe-Woodlands

Target Setting Basics – What We Say Now

- Continue to be conservative in 2022
 - Pandemic affected everything in 2020 and 2021; still affecting system
 - We still don't understand the measure trends
 - There are still no penalties for meeting/not meeting targets
 - Re-evaluate targets in 2024
- In 2023/24 - look at trends
 - We will have 5 years of non-pandemic data --2017, 18, 19, 22, 23 (assumes we return to some normalcy in 22)
 - Look at historical travel volume growth in the region
 - Look at scheduled projects, the facilities they affect, and how much effect those projects may have

What Do We Do With These Measures?

2022 Version

- Send them to FHWA to meet deadline and requirements
- Measures are (still) difficult to explain and understand
- COVID has interrupted trend analysis... Used 2019 for a baseline.
- PHED PM peak period for HPMS report (easy button) has been defaulted to 3-7pm by CATT Lab. State must request a change to 4-8pm if desired. Previous PHED numbers were calculated with 4-8pm peak. (the difference between these 2 periods was between 1-2 hours more per capita in 3-7 than 4-8 in each urban area)

TTI's Advice



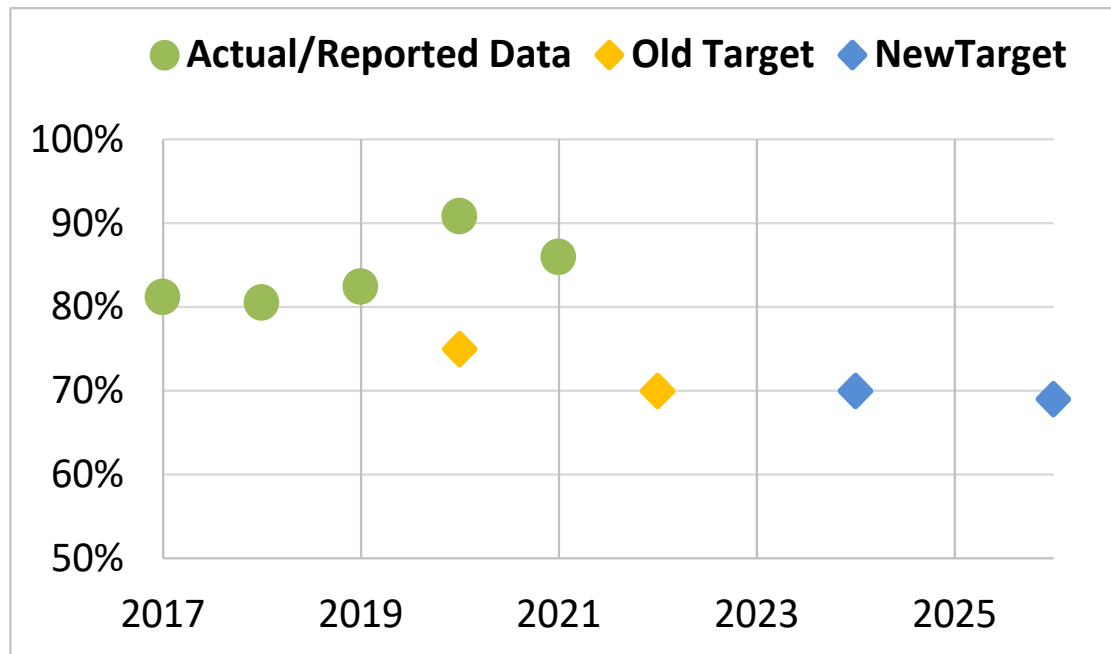
...so here's what we see in the measures

Texas Report to FHWA

Interstate Highway Reliability

Texas % of Interstate Highway Reliable Person-Miles Traveled

Baseline (2019):
82.4%



2-Year Target:

70%

4-Year Target:

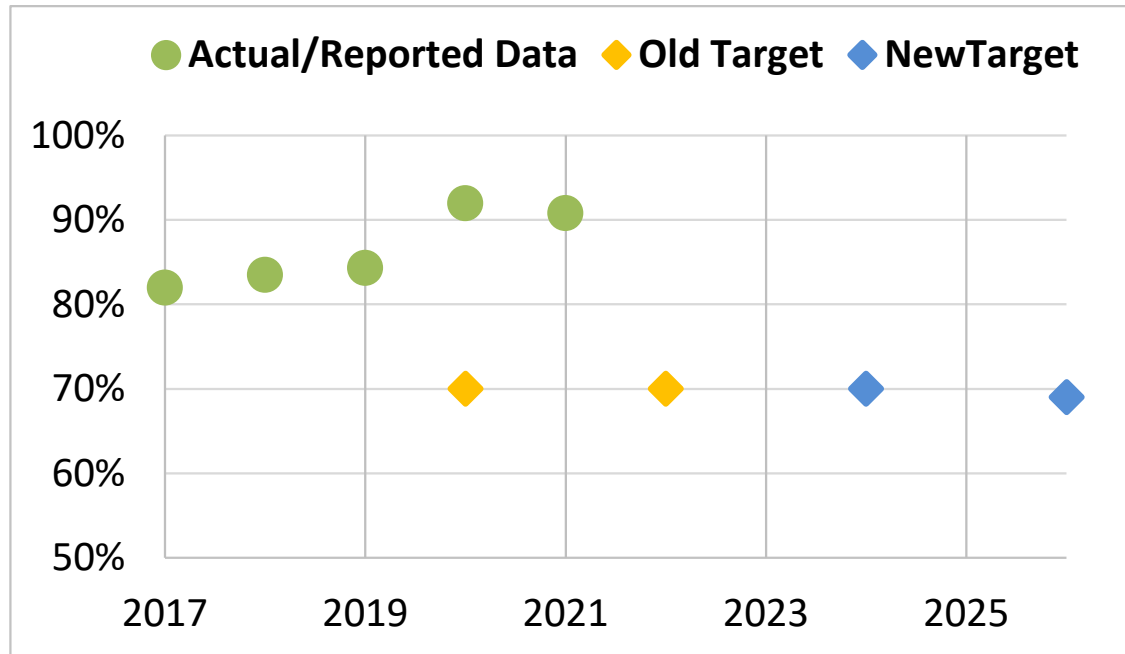
69%

Texas Report to FHWA

Non-Interstate Highway Reliability

Texas % of Non-Interstate Highway Reliable Person-Miles Traveled

Baseline (2019):
84.3%



2-Year Target:

70%

4-Year Target:

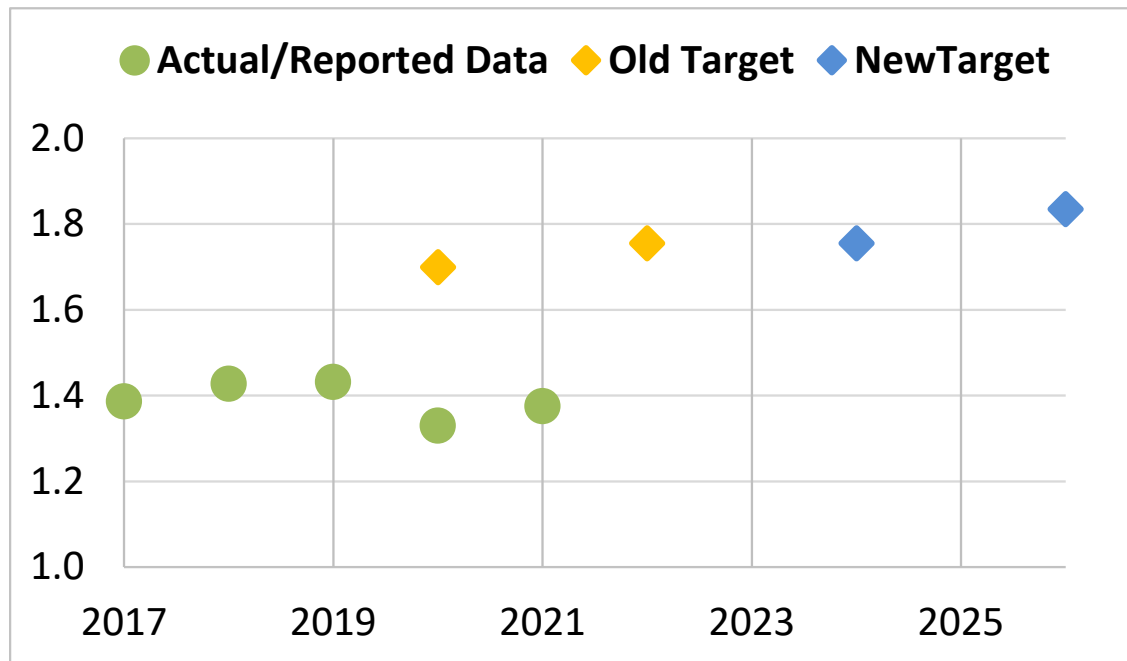
69%

Texas Report to FHWA

Interstate Highway Truck Travel Time Reliability

Texas Truck Travel Time Reliability Index

Baseline (2019):
1.43



2-Year Target:
1.76

4-Year Target:
1.84

Texas Report to FHWA

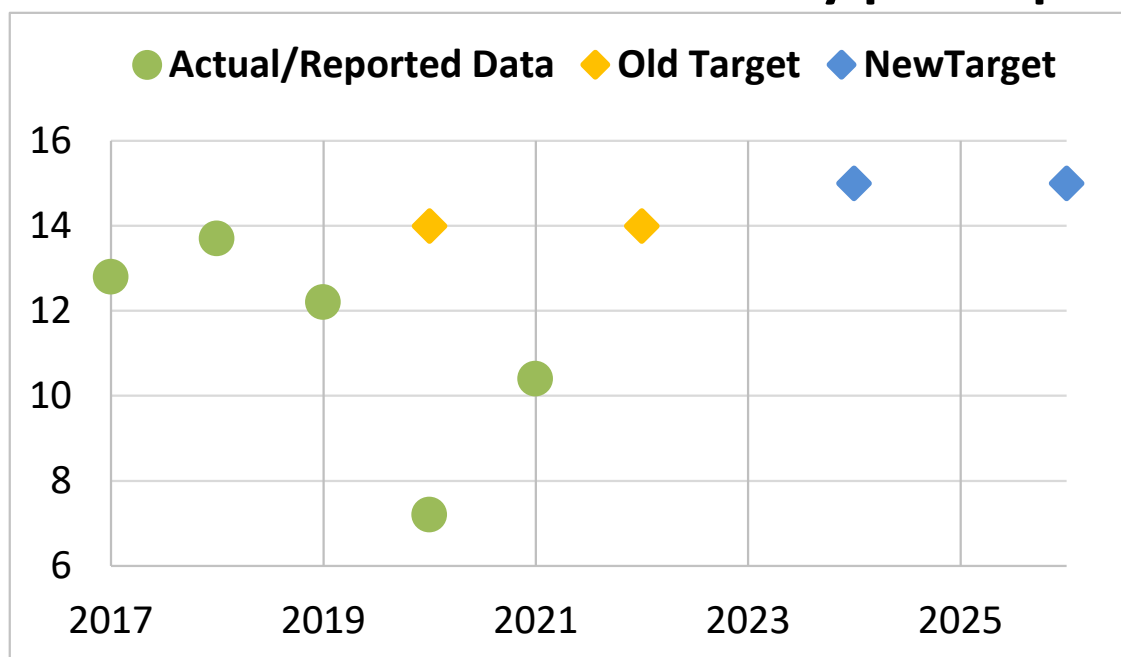
Peak-Hour Excessive Delay per Capita

Dallas-Fort Worth-Arlington (Texas)

Annual Hours of Excessive Delay per Capita

Baseline (2019):

12.2



2-Year Target:

15

4-Year Target:

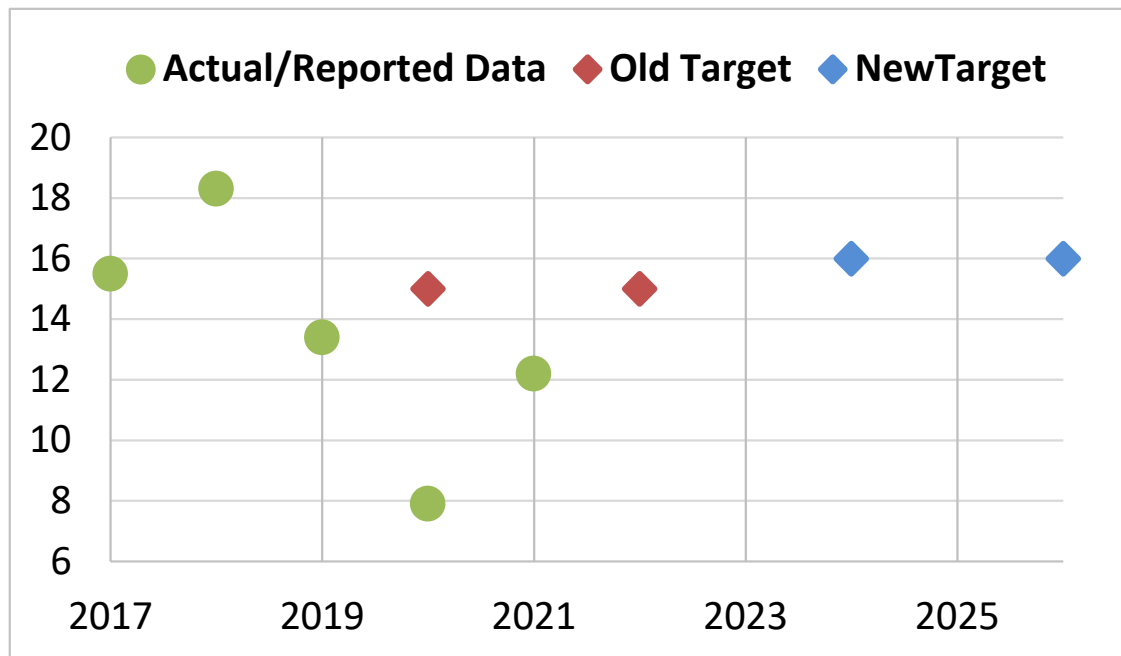
15

Texas Report to FHWA

Peak-Hour Excessive Delay per Capita Houston (Texas)

Annual Hours of Excessive Delay per Capita

Baseline (2019):
13.4



2-Year Target:

16

4-Year Target:

16

Texas Report to FHWA

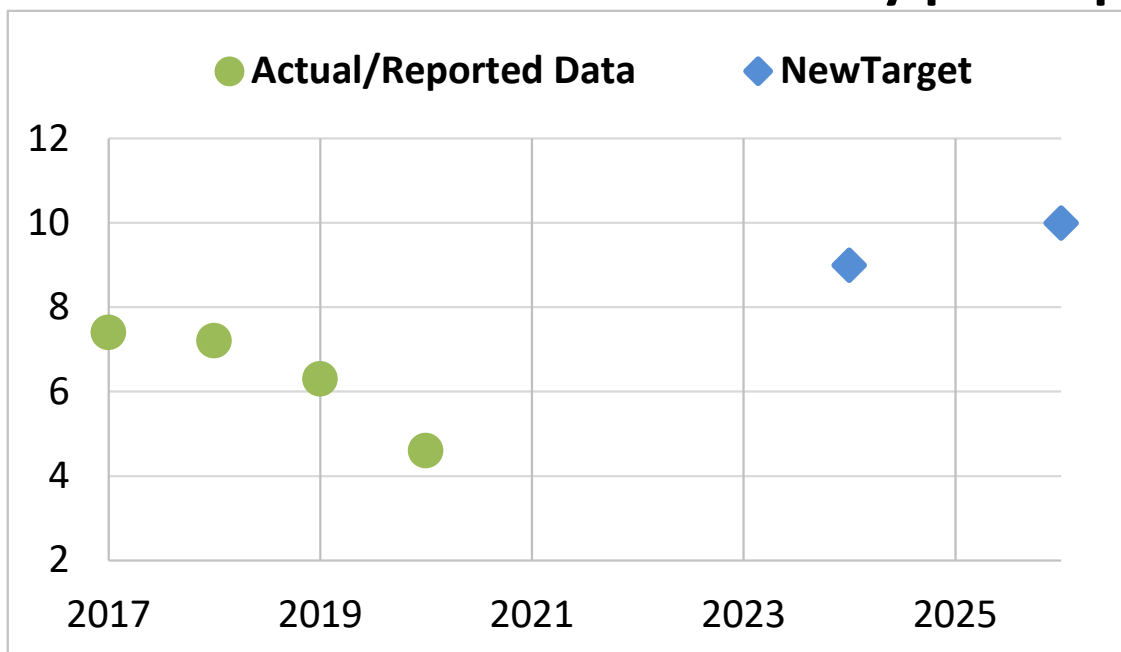
Peak-Hour Excessive Delay per Capita

El Paso (Texas)

Annual Hours of Excessive Delay per Capita

Baseline (2019):

6.3



2-Year Target:

9

4-Year Target:

10

Texas Report to FHWA

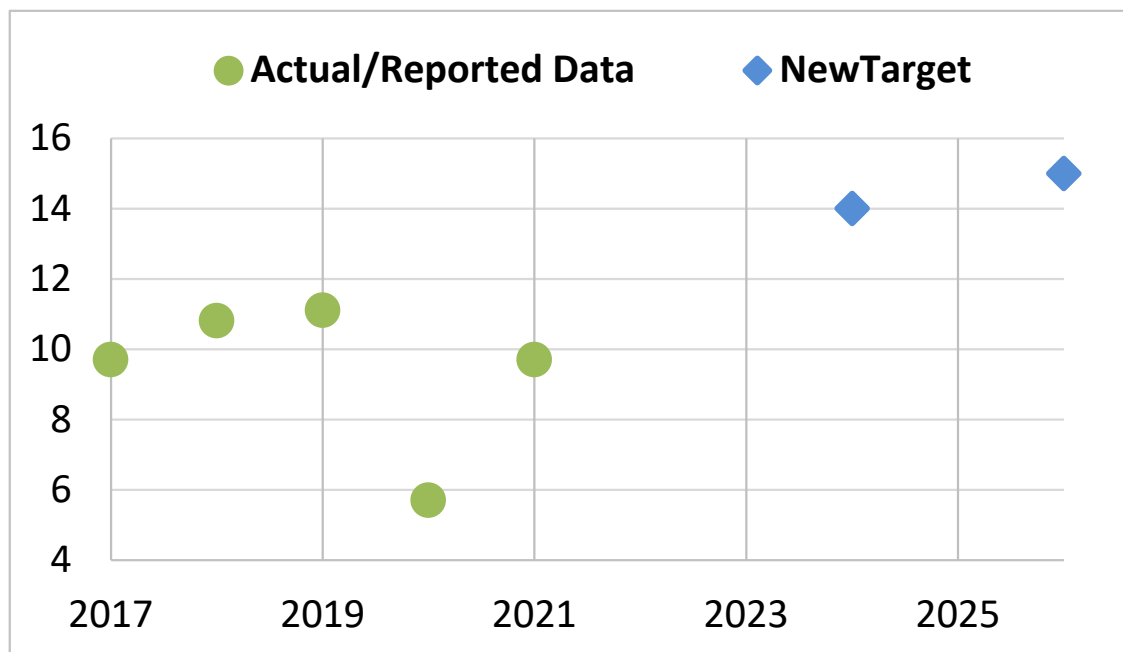
Peak-Hour Excessive Delay per Capita

San Antonio (Texas)

Annual Hours of Excessive Delay per Capita

Baseline (2019):

11.1



2-Year Target:

14

4-Year Target:

15