



VICTORIA MPO 2022 FEDERAL PERFORMANCE MEASURES REPORT

Background

Federal legislation requires a performance-based transportation planning process framework for the development of the Transportation Improvement Program (TIP) and the Metropolitan Transportation Plan (MTP) to provide more transparency in the selection and prioritization of surface transportation projects, which, also, includes 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.

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 feedback mechanism in which to measure success. States and MPOs jointly develop performance measures and targets with which to guide the transportation development process to achieve the federal goals.

The Policy Advisory Committee adopts performance measure targets on an annual basis. These targets are then incorporated into the programming and planning processes of the Transportation Improvement Program and Metropolitan Transportation Plan.

Safety

Infrastructure
Condition

Congestion
Reduction

System Reliability

Freight movement
and Economic
Vitality

Environmental
Sustainability

Reduced Project
Delivery Delays

Summary of Performance Measures

The MPO's Transportation Improvement Program (TIP) and Metropolitan Transportation Plan (MTP) require the use of a performance-based transportation planning process. Part of the performance-based planning process requires the adoption of performance targets in key areas, listed below.

1. Safety: (PM1),
2. Pavement and Bridge Conditions: (PM2),
3. System Performance and Freight Performance Measures: (PM3),
4. Transit Asset Management (TAM), and
5. Transit Safety Targets.

Safety (PM1)

1. Rate of Fatalities,
2. Number of Serious Injuries,
3. Rate of Serious Injuries,
4. Number of Non-Motorized Fatalities & Serious Injuries

Pavement & Bridge Conditions (PM2)

1. IH Pavement in Good Condition
2. IH Pavement in Poor Condition
3. NHS Pavement in Good Condition
4. NHS Pavement in Poor Condition
5. Bridge Deck in Good Condition
6. Bridge Deck in Poor Condition

System Performance (PM3)

1. IH Travel Time Reliability
2. NHS Travel Time Reliability
3. Freight Time Reliability

Transit Asset Management (TAM)

1. Percentage of Facilities with a Conditions Rating below 2.5
2. Percentage of Equipment with a Conditions Rating Below 2.5
3. Percent of Vehicles with a Conditions Rating Below 2.5

Transit Safety Targets

1. Number of Fatalities
2. Rate of Fatalities
3. Number of Injuries
4. Rate of Injuries
5. Number of Safety Events
6. Rate of Safety Events
7. Mean Distance between Major Mechanical Failures

Safety Performance Measures (PM1)

The Victoria MPO's Policy Advisory Committee supports and has adopted the Safety targets set by the Texas Department of Transportation (TxDOT). The figure below details the statewide safety targets which are supported by the priorities of the Policy Advisory Committee and project investment. Safety Targets are set annual, both at the state and MPO level, and are adjusted based on previous year's safety information and policy changes. Additional information on safety performance measure numbers is included in Appendix A.

2022 PM1 Targets

Safety (PM1)

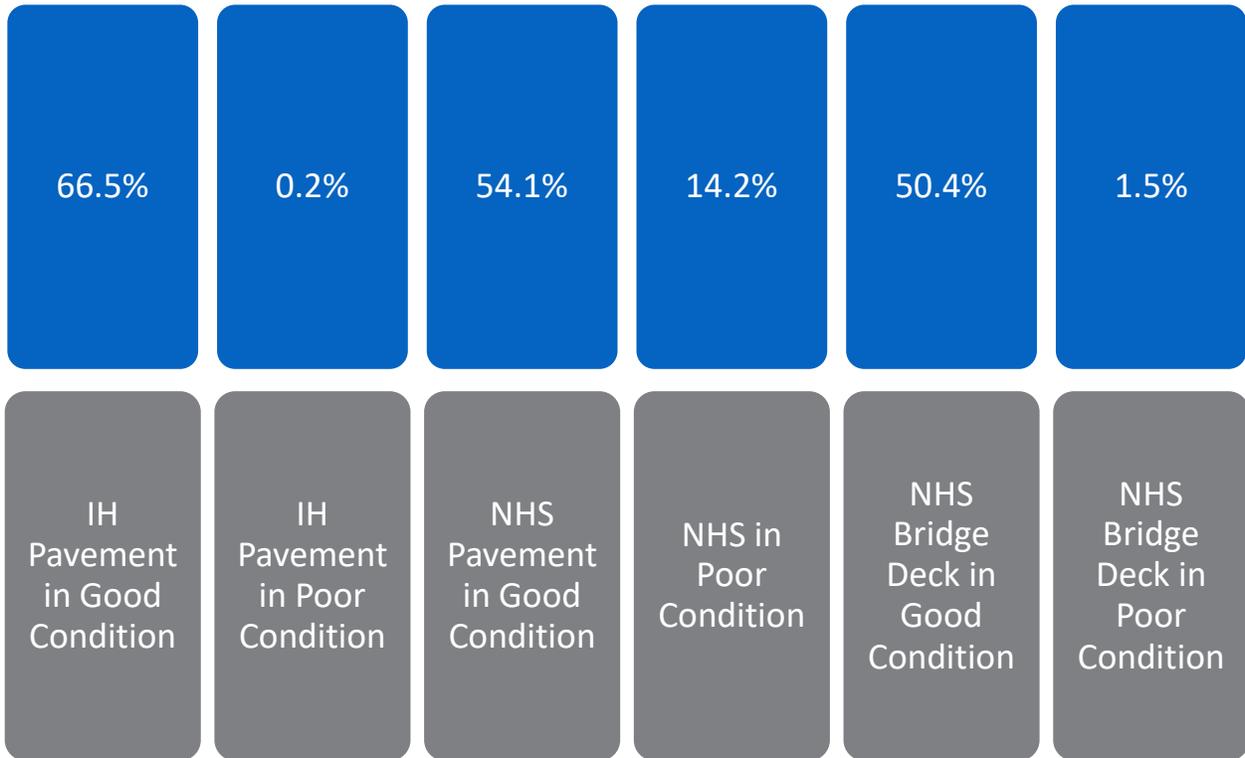
2022 Target as a 5-Year Average

Number of Fatalities	Rate of Fatalities	Number of Serious Injuries	Rate of Serious Injuries	Number of Non-Motorized Fatalities & Serious Injuries
3,563	1.27	16,677	5.76	2,367

Pavement & Bridge Conditions (PM2)

The Policy Advisory Committee evaluates the general condition of the regional transportation system by establishing minimum condition standards and setting target conditions for pavement and bridges. The Policy Advisory Committee currently supports TxDOT's Pavement and Bridge Performance Measures and has adopted the State's targets.

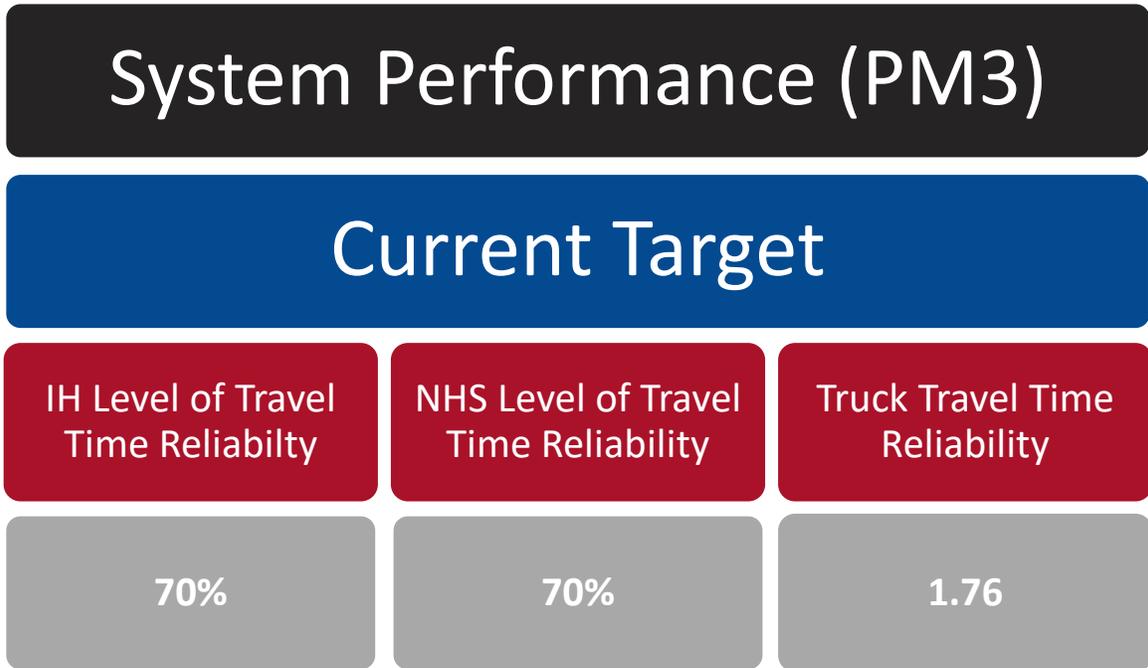
2022 PM2 Targets



Pavement & Bridge Conditions (PM2)

System Performance & Reliability (PM3)

The Policy Advisory Committee has prioritized addressing congestion in the region by establishing system performance measures and setting targets for system performance and reliability. The Policy Advisory Committee currently supports TxDOT's efforts and adopted the System Performance Targets set by the State.



Current 2022 PM3 Targets Adopted in 2021

Suggested PM3 Targets for 2022, 2024, & 2026

System Performance and Reliability targets are used to report on the performance of the interstate and non-interstate National Highway System (NHS) for the purpose of carrying out the National Highway Performance Program (NHPP) and to assess freight movement on the interstate system. Under this rule the Victoria MPO is required to establish targets for NHS Level of Travel Time Reliability. This is target, specifically, refers to:

- The percent of 'reliable' person miles traveled on non-interstate NHS system.

The Texas A&M Transportation Institute assists TxDOT with analyzing the National Performance Measure Research Data Set (NPMRDS) and providing the recommended targets to each MPO in Texas. System Reliability targets are set every 4 years but can be adjusted at the midpoint if necessary.

The Policy Advisory Committee last adopted and approved TTI's recommendations for all PM3 targets on August 10, 2021. The new recommended System Reliability targets for the Victoria MPO region for the next 4-year period are shown, below.

Recommended PM3 Targets

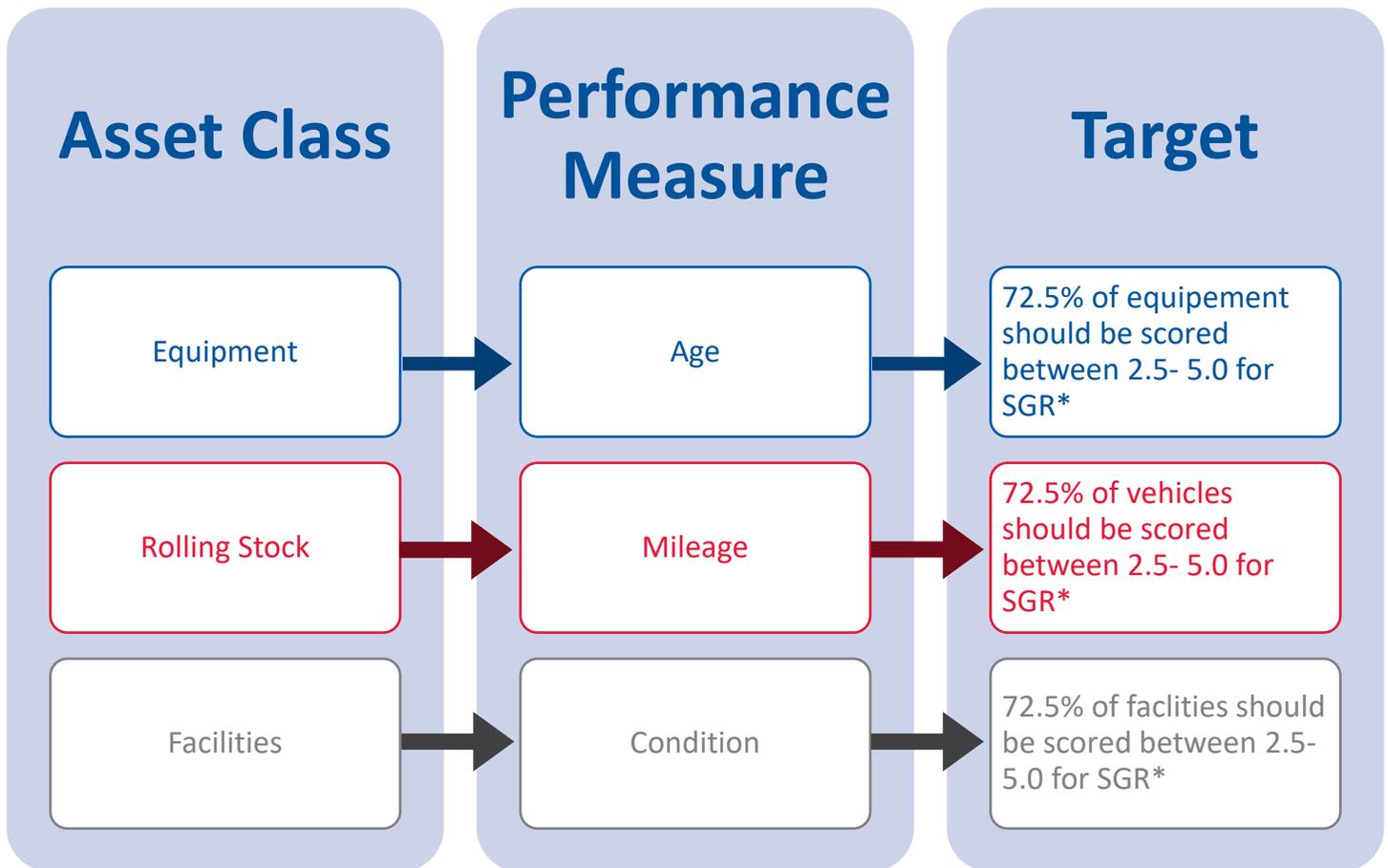
93%	93%	93%
NHS Level of Travel Time Reliability	NHS Level of Travel Time Reliability	NHS Level Travel Time Reliability
2022 Target	2024 Reccommended Target	2026 Reccommended Target

System Performance (PM3)

Transit Asset Management (TAM)

Direct recipients of federal funds from the Federal Transit Agency (FTA) must adopt Transit Asset Management (TAM) performance measures and targets. Golden Crescent Regional Planning Commission (GCRPC), as the operator of Victoria Transit, is a direct recipient and 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 set by the direct recipient of the region.

Current TAM Targets

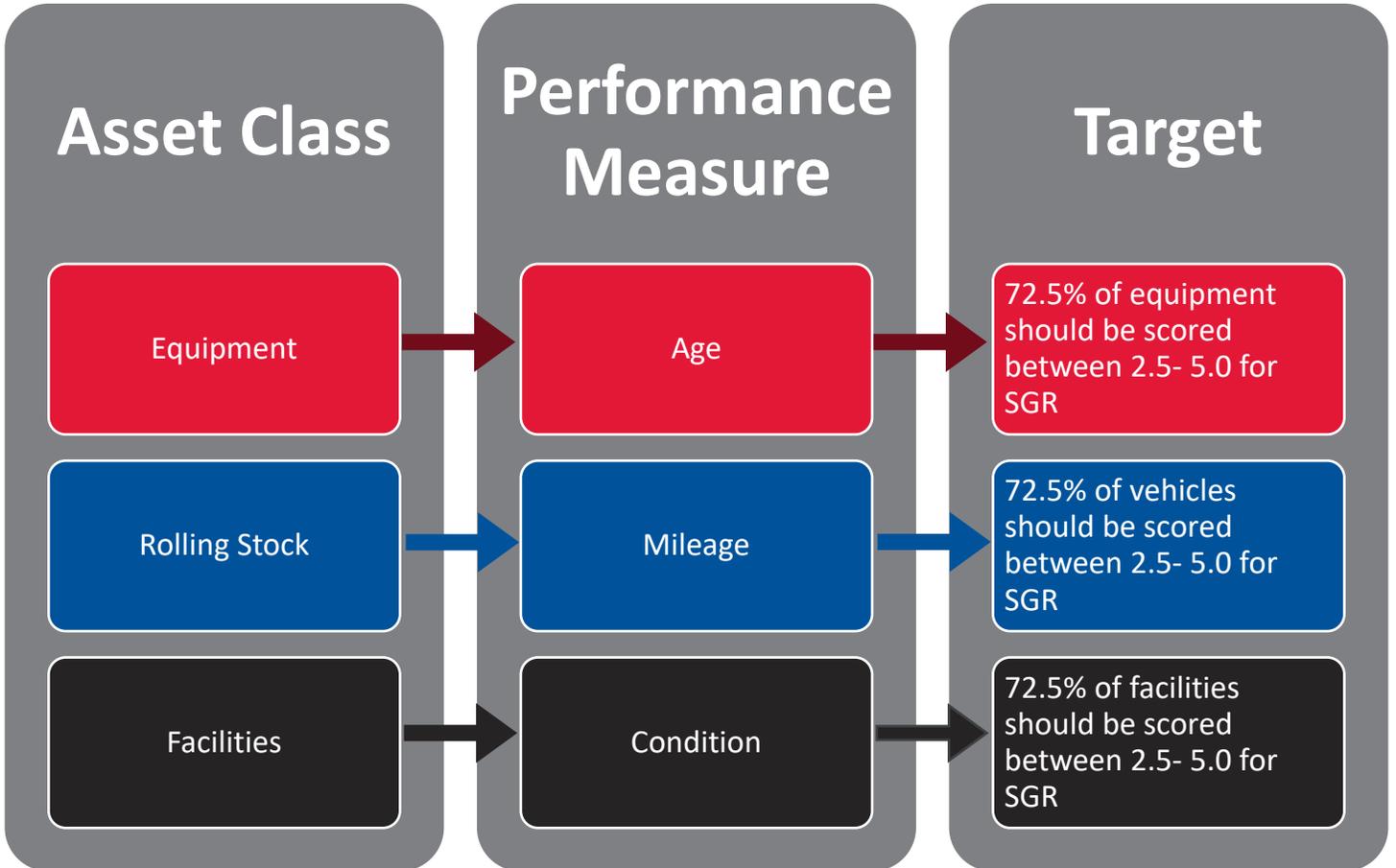


*SGR= State of Good Repair

Suggested TAM Targets for 2022

The TAM targets for 2022 are to remain the same and are shown in the table below.

Recommended TAM Targets



Transit Safety Targets

Direct recipients of 5307 federal funding from the FTA must comply with federal regulations by adopting a Public Transportation Agency Safety Plan (PTASP) which includes transit safety targets that are adopted annually by the Policy Advisory Committee and developed by the agency.

Current PTASP Targets

Transit Safety Targets Fixed Route (Bus)						
Number of Fatalities	Rate of Fatalities	Number of Injuries	Rate of Injuries	Number of Safety Events	Rate of Safety Events	Mean Distance Between Major Mechanical Failure
0	0	3.20	0.0000077	1.60	0.0000039	51,800

Transit Safety Targets Demand Response						
Number of Fatalities	Rate of Fatalities	Number of Injuries	Rate of Injuries	Number of Safety Events	Rate of Safety Events	System Reliability
0.2	0.0000005	2.2	0.0000053	1.4	0.0000034	203,280

Transit Safety Targets Fixed Route (Commuter Bus)

Number of Fatalities	Rate of Fatalities	Number of Injuries	Rate of Injuries	Number of Safety Events	Rate of Safety Events	System Reliability
0	0.0	0.7	0.0000023	2	0.0000068	209,447

Suggested Public Transportation Agency Safety Plan Targets

The 2022 PTASP targets are to remain the same and are shown in the table

Fixed Route (Bus)	Number of Fatalities	0
	Rate of Fatalities	0
	Number of Injuries	3.20
	Rate of Injuries	0.0000077
	Number of Safety Event	1.60
	Rate of Safety Events	0.0000039
	Mean Distance Between Major Mechanical Failure	51,800
	Demand Response	Number of Fatalities
Rate of Fatalities	0.0000005	
Number of Injuries	2.2	
Rate of Injuries	0.0000053	
Number of Safety Events	1.4	
Rate of Safety Events	0.0000034	
System Reliability	203,280	
Fixed Route (Commuter Bus)	Number of Fatalities	0
	Rate of Fatalities	0.0
	Number of Injuries	0.7
	Rate of Injuries	0.0000023
	Number of Safety Events	2
	Rate of Safety Events	0.0000068
	System Reliability	209,447

Appendix A- Additional Safety (PM1) Information

Safety is one of the most crucial aspects of transportation planning and programming. The Victoria MPO has considerable responsibility and agency in addressing transportation safety. The Policy Advisory Committee has routinely supported the safety targets set by TxDOT.

To provide the reader with a Safety Progress Comparison Report below is a table that shows the MPO's progress in addressing safety in transportation planning and programming since adopting Safety Performance Measures in 2018.

Year	Number of Fatalities		Rate of Fatalities		Number of Serious Injuries		Rate of Serious Injuries		Number of Non-Motorized Fatalities/Serious Injuries	
	Statewide	Victoria MPO	Statewide	Victoria MPO	Statewide	Victoria MPO	Statewide	Victoria MPO	Statewide	Victoria MPO
2018 Actual	3,642	17	1.29	5.91	14,937	71	5.37	24.67	2,104	7
2019 Actual	3,619	25	1.26	8.26	15,858	56	5.50	18.50	2,291	8
2020 Actual	3,874	21	1.49	7.25	14,659	50	5.63	17.27	2,206	7
2021 Actual	4,486	14	1.70	6.30	19,434	81	7.35	36.46	2,628	7
2022 Proposed Target	3,272	3,272	1.25	1.23	19,065	19,065	6.47	6.47	2,642	2,642
5-Year Real Data Rolling Average*	3,773	19	1.40	1.90	16,791	65	6.06	6.64	2,367	7

Appendix B- Additional Transit Safety Data

As mentioned in Appendix A, safety is one of the most crucial aspects of transportation planning and programming. The Victoria MPO has considerable responsibility and agency in addressing transportation safety as does Victoria Transit. The Policy Advisory Committee has routinely supported the safety targets set by GCRPC for Victoria Transit.

To provide the reader with a Safety Progress Comparison Report below is a table that shows Victoria Transit's progress in addressing safety in transportation planning and programming. The table shows an updated 5-year Baseline covering the years 2017-2021 and compares that data with the current adopted Transit Safety targets.

Fixed Route (Bus)		
Safety Measure	2021 Baseline (5-Year Average)	Adopted Targets
Number of Fatalities	0	0
Rate of Fatalities per 100,000 VRM	0	0.0
Number of Injuries	1.40	3.20
Rate of Injuries per 100,000 VRM	0.0000015	0.0000077
Number of Safety Events	1.40	1.60
Rate of Safety Events per 100,000 VRM	0.0000036	0.0000039
Mean Distance Between Major Mechanical Failures ^a	56,688	51,800
Demand Response		
Safety Measure	2021 Baseline (5-Year Average)	Adopted Targets
Number of Fatalities	0.2	0.0
Rate of Fatalities per 100,000 VRM	0.0000001	0.0000005
Number of Injuries	0.2	2.2
Rate of Injuries per 100,000 VRM	0.0000001	0.0000053
Number of Safety Events	0.8	1.4
Rate of Safety Events per 100,000 VRM	0.0000048	0.0000034
System Reliability (VRM/Mechanical Failures)	54,832	203,280
Fixed Route (Commuter)		
Safety Measure	2021 Baseline (5-Year Average)	Adopted Targets
Number of Fatalities	0	0.0
Rate of Fatalities per 100,000 VRM	0	0.0
Number of Injuries	0.4	0.7
Rate of Injuries per 100,000 VRM	0.0000014	0.0000023
Number of Safety Events	0.8	2
Rate of Safety Events per 100,000 VRM	0.0000028	0.0000068

System Reliability (VRM/Mechanical Failures)	128,113	209,447
All Routes in Victoria		
Safety Measure	5-Year Average (2017-2021)	Adopted Targets^b
Number of Fatalities	0.06	N/A
Rate of Fatalities per 100,000 VRM	0.00000002	N/A
Number of Injuries	0.4	N/A
Rate of Injuries per 100,000 VRM	0.0000014	N/A
Number of Safety Events	1	N/A
Rate of Safety Events per 100,000 VRM	0.0000036	N/A
System Reliability (VRM/Mechanical Failures)	68,182	N/A

The MPO does not adopt Transit Safety Targets for All Routes. This data is for informational purposes only

^a The FTA defines a major mechanical failure as a failure of some mechanical element of the revenue vehicle that prevents the vehicle from completing a scheduled revenue trip or from starting the next scheduled revenue trip because actual movement is limited or because of safety concerns.

^b The MPO does not adopt Transit Safety Targets for All Routes. Rather, this data is for informational purposes only to show the overall, average safety trends for all Transit in the Victoria MPO's Planning Area.