

NCTCOG Federal Performance Measures Progress Update

April 2026

Federal Performance Measure Rules

PM Rule	Description	Slide
PM1	Roadway Safety	4
PM2	Pavement and Bridge Condition	9
PM3	System Performance, Freight, and CMAQ	16
TAM	Transit Asset Management	33
PTASP	Public Transit Agency Safety Plans (Transit Safety	42

Upcoming Committee Actions

Rulemaking	Next Anticipated STTC Action	Next Anticipated RTC Action	Target-Setting Schedule
PM1 – Roadway Safety	Early 2027 (Information Only)	Early 2027 (Information Only)	Targets established as reductions over 5-year period
PM2 – Pavement and Bridge	Late 2026 - Early 2027	Late 2026 - Early 2027	Biennial
PM3 – System Performance, Freight, and CMAQ (Part 1)	August 28, 2026	September 13, 2026	Biennial
PM3 – System Performance, Freight, and CMAQ (Part 2)	Late 2026 - Early 2027	Late 2026 - Early 2027	Biennial
Transit Safety (PTASP)	Late 2029	Late 2029	Every 4 Years
Transit Asset Management	Late 2026 - Early 2027	Late 2026 - Early 2027	Every 4 Years

PM1 (Safety) Measures

- Number of Fatalities
- Rate of Fatalities
- Number of Serious Injuries
- Rate of Serious Injuries
- Bicyclist/Pedestrian Fatalities and Serious Injuries

More Information

www.nctcog.org/pm/fed/pm1

[Latest Committee Information](#)

PM1 (Safety) Measures

- Targets established as percentage reduction over a 5-year performance period
- NCTCOG supports TxDOT's percent reduction targets
 - For fatalities, percent reduction targets are based on a linear trendline that reaches a 50% reduction by 2035 and zero by 2050
 - For serious injuries, percent reductions are based on a 2% reduction from the observed trendline
- NCTCOG reports regional targets based on these statewide percent reductions

PM1 (Safety) Measures Percent Reduction Schedule

Targets: Number of Fatalities and Fatality Rate	
Year	Percentage Reduction*
2023	3.4%
2024	3.6%
2025	3.7%
2026	3.8%
2027	4.0%

Targets: Number of Serious Injuries and Serious Injury Rate	
Year	Percentage Reduction
2023	2%
2024	2%
2025	2%
2026	2%
2027	2%

PM1 (Safety) Measure Targets – 2025-2026

Safety Performance Targets	2025 Targets	Draft 2026 Targets	Target Reduction
No. of Fatalities	634.42	610.31*	3.7% in 2025 3.8% in 2026
Fatality Rate	0.767	0.739*	3.7% in 2025 3.8% in 2026
No. of Serious Injuries	4,382.5	3,752.4	2% per year
Serious Injury Rate	5.282	4.54	2% per year
No. of Bicyclist and Pedestrian Fatalities and Serious Injuries	Fatalities: 192.4 Serious Injuries: 448.5 Combined: 640.9	Fatalities: 185.1 Serious Injuries: 439.5 Combined: 624.6	Fatalities: 3.7% in 2025 3.8% in 2026 Serious Injuries: 2%

Targets are based on a 5-year rolling average. 2026 targets calculated using 2020 -2024 (observed) data.

Data Source – TxDOT's Crash Records Information System (C.R.I.S.).

* 2026 Fatality Targets will be recalculated using 2024 Fatality Analysis Reporting System (FARS) data once made available.

PM1 (Safety) Measures – Progress Towards Targets

- No targets for these measures are currently being met
- However, fatalities and fatal crashes in the region have fallen steadily after peaking in 2021
- Measures will be positively impacted by:
 - NCTCOG's upcoming \$57 million Safety Program, which will fund speed enforcement and enhanced education, Bicycle/Pedestrian enhanced education and engineering, Freeway operations engineering, a youth safety program, and an edge pavement program
 - Decreases in travel speed due to increasing congestion
- Measures will be negatively impacted by:
 - Driver behavior
 - Increases to average travel speed due to congestion relief projects recommended by Mobility 2050

PM2 Measures

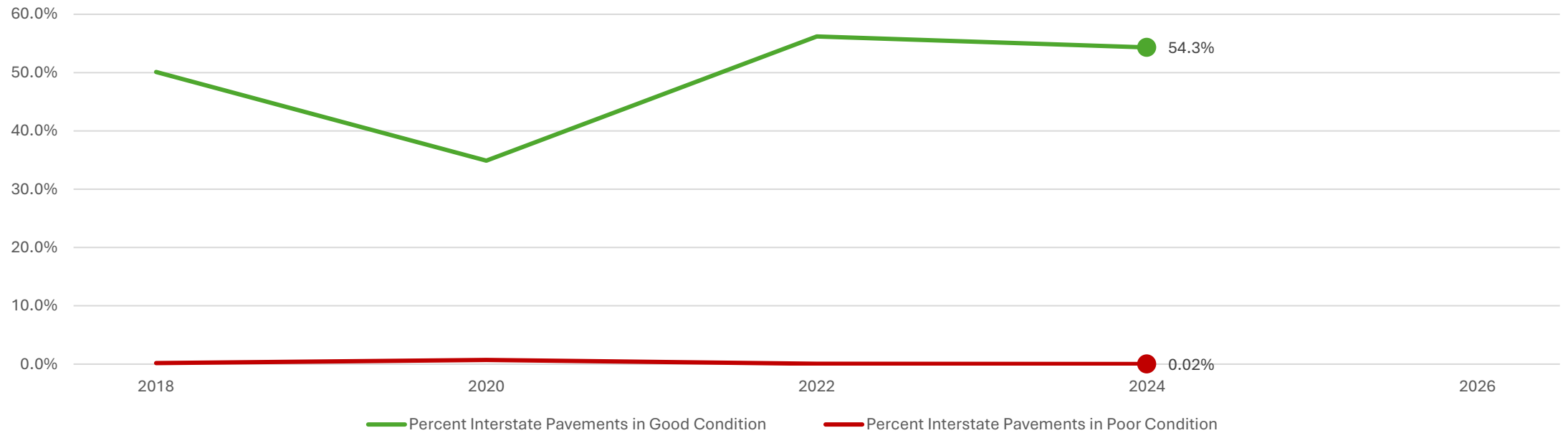
- Percent Interstate Pavements in **Good** Condition
- Percent Interstate Pavements in **Poor** Condition
- Percent Non-Interstate NHS Pavements in **Good** Condition
- Percent Non-Interstate NHS Pavements in **Poor** Condition
- Percent Bridge Deck Area in **Good** Condition
- Percent Bridge Deck Area in **Poor** Condition

More Information

www.nctcog.org/pm/fed/pm2

[Latest Committee Action](#)

Interstate Pavements

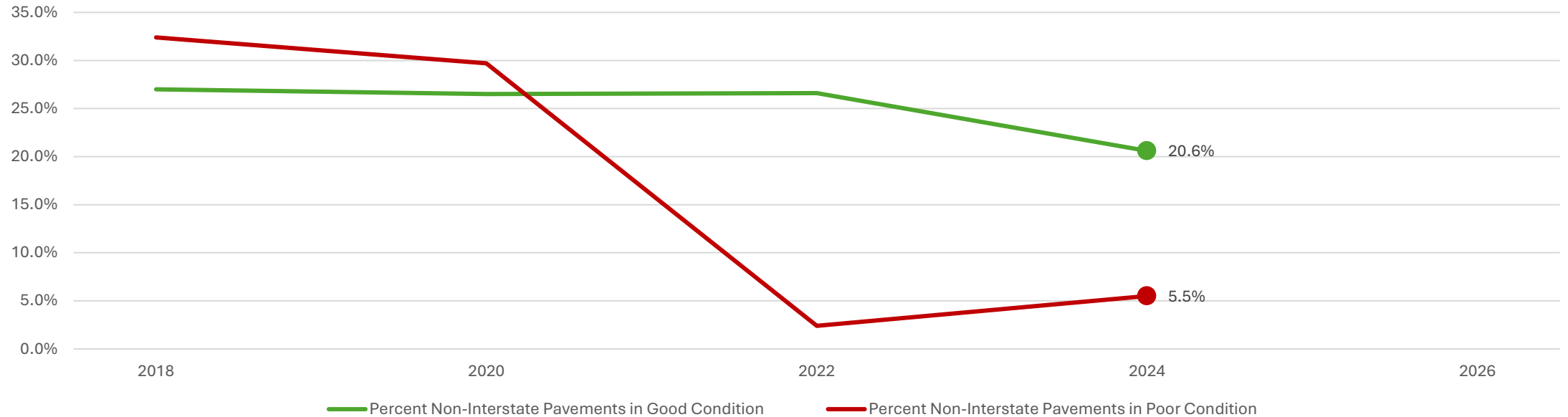


Percentage of lane miles on the Interstate meeting Federal criteria for Good and Poor condition

Interstate Pavements – Progress Towards Targets

- NCTCOG has opted to support statewide targets for PM2 measures (No numerical targets exist for NCTCOG region)
- Most Interstate pavements are in Good condition, but data variability and infrequency make trends difficult to discern and forecast
- Measures will be positively impacted by:
 - Policies, programs, and projects recommended by [Mobility 2050](#) that will replace pavement on many Interstate corridors
 - Regular TxDOT maintenance activities
- Measures will be negatively impacted by:
 - Ongoing wear and tear
 - Construction activities

Non-Interstate Pavements

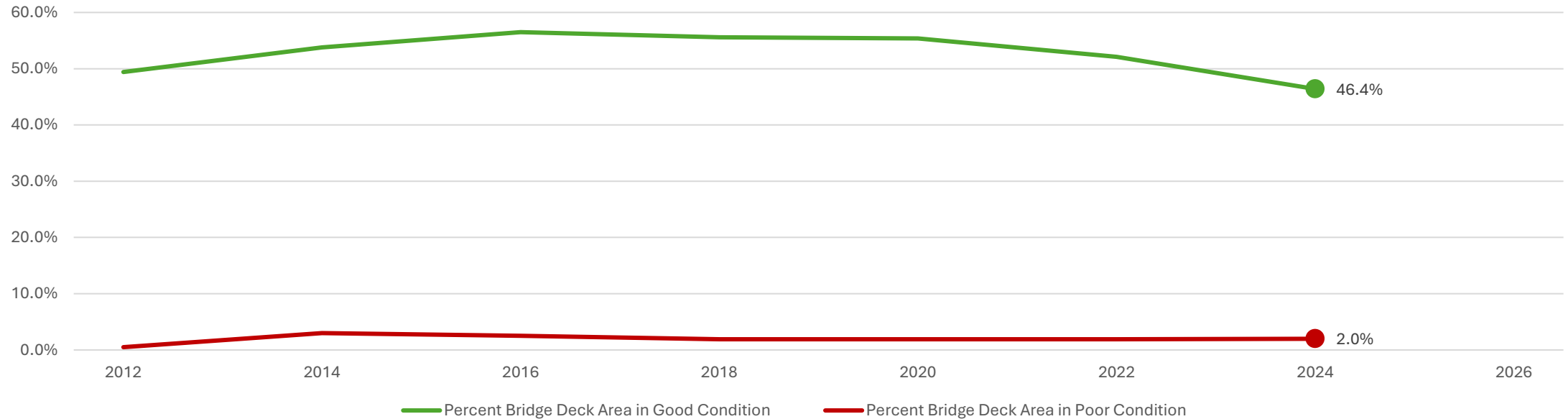


Percentage of lane miles on the Non-Interstate NHS meeting Federal criteria for Good and Poor condition

Non-Interstate Pavements – Progress Towards Targets

- NCTCOG has opted to support statewide targets for PM2 measures (No numerical targets exist for NCTCOG region)
- Non-Interstate NHS is maintained by a variety of authorities (TxDOT, NTTA, local governments), and condition varies greatly depending on maintaining authority
 - Locally-maintained arterials are generally in the worst condition
- Generally, non-Interstate pavements are in worse condition than Interstates
- Measures will be positively impacted by:
 - Policies, programs, and projects recommended by [Mobility 2050](#) that will replace pavement on many non-Interstate corridors
 - Regular TxDOT maintenance activities, regular local government maintenance/replacement activities
 - NCTCOG initiatives to assist local governments with pavement maintenance activities
- Measures will be negatively impacted by:
 - Ongoing wear and tear
 - Construction activities

Bridge Condition



Percentage of bridge deck area on the NHS meeting Federal criteria for Good and Poor condition

Bridge Condition – Progress Towards Targets

- NCTCOG has opted to support statewide targets for PM2 measures (No numerical targets exist for NCTCOG region)
- Bridges on the NHS are maintained by a variety of authorities (TxDOT, NTTA, local governments), and condition varies greatly depending on maintaining authority
- A very small number of poor bridges exist in the region
- Measures will be positively impacted by:
 - Policies, programs, and projects recommended by [Mobility 2050](#) that will replace many bridges
 - RAISE, BUILD grants and other special funding sources being tapped to replace Poor bridges
 - Regular TxDOT maintenance activities, regular local government maintenance/replacement activities
- Measures will be negatively impacted by:
 - Ongoing wear and tear
 - Construction activities

PM3 Measures

- Interstate Reliability
- Non-Interstate Reliability
- Truck Travel Time Reliability
- Peak Hour Excessive Delay
 - Dallas-Fort Worth-Arlington
 - Denton-Lewisville
 - McKinney-Frisco
- Non-SOV Travel
 - Dallas-Fort Worth-Arlington
 - Denton-Lewisville
 - McKinney-Frisco
- Total Emissions Reductions - NOx
- Total Emissions Reductions - VOC

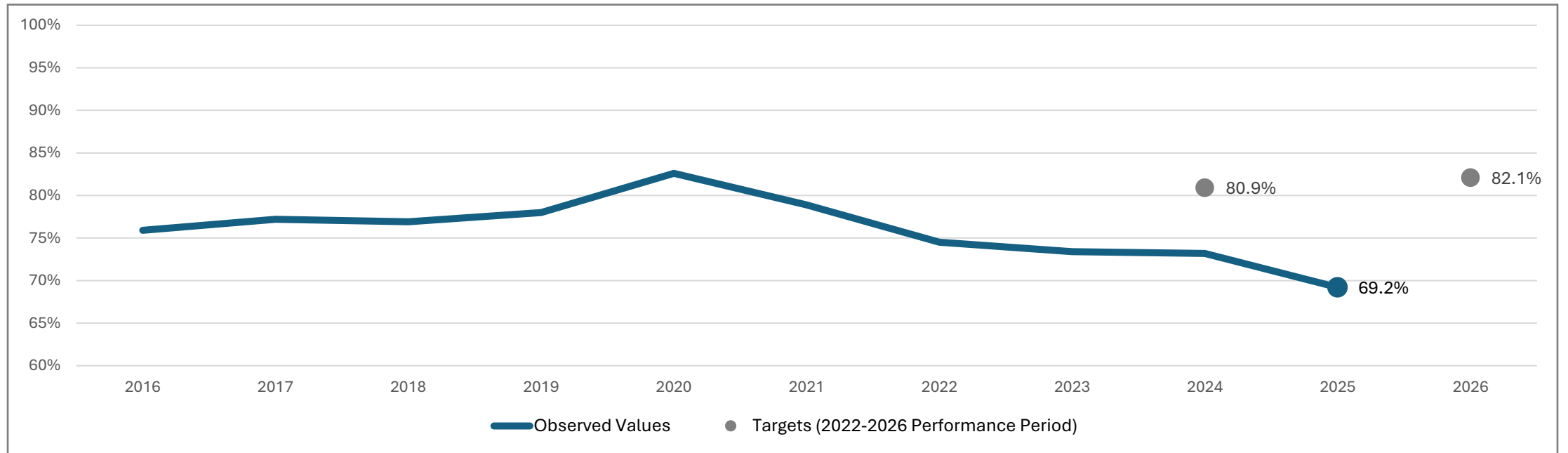
More Information

www.nctcog.org/pm/fed/pm3

[Latest Committee Action \(Part 1\)](#)

[Latest Committee Action \(Part 2\)](#)

Interstate Reliability

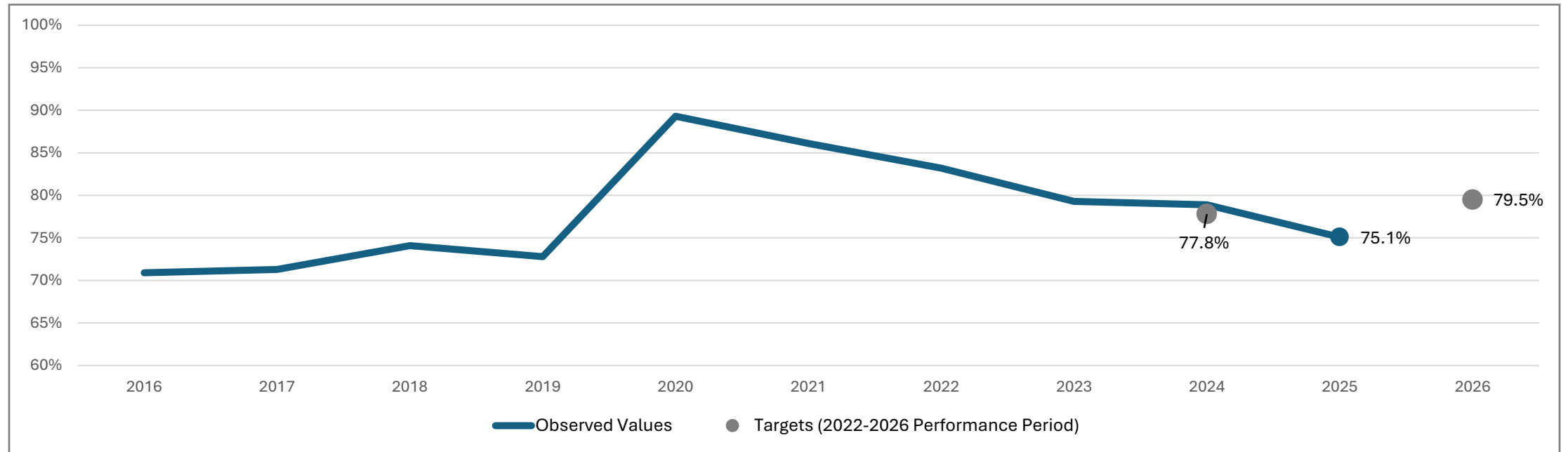


Percentage of person-miles of travel that meets Federal threshold for Reliability (predictability) on the Interstate system

Interstate Reliability – Progress Towards Targets

- Interstate reliability is declining (worsening) relative to latest targets
- Steady declines from peak in 2020 (COVID-19); “new normal” is not yet evident
- Measures will be positively impacted by:
 - Policies, programs, and projects recommended by [Mobility 2050](#) that will make significant improvements to Interstate corridors
- Measures will be negatively impacted by:
 - Continued growth placing strain on Interstates
 - Unpredictable weather events; crashes

Non-Interstate Reliability

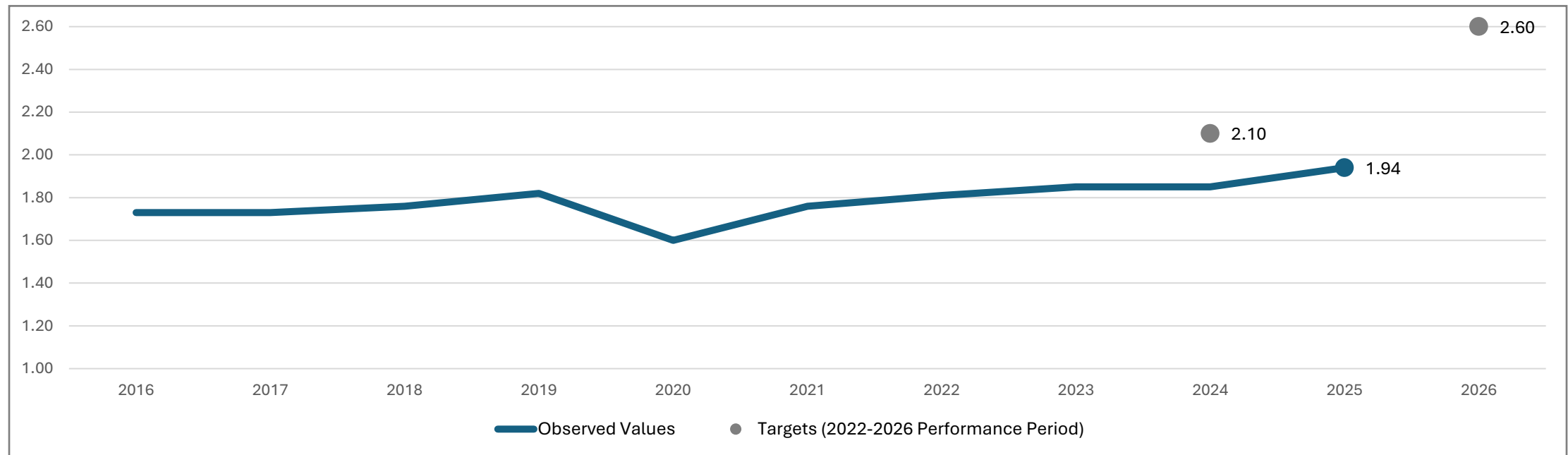


Percentage of person-miles of travel that meets Federal threshold for Reliability (predictability) on the Non-Interstate NHS

Non-Interstate Reliability – Progress Towards Targets

- Non-Interstate reliability is declining (worsening) relative to latest targets, though remains higher (better) than Interstate reliability
- Steady declines from peak in 2020 (COVID-19); “new normal” is not yet evident
- Achieved 2024 target (barely) – not on track to meet 2026 target
- Measures will be positively impacted by:
 - Policies, programs, and projects recommended by [Mobility 2050](#) that will make significant improvements to Non-Interstate corridors
 - Railroad grade separations
 - RAISE, BUILD grants won by NCTCOG and local governments
- Measures will be negatively impacted by:
 - Continued growth placing strain on Non-Interstates, particularly in urban fringe areas
 - Unpredictable weather events; crashes

Truck Travel Time Reliability

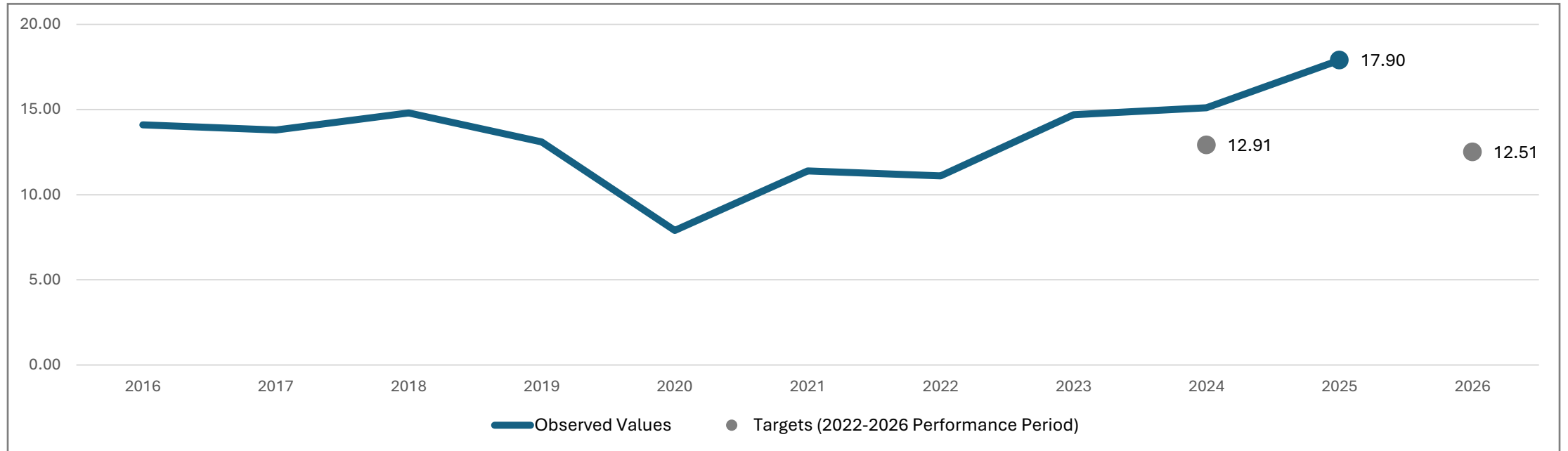


Level of travel time reliability index for freight travel on the Interstate system

Truck Travel Time Reliability – Progress Towards Targets

- Truck Travel Time Reliability is increasing (worsening) slightly
- Large post-pandemic worsening that was anticipated has not materialized
- Met 2024 target and on track to meet 2026 target
- Measures will be positively impacted by:
 - Policies, programs, and projects recommended by [Mobility 2050](#) (particularly Asset Optimization) that will make significant improvements to freight movement on Interstate corridors
 - Railroad grade separations
- Measures will be negatively impacted by:
 - Continued growth of freight movement placing strain on Interstates
 - Unpredictable weather events; crashes

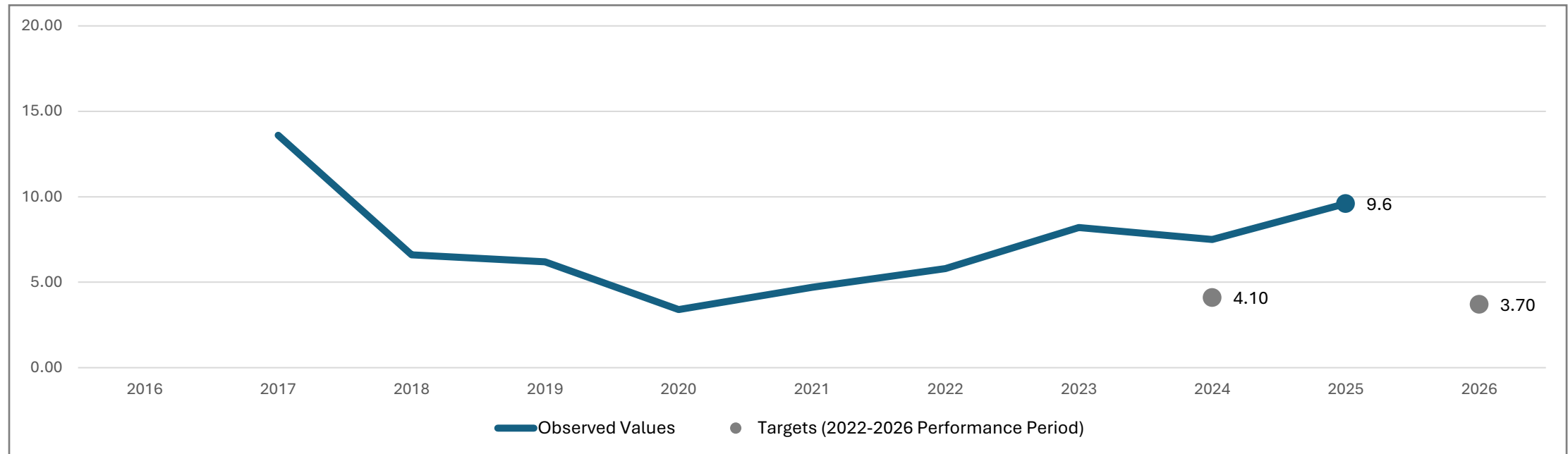
Peak-Hour Excessive Delay (Dallas – Fort Worth – Arlington)



Hours per capita spent in excessive delay conditions on the NHS

A measure of absolute congestion rather than predictability/reliability

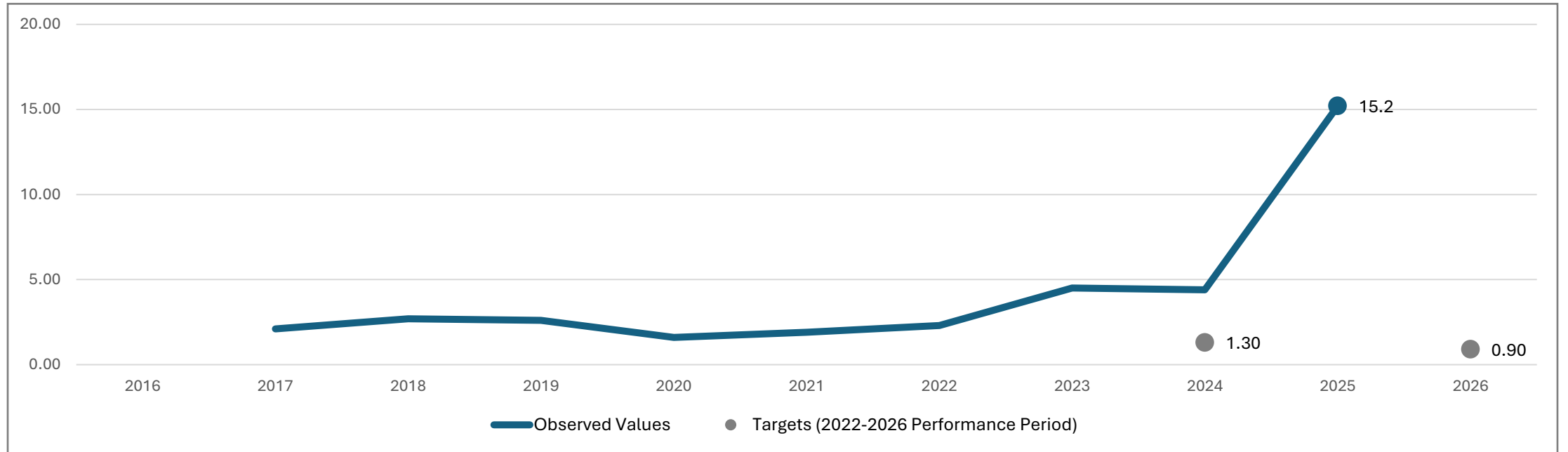
Peak-Hour Excessive Delay (Denton - Lewisville)



Hours per capita spent in excessive delay conditions on the NHS

A measure of absolute congestion rather than predictability/reliability

Peak-Hour Excessive Delay (McKinney - Frisco)



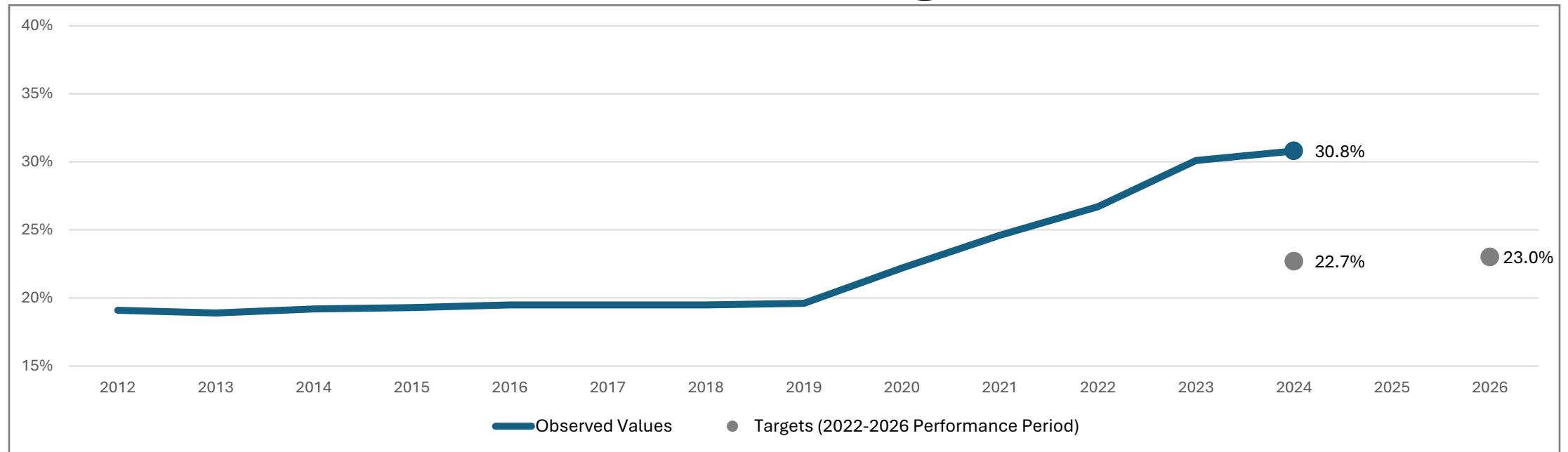
Hours per capita spent in excessive delay conditions on the NHS

A measure of absolute congestion rather than predictability/reliability

Peak-Hour Excessive Delay - Progress Towards Targets

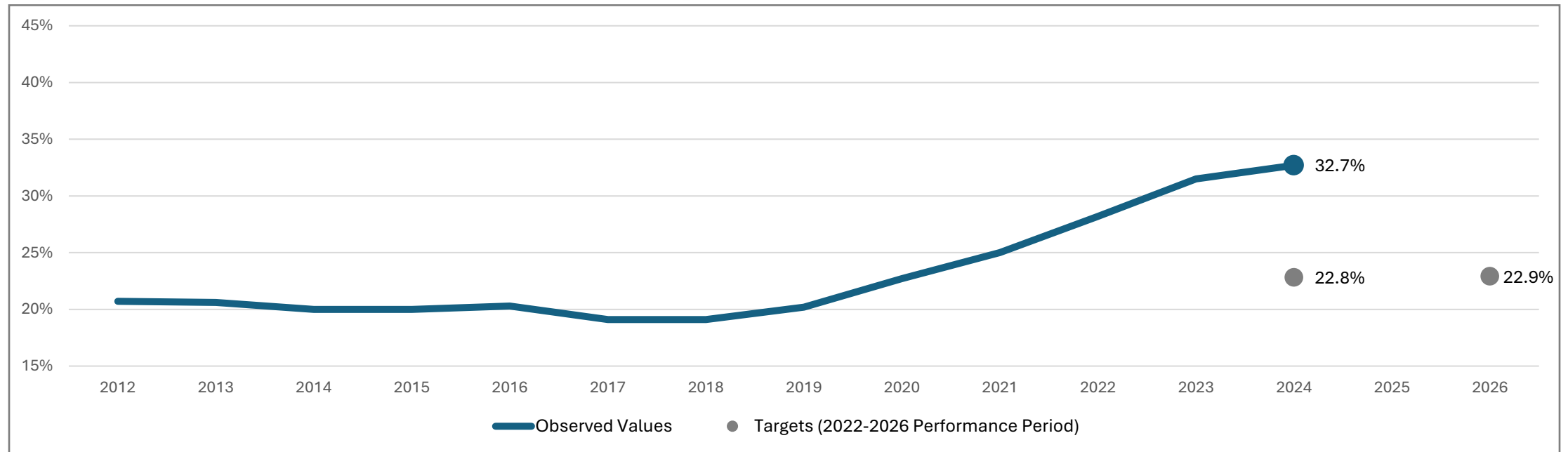
- PHED is worsening in all urban areas
- Small urban areas have proven to be highly variable and difficult to establish targets for
- Did not meet 2024 targets and not on track to meet 2026 targets
- Measures will be positively impacted by:
 - Policies, programs, and projects recommended by [Mobility 2050](#) that will make significant improvements to movement on the NHS
 - RAISE, BUILD grants won by NCTCOG and local governments
- Measures will be negatively impacted by:
 - Continued growth placing strain on the NHS, particularly where it may be underdeveloped on suburban fringes

Percent Non-SOV Travel (Dallas – Fort Worth – Arlington)



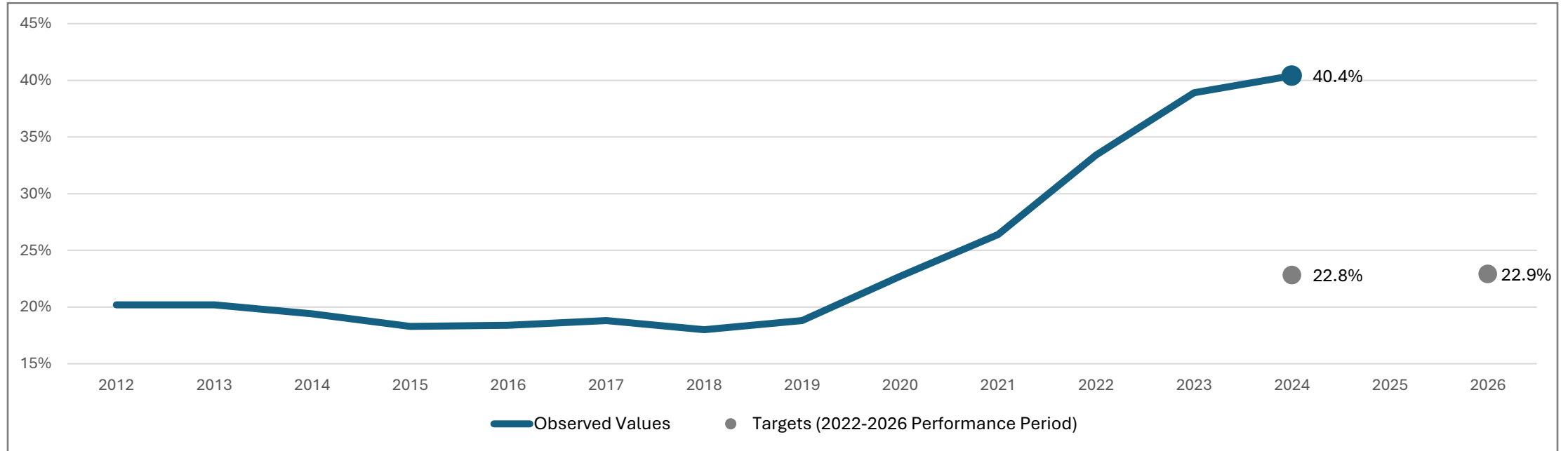
Percent of commute travel reported by the American Community Survey as using any mode other than “Drove Alone”

Percent Non-SOV Travel (Denton - Lewisville)



Percent of commute travel reported by the American Community Survey as using any mode other than “Drove Alone”

Percent Non-SOV Travel (McKinney - Frisco)



Percent of commute travel reported by the American Community Survey as using any mode other than “Drove Alone”

Percent Non-SOV Travel - Progress Towards Targets

- Non-SOV travel uses 5-Year ACS Estimates – latest values still include pandemic telecommuting – will take several more years to see impacts of return-to-office mandates
- Met 2024 targets and on track to meet 2026 targets
- Measures will be positively impacted by:
 - Recommended improvements to bicycle-pedestrian trail network/sidewalks
 - Recommended expansions of the region's transit system (including but not limited to the DART Silver Line)
- Measures will be negatively impacted by:
 - Return-to-office mandates

Total Emissions Reductions – NOx and VOC

2018-2022 Performance Period				
Pollutant	2018 Observed (Baseline)	2020 Observed	2020 Target	2022 Target*
NOx	2410.8	5884.42	2892.96	7403.95
VOC	499.72	1418.56	599.67	1814.02

2022-2026 Performance Period				
Pollutant	2022 Observed (Baseline)	2024 Observed	2024 Target	2026 Target
NOx	1942.2	4929.94	2330.64	4195.15
VOC	466.9	865.8	599.9	1035.83

Total emissions reductions (measured in kg/day) by CMAQ-funded projects

*NCTCOG exercised its option to revise 2022 targets for these measures at the midpoint of the performance period

Total Emissions Reductions - Progress Towards Targets

- NCTCOG has consistently exceeded targets for these measures over time in both performance periods
- Successful in implementing projects that reduce emissions
- Data consistency issues have led to variable measures
- Measures will be positively impacted by:
 - Continued funding of projects that benefit air quality

Transit Asset Management (TAM) Measures

Asset Category	Metric
Rolling Stock (Transit Vehicles)	Vehicles that meet or exceed the industry standard, defined as either the Federal Transit Administration (FTA) Default Useful Life Benchmark (ULB) or custom agency benchmarks
Infrastructure (Rail Track)	Rail track segments with performance restrictions
Equipment (Support Vehicles)	Vehicles that meet or exceed the industry standard, defined as either the FTA Default ULB or custom agency benchmarks
Facilities (Buildings, Stations, Park & Rides)	Transit facilities rated below “Adequate” (3.0) on the industry standard Transit Economic Requirements Model (TERM) scale

More Information

www.nctcog.org/pm/fed/tam

Latest Committee Action

Rolling Stock

Asset Type ¹	Percent of revenue vehicles that have met or exceeded their useful life benchmark			Large Agency Target	Small Provider Target
	FY2021	FY2022	FY2023		
Bus	2%	4%	1%	0%	5%
Small Bus	24%	24%	16%	0%	5%
Light Rail Vehicle	0%	0%	0%	0%	5%
Commuter Rail Locomotive	0%	44%	0%	0%	5%
Commuter Rail Passenger Car	0%	0%	0%	0%	5%
Articulated Bus	0%	0%	0%	0%	5%
Commuter Rail Passenger Coach ²	0%	48%	0%	0%	5%

¹Rolling stock assets include a small number of vehicles reported to the National Transit Database as "inactive."

²Includes assets rebuilt near the end of their useful life with the assumption of a minimum useful life extension of 10 years, which may be too conservative (i.e., vehicles may be in better condition than expected based on completed rebuild activities).

Percent of vehicles that meet or exceed the industry standard Federal Transit Administration (FTA) default Useful Life Benchmark (ULB)

Rolling Stock – Progress towards Targets

- Recognizing the differences in their fleet characteristics, NCTCOG has opted to adopt separate targets for small and large providers
- Latest data indicates that all targets are being met except for Small Bus (typically operated by smaller providers)
- Measures will be positively impacted by:
 - Continued fleet replacement activities by all providers (assisted by NCTCOG's Cooperative Vehicle Procurement Program)
 - Expansion of transit systems (Acquisition of newly constructed vehicles for services like the DART Silver Line)
- Measures will be negatively impacted by:
 - Continued aging of transit fleets

Infrastructure

Rail Mode	FY2021 Performance	FY2022 Performance	FY2023 Performance	Large Agency/ Small Provider Target
Light Rail	0.20%	0%	0%	0%
Commuter Rail	12.55%	0%	0%	0%
Streetcar Rail	0%	0%	0%	0%
Hybrid Rail	0%	0%	0%	0%

Percent of rail track segments with performance restrictions

Note: No small providers in the region operate rail services

Infrastructure – Progress towards Targets

- Only relevant to large providers that operate rail systems
- Latest data indicates that no track segments currently have performance restrictions, meeting 0% targets
- Measures will be positively impacted by:
 - Continued track maintenance activities
 - Expansion of transit systems (New revenue trackage for the DART Silver Line and TRE double tracking projects)
- Measures will be negatively impacted by:
 - Continued aging of existing rail trackage

Equipment

Asset Type	FY2021 Performance	FY2022 Performance	FY2023 Performance	Large Agency/ Small Provider Target
Automobiles	57%	57%	76%	25%
Steel Wheel Vehicles	33%	33%	50%	25%
Trucks & Other Rubber Tire Vehicles	69%	69%	64%	25%

Percent of non-revenue vehicles that meet or exceed the industry standard FTA Default ULB

Equipment – Progress towards Targets

- NCTCOG has adopted 25% targets for these measures for both small and large providers
- Latest data indicates that all targets are being exceeded for this measure
- Many providers push older revenue vehicles into non-revenue roles
- Measures will be positively impacted by:
 - Replacement of older non-revenue vehicles by transit providers
 - Expansion of transit systems (New maintenance vehicles for projects like the DART Silver Line)
- Measures will be negatively impacted by:
 - Providers continuing to retire older revenue vehicles into non-revenue roles

Facilities

Asset Type	Fiscal Year 2021 Performance	Fiscal Year 2022 Performance	Fiscal Year 2023 Performance	Large Agency/ Small Provider Target
Administrative/ Maintenance	13%	13%	21%	0%
Passenger/Parking	2%	0%	1%	0%

Percentage of Facilities Assets with Condition Rating below 3.0 on Federal Transit Administration (FTA) Transit Economic Requirements Model (TERM)

Facilities – Progress towards Targets

- NCTCOG has adopted 0% targets for these measures for both small and large providers
- Latest data indicates that all targets are being exceeded for this measure, as some facilities are below 3.0 on the TERM scale
- Very small amounts of Passenger-facing elements (Parking) are below 3.0; somewhat larger amounts for Administrative/Maintenance facilities
- Measures will be positively impacted by:
 - Transit provider facility maintenance activities
 - Expansion of transit systems (New facilities for projects like the DART Silver Line)
- Measures will be negatively impacted by:
 - Continued aging of existing facilities

Public Transit Agency Safety Plans (PTASP) (Transit Safety Measures)






- Major Events and Collisions
 - Total Major Events
 - Major Events Rate
 - Collision Rate
 - Pedestrian and Vehicular Collision Rates
- Fatalities, Injuries, and Assaults
 - Total Fatalities
 - Total Fatality Rate
 - Transit Worker Fatality Rate
 - Total Injuries
 - Total Injury Rate
 - Total Assaults on Transit Workers
 - Assaults on Transit Workers Rate
- System Reliability (Average Miles between major mechanical failures)

More Information

<http://www.nctcog.org/pm/fed/ptasp>

Latest Committee Action

Major Events and Collisions









Measures	Desired Trend Indicating Improvement	FY2020-FY2023 Baseline Average	Targets
Total Major Events		241	217
Major Events rate*		0.355	0.320
Collisions rate*		0.188	0.169
Pedestrian Collisions rate*		0.098	0.088
Vehicular Collisions rate*		0.067	0.061

Note: Rates are per 100,000 vehicle revenue miles

Major Events and Collisions – Progress Towards Targets

- Targets set with overall aspirational goal for slight improvement over existing observations
- All measures therefore slightly in exceedance of targets
- Major Events and Collisions in the region are rare, but in need of addressing
- Measures will be positively impacted by:
 - Transit worker education and training, safety infrastructure investments near transit stations and stops
- Measures will be negatively impacted by:
 - For “total” measures, expansion of the transit system (more vehicles, infrastructure, operators, and users may mean more events)

Fatalities, Injuries, and Assaults

Measures	Desired Trend Indicating Improvement	FY2020-FY2023 Baseline Average	Targets
Total Fatalities		10	0
Fatalities rate*		0.015	0.000
Transit Worker Fatalities rate*		0.008	0.000
Total Injuries		271	244
Injuries rate*		0.397	0.357
Transit Worker Injuries rate*		0.037	0.033
Total Assaults on Transit Workers		5	0
Assaults on Transit Workers rate*		0.007	0.000

Note: Rates are per 100,000 vehicle revenue miles

Fatalities, Injuries, and Assaults – Progress towards Targets

- Assaults on Transit Workers is a new measure for this cycle
- Fatality targets are set to 0 (Consistent with RTC policy that any death on the transportation system is unacceptable)
- Other targets set with overall aspirational goal for slight improvement over existing observations
- All measures therefore slightly in exceedance of targets
- Fatalities, Injuries, and Assaults in the region are rare, but in need of addressing
- Measures will be positively impacted by:
 - Transit worker education and training, law enforcement presence
- Measures will be negatively impacted by:
 - For “total” measures, expansion of the transit system (more vehicles, infrastructure, operators, and users may mean more fatalities, injuries, and assaults)

System Reliability

Measures	Desired Trend Indicating Improvement	FY2020-FY2023 Baseline Average	Targets
System Reliability		20,751	22,826

Average miles between major mechanical failures

System Reliability – Progress towards Targets

- Target set with overall aspirational goal for slight improvement over existing observations
- System reliability is therefore slightly in exceedance of target
- Major mechanical failures in the region are rare, but in need of addressing
- Measures will be positively impacted by:
 - Improved maintenance of transit infrastructure
 - Expansion of the transit system (New infrastructure for projects like the DART Silver Line)
- Measures will be negatively impacted by:
 - Continued aging of existing transit infrastructure

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