



FEDERAL PERFORMANCE MEASURES UPDATE

SYSTEM PERFORMANCE, FREIGHT, AIR QUALITY (PM₃),
TRANSIT ASSET MANAGEMENT, and
PUBLIC TRANSPORTATION AGENCY SAFETY PLAN

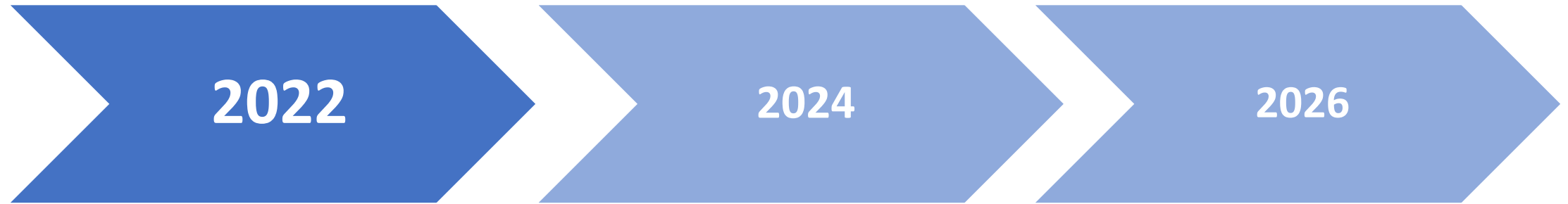
JENNY NARVAEZ

REGIONAL TRANSPORTATION COUNCIL

09.08.2022

PM3: System Performance, Freight, and CMAQ

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First performance period ends

Second performance period begins

RTC adopts targets for 2024 and 2026

Mid-performance period report due

RTC adjusts or reaffirms 2026 targets

Second performance period ends

Third performance period begins

RTC adopts targets for 2028 and 2030



PM3 Measures and Targets

Measure		Desired Trend Indicating Improvement	Original Targets (Updated 2020)		Baseline (Latest Observed)	New Targets Forecast/Trend	
			2020	2022		2024	2026
Interstate Reliability		↗	78.6%	79.5%	78.9%	80.9%	82.1%
Non-Interstate Reliability		↗	N/A	71.1%	86.1%	77.8%	79.5%
Peak Hour Excessive Delay	Dallas-Fort Worth-Arlington	↘	N/A	15.00 hrs.	11.40 hrs.	12.91 hrs.	12.51 hrs.
	Denton-Lewisville	↘	New Measure		4.70 hrs.	4.10 hrs.	3.70 hrs.
	McKinney	↘	New Measure		1.90 hrs.	1.30 hrs.	0.90 hrs.
Truck Travel Time Reliability		↘	1.83	1.90	1.76	2.10	2.60



PM₃ Measures and Targets (continued)

Measure		Desired Trend Indicating Improvement	Original Targets (Updated 2020)		Baseline (Latest Observed)	New Targets Forecast/Trend	
			2020	2022		2024	2026
Percent Non-SOV Travel	Dallas-Fort Worth-Arlington	↗	19.8%	20.2%	22.2%	22.7%	23.0%
	Denton-Lewisville	↗	New Measure		22.7%	22.8%	22.9%
	McKinney	↗	New Measure		22.7%	22.8%	22.9%
On-Road Mobile Source Emissions Reductions (Cumulative)	NO _x (kg/day)	↗	5,884.42	7,403.95	1,942.20	2,330.64	4,195.15
	VOC (kg/day)	↗	1,418.56	1,814.02	466.90	599.90	1,035.83



Addressing PM₃ Measures

Many measures strongly impacted by COVID-19 pandemic

Most measures returning to normal trends; some are retaining improvements

All PM₃ stand to be improved by policy, program, and project recommendations of the Mobility 2045 Update

PM₃ measures, metrics, and calculation techniques integrated into project selection as appropriate

Truck Travel Time Reliability continues to worsen, though it is being specifically targeted by the following policies:

FP3-007: Improve efficiency by promoting safety, mobility, and accessibility on the freight networks.

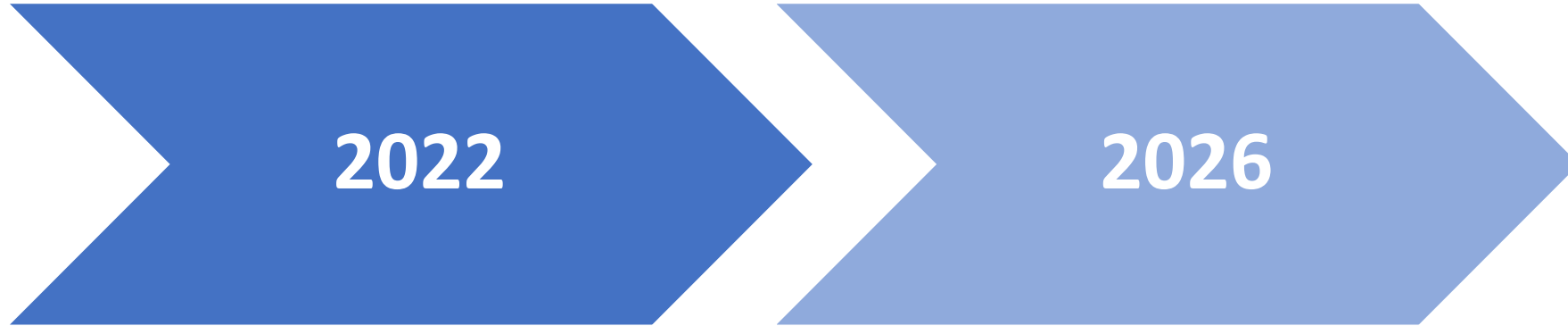
FP3-002: Encourage the freight industry to participate in freight system planning and development to improve air quality and delivery time reliability.

FP2-120: Freight System/Network Planning



TAM: Transit Asset Management

Transit Asset Management



**Report on progress
toward FY2018-2022
targets**





**RTC adopts targets for
FY2023-2026**

**Report on progress
toward FY2023-2026
targets**

**RTC adopts targets for
FY2027-2030**







TAM: Targets & Regional Performance (Large Agencies)

Asset Category	Metric	Desired Trend Indicating Improvement	Current Target	Current Performance (FY2020)	Proposed Target
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		0%	5.8%	0%
Infrastructure (Rail Track)	Rail track segments with performance restrictions		0%	3.39%	0%
Equipment (Support Vehicles)	Vehicles that meet or exceed the industry standard, defined as either the FTA Default ULB or custom agency benchmarks		0%	59.8%	25%
Facilities (Buildings, Stations, Park & Rides)	Transit facilities rated below “Adequate” (3.0) on the industry standard Transit Economic Requirements Model (TERM) scale		0%	1.7%	0%



TAM: Targets & Regional Performance (Small Providers)

Asset Category	Metric	Desired Trend Indicating Improvement	Current Target	Current Performance (FY2020)	Proposed Target
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		0%	14.7%	5%
Infrastructure (Rail Track)	Rail track segments with performance restrictions		0%	0%	0%
Equipment (Support Vehicles)	Vehicles that meet or exceed the industry standard, defined as either the FTA Default ULB or custom agency benchmarks		0%	62.2%	25%
Facilities (Buildings, Stations, Park & Rides)	Transit facilities rated below “Adequate” (3.0) on the industry standard Transit Economic Requirements Model (TERM) scale		0%	0%	0%



TAM: Various Target Setting Methods

Providers in region employ a variety of methods to set targets and measure performance

Most set targets based on overall performance of each individual asset category and type and use a mix of FTA and custom definitions for Useful Life Benchmarks (ULB)

TxDOT (Transit Division) Group Plan contains 15% targets

NEW: 2021 Bipartisan Infrastructure Law added that USDOT now requires project sponsors for **Fixed Guideway Capital Investment Grant** applications to have made progress toward TAM targets. This is also a consideration for **State of Good Repair Grant** rail vehicle replacement applications.



Committee Schedule

Date	Committee Meeting
July 22	STTC Information Item - Performance Measures and Draft Targets
August 18	RTC Information Item - Performance Measures and Draft Targets
August 26	STTC Action Item - Recommend Approval of Final Targets
September 8	RTC Action Item - Approval of Final Targets
October 1	Deadline for Targets



Recommended RTC Action*

Approve 2024 and 2026 targets as presented for the following PM3 (System Performance, Freight, and CMAQ) measures:

Interstate Reliability

Non-Interstate Reliability

Peak Hour Excessive Delay

Truck Travel Time Reliability

Percent Non-SOV Travel

Total Emissions Reductions (NO_x and VOC)

Approve FY2023-2026 targets as presented for the following Transit Asset Management (TAM) measures:

Rolling Stock (Transit Vehicles)

Infrastructure (Rail Track)

Equipment (Support Vehicles)

Facilities (Buildings, Stations, Park & Rides)

*STTC Recommended RTC Adoption of Proposed Targets



Contacts

Jenny Narvaez
Program Manager
817-608-2342
jnarvaez@nctcog.org

James McLane
TR Info. Systems Manager
817-704-5636
jmclane@nctcog.org

Ezra Pratt
Transportation Planner II
817-695-9259
epratt@nctcog.org

Chris Klaus
Senior Program Manager
817-695-9286
cklaus@nctcog.org

Shannon Stevenson
Senior Program Manager
817-608-2304
sstevenson@nctcog.org

www.nctcog.org/pm/fed

