Federal Highway Administration Measure Target Re-affirmation or Revisions

NCTCOG Public Meeting
August 6, 2020

James McLane
What Is Performance Measurement?

Framework for relating observed performance of the transportation system to:

- Regional goals and priorities
- Planning processes and documents
- Project selection and Policies

Recent Federal transportation legislation (MAP-21/FAST Act)

Long history of performance measurement at NCTCOG

Setting targets is only beginning of the story!
Performance Measurement Activities

COVID-19: Changing Mobility
Local: Progress North Texas
Federal:
Later: Safety (PM1) = 5
Later: Transit Asset Management (TAM) = 4
Later: Transit Safety (PTASP) = 4
Later: Pavement and Bridge (PM2) = 6

Now: System Performance (PM3) = 7

Additional Examples: www.nctcog.org/pm
Upcoming PM2/PM3 Action

2018
First Performance Period began
RTC adopted targets for 2020 and 2022

2020
Mid-performance period report due
RTC adjusts or reaffirms 2022 targets

2022
First Performance period ends
Second performance period begins
RTC adopts targets for 2024 and 2026
PM3: System Performance, Freight, and CMAQ

7 Measures related to various aspects of the transportation system

Reliability, Congestion, Mode Choice, Emissions

November 8, 2018: RTC Adopted quantitative 2020 and 2022 regional targets

Updated targets due to FHWA via TxDOT October 1st

COVID-19 Impacts yet to be determined
# PM3: DRAFT Recommendations

<table>
<thead>
<tr>
<th>Measure</th>
<th>Desired Trend Indicating Improvement</th>
<th>Original Targets (as of 2018)</th>
<th>Updated Forecast/Trend</th>
<th>2022 Target Recommendation</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>2020</td>
<td>2022</td>
<td>2020</td>
</tr>
<tr>
<td>Interstate Reliability</td>
<td>🔑</td>
<td>78.6%</td>
<td>79.5%</td>
<td>78.4%</td>
</tr>
<tr>
<td>Non-Interstate Reliability</td>
<td>🔑</td>
<td>N/A</td>
<td>71.1%</td>
<td>74.4%</td>
</tr>
<tr>
<td>Truck Travel Time Reliability</td>
<td>🔑</td>
<td>1.71</td>
<td>1.66</td>
<td>1.83</td>
</tr>
<tr>
<td>Peak Hour Excessive Delay</td>
<td>🔑</td>
<td>N/A</td>
<td>15.00 hrs.</td>
<td>13.25 hrs.</td>
</tr>
<tr>
<td>Non-SOV Travel</td>
<td>🔑</td>
<td>19.9%</td>
<td>20.2%</td>
<td>19.8%</td>
</tr>
<tr>
<td>Total Emissions Reductions – NOx</td>
<td>🔑</td>
<td>2,892.96</td>
<td>5,062.68</td>
<td>5,884.42</td>
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<tr>
<td>Total Emissions Reductions - VOC</td>
<td>🔑</td>
<td>599.67</td>
<td>1,079.40</td>
<td>1,418.56</td>
</tr>
</tbody>
</table>

*Accept revised target resulting in development of work plan with focus to improve freight movement*
PM3: Related Policies, Programs, Projects

Actively address worsening freight reliability with programs, policies, and projects to support freight movement

Existing Examples:
- Incident Detection and Response (tow truck staging)
- Techniques Encouraging Trucks from Peak Periods

Supporting Alternative Transportation Options

Assessing COVID-19 impacts on measures

Addressing measures in planning processes
- Ongoing Congestion Management Process update
- Upcoming Mobility plans
- UTP/10-Year Plan
- 2021-2024 TIP
## Schedule

<table>
<thead>
<tr>
<th>Date</th>
<th>Event Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>July 24</td>
<td>STTC Information</td>
</tr>
<tr>
<td>August 10</td>
<td>Online Public Input Opportunity</td>
</tr>
<tr>
<td>August 13</td>
<td>RTC Information (PM3)</td>
</tr>
<tr>
<td>August 28</td>
<td>STTC Action (PM3)</td>
</tr>
<tr>
<td>September 10</td>
<td>RTC Action (PM3)</td>
</tr>
<tr>
<td>October 1</td>
<td>Revised PM3 Targets Due to FHWA via TxDOT</td>
</tr>
<tr>
<td>November 2020-</td>
<td>Possible RTC Action on PM2 Targets (Depending on TxDOT)</td>
</tr>
<tr>
<td>Early 2021</td>
<td></td>
</tr>
<tr>
<td>Early 2021</td>
<td>Anticipated RTC Action on PM1/TAM/PTASP Targets</td>
</tr>
</tbody>
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Questions, Comments, Contacts

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https://www.nctcog.org/pm/fed