

Federal Performance Measures Update

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September 2026 Public Meeting
09.14.2026



Federal Performance Measures

Highway Measures and Transit Programs Work Toward Safer and More Reliable Travel

One Federal Performance System

PM1–PM3 track highway outcomes.
TAM and PTASP guide transit asset and safety management.

1

PM1 — Highway safety: fatalities and serious injuries, including rates and non-motorized users.

2

PM2 — Infrastructure condition: good and poor pavement and NHS bridge condition.

3

PM3 — System performance: travel reliability, freight movement, congestion, and emissions.

4

Transit Safety (PTASP)— Agency safety planning: including Safety Management System to identify and control transit risks.

5

TAM — Transit Asset Management: keeps vehicles, facilities, equipment, and infrastructure in good repair.



Federal Performance Measure Rules

Rulemaking	Next Anticipated STTC Action	Next Anticipated RTC Action	Target-Setting Deadline
PM1 – Roadway Safety	Early 2027 (Information Only)	Early 2027 (Information Only)	Five years from previous set targets (early 2028)
PM2 – Pavement and Bridge	February 26, 2027	March 11, 2027	180 days from TxDOT targets (early 2027)
PM3 – Non-SOV¹, PHED², and Emissions Reductions	August 28, 2026	September 10, 2026	October 1, 2026 Provide targets to TxDOT
PM3 – Highway System, Non-Interstate System Performance, and Freight	February 26, 2027	March 11, 2027	180 days from TxDOT targets (early 2027)
Transit Safety (PTASP)	Early 2029	Early 2029	Early 2029 Provide targets to TxDOT and FTA
Transit Asset Management	August 28, 2026	September 10, 2026	October 2026 Provide targets to TxDOT and FTA

1. Non-SOV: Non-Single Occupancy Vehicle

2. PHED: Peak Hour Excessive Delay



PM3: System Performance, Freight, and Congestion/Air Quality

Non-SOV – Percent of Non-Single Occupancy Vehicle Travel

Measures the percentage of commuters who travel by carpool, public transportation, walking, bicycling, teleworking, or another method instead of driving alone

PHED – Annual Hours of Peak-Hour Excessive Delay per Capita

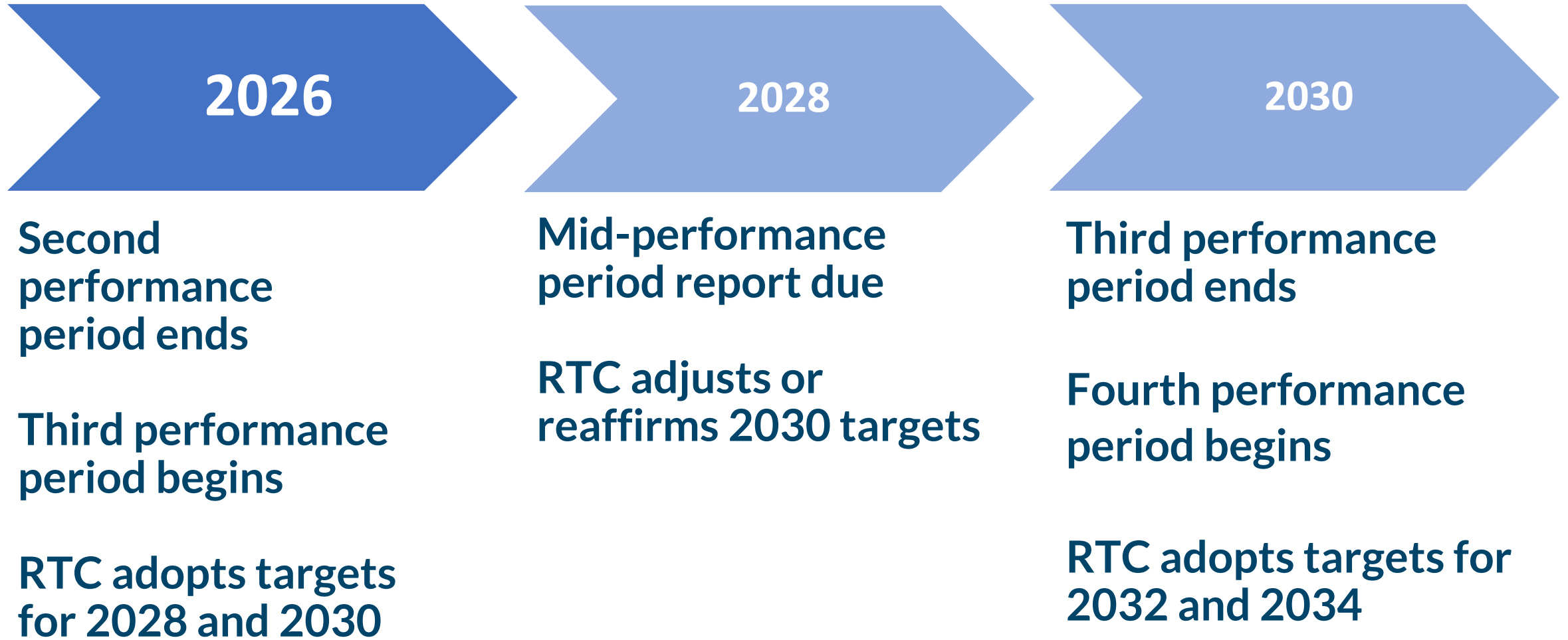
Measures the average number of hours each person experiences traffic delay during peak travel period each year

Total Emissions Reduction

Measures the estimated reduction in transportation-related pollutants resulting from projects funded through the Congestion Mitigation and Air Quality Improvement Program

Pollutants include Oxides of Nitrogen and Volatile Organic Compounds (precursors to ozone formation) for DFW

PM3 Schedule



PM3 Measures and Results

Second Performance Period (2022-2026)

Measure		Desired Trend Indicating Improvement	2026 Targets	2026 Observed	2026 Targets Achieved?
Peak Hour Excessive Delay	Dallas-Fort Worth-Arlington		12.51 hrs. *	18.00 hrs.	No
	Denton-Lewisville		3.70 hrs. *	9.60 hrs.	No
	McKinney-Frisco		0.90 hrs. *	15.20 hrs.	No
Non-SOV Travel (ACS 5-year average)	Dallas-Fort Worth-Arlington		23.0% *	30.0%	Yes
	Denton-Lewisville		22.9% *	33.0%	Yes
	McKinney-Frisco		22.9% *	40.0%	Yes
On-Road Mobile Source Emissions Reductions (Cumulative)	NO _x (kg/day)		4,195.15	4,957.61	Yes
	VOC (kg/day)		1,035.83	1,437.18	Yes

* 2026 targets were strongly influenced by COVID-related trends.



PM3 Measures and Targets

Third Performance Period (2026-2030)

Measure		Desired Trend Indicating Improvement	Baseline Observed	Proposed Targets	
				2028	2030
Peak Hour Excessive Delay	Dallas-Fort Worth- Arlington		17.90 hrs. *	17.90 hrs.	17.90 hrs.
	Denton-Lewisville		9.30 hrs. *	9.30 hrs.	9.30 hrs.
	McKinney-Frisco		6.80 hrs. *	6.80 hrs.	6.80 hrs.
Non-SOV Travel (ACS 5-year average)	Dallas-Fort Worth- Arlington		30%	30%	30%
	Denton-Lewisville		33%	33%	33%
	McKinney-Frisco		40%	40%	40%
On-Road Mobile Source Emissions Reductions (Cumulative)	NO _x (kg/day)		1,239.40	1,735.16	3,470.32
	VOC (kg/day)		359.37	503.12	1,006.24

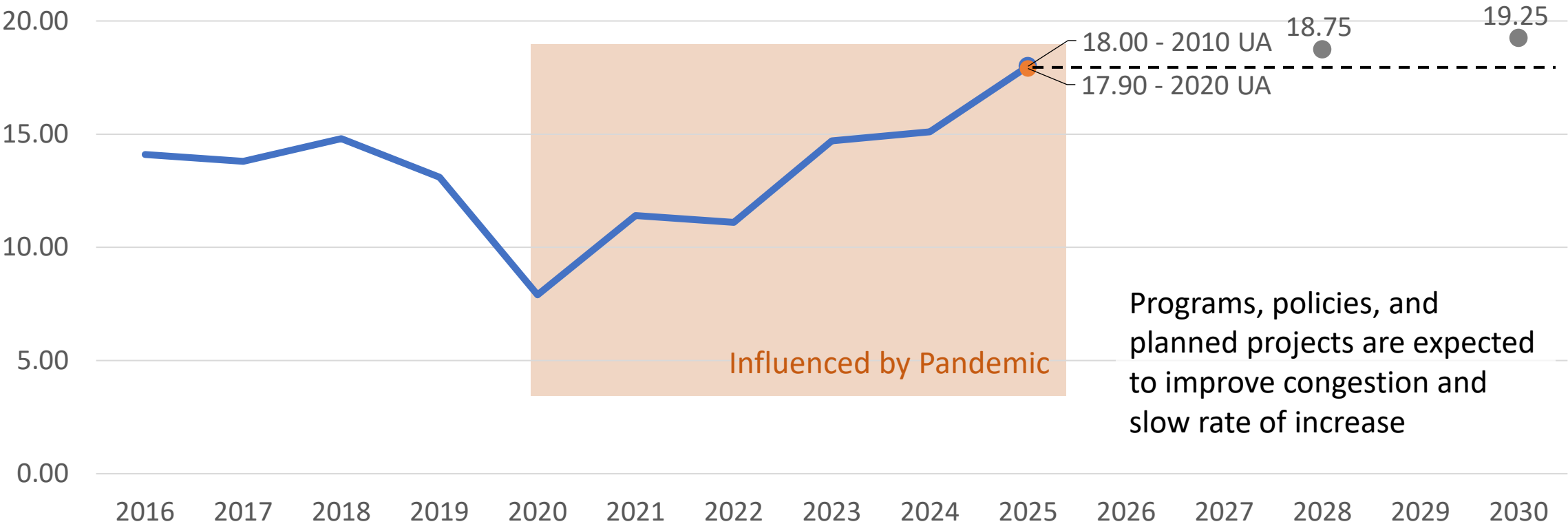
*PHED uses 2020 Urban Area boundaries for this performance period.



Peak Hour Excessive Delay Trend



(Lower values indicate improvement)



— Observed Values (Dallas - Fort Worth - Arlington UA) (2010) ● Observed Values (Dallas - Fort Worth - Arlington UA) (2020)

● Projections - - - Targets

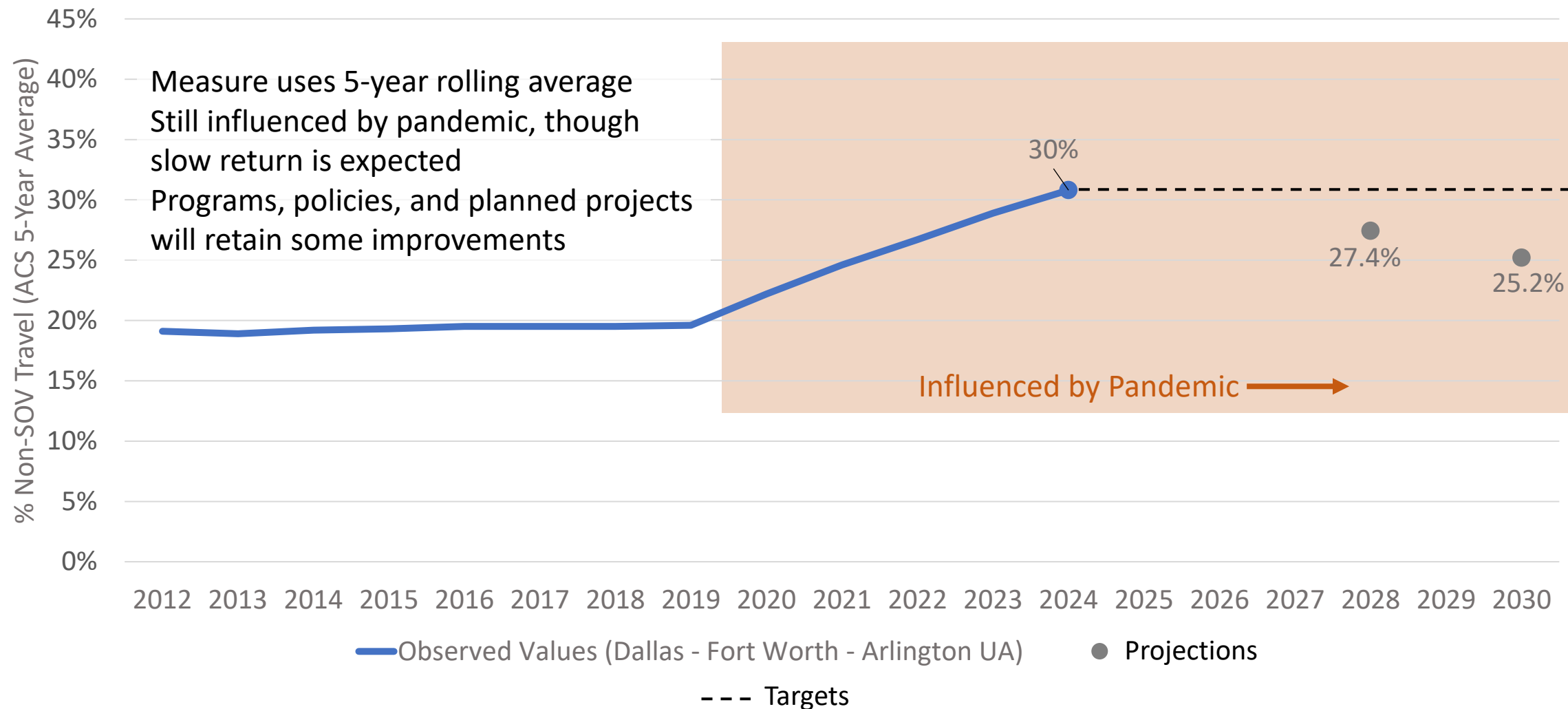
Data source: University of Maryland CATT Lab's NPMRDS Analytics Platform.
Note that this measure used 2010 Urban Area boundaries for the previous 2022-2026 performance period but will use 2020 Urban Area Boundaries going forward.



Non-SOV Trend



(Higher values indicate improvement)



Data source: US Census Bureau American Community Survey (ACS)



Addressing PM3 Measures

COVID-19 still impacting 5-year averages required by the Non-SOV measure

All measures stand to be improved by policy, program, and projects recommended by Mobility 2050

PM3 measures and metrics integrated into project selection as appropriate

Transit 2.0

RAISE, BUILD grant awards

Management and Operations Program

Additionally, PM3 measures and similar calculations using the same source data integrated into core MPO responsibilities:

Transportation Improvement Program

Congestion Management Process

Unified Transportation Program (10-Year Plan) Scoring



TAM: Transit Asset Management

Transit Asset Management (TAM): Performance & Target Update

Business model to prioritize funding based on the condition of transit assets to achieve or maintain transit networks in a state of good repair (SGR).

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

Most agencies 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).

Regional targets established in coordination with providers, with separate targets for large transit agencies and small transit providers.



TAM: Current Targets & Regional Performance (Large Agencies)

Large agencies are in the process of reviewing their TAM plans for potential updates.
Anticipated meeting with NCTCOG in Fall 2026.

Asset Category	Metric	Desired Trend Indicating Improvement	2026 Target	Performance		
				FY 2022	FY 2023	FY 2024
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%	3.1%	5.8%	17.2%*
Infrastructure (Rail Track)	Rail track segments with performance restrictions		0%	0%	0%	9.8%
Equipment (Support Vehicles)	Vehicles that meet or exceed the industry standard, defined as either the FTA Default ULB or custom agency benchmarks		25%	64.6%	67.6%	73.2%
Facilities (Buildings, Stations, Park & Rides)	Transit facilities rated below “Adequate” (3.0) on the industry standard Transit Economic Requirements Model (TERM) scale		0%	5.1%	5.7%	3.8%

*Performance may have increased due to retention of vehicles for FIFA-related events. On September 3, 2026 Federal Transit Administration awarded DART \$70 M to replace 53 light rail vehicles originally purchased in the 1990s.



TAM: Current Targets & Regional Performance (Small Providers)

Asset Category	Metric	Desired Trend Indicating Improvement	2026 Target	Performance		
				FY 2022	FY 2023	FY 2024
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		5%	8.9%	16.7%	16.3%
Infrastructure (Rail Track)	Rail track segments with performance restrictions		0%	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		25%	57.9%	66.7%	70.3%
Facilities (Buildings, Stations, Park & Rides)	Transit facilities rated below “Adequate” (3.0) on the industry standard Transit Economic Requirements Model (TERM) scale		0%	8.3%	7.1%	5.6%

TAM: Targets Recommendation (Large Agencies)

Recommend maintaining previous targets for all asset categories and types

Goals for Maintained Targets

- Continue the consistent approach from the previously adopted targets
- Encourage continued improvement for individual providers and the overall region
- Provide an aspirational goal to guide regional coordination and assistance in keeping critical transit assets and infrastructure in a State of Good Repair

Category	Target
Rolling Stock Target	0%
Infrastructure Target	0%
Equipment Target	25%
Facilities Target	0%



TAM: Targets Recommendation (Small Providers)

Recommend maintaining previous targets for all asset categories and types

Goals for Maintained Targets

- Maintain strong performance in Infrastructure and Facilities asset categories
- Provide targets that are closer to regional performance, while still encouraging continued improvement for individual providers
- Reflect the challenges transit providers face in replacing vehicles at or past ULB amidst supply chain and operational struggles.

Category	Target
Rolling Stock Target	5%
Infrastructure Target	0%
Equipment Target	25%
Facilities Target	0%



Addressing TAM Performance

As an MPO, staff can support improvements through planning, funding, technical assistance, performance monitoring. Recommend to direct staff to:

Review integration of TAM metrics into project selection as appropriate to prioritize asset condition

Coordinate joint applications for federal discretionary grants

Facilitate peer exchanges and trainings for transit agencies in critical topics

Create an annual regional TAM dashboard to identify trends and monitor performance



Committee Schedule

Date	Committee Meeting
July 24	STTC Information Item - Performance Measures and Draft Targets
August 13	RTC Information Item - Performance Measures and Draft Targets
August 28	STTC Action Item - Recommend Approval of Final Targets
September 11	RTC Action Item - Approval of Final Targets
October 1	Deadline for Targets



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