



# FEDERAL PERFORMANCE MEASURES UPDATE

SYSTEM PERFORMANCE, FREIGHT, AIR QUALITY (PM<sub>3</sub>)

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REGIONAL TRANSPORTATION COUNCIL

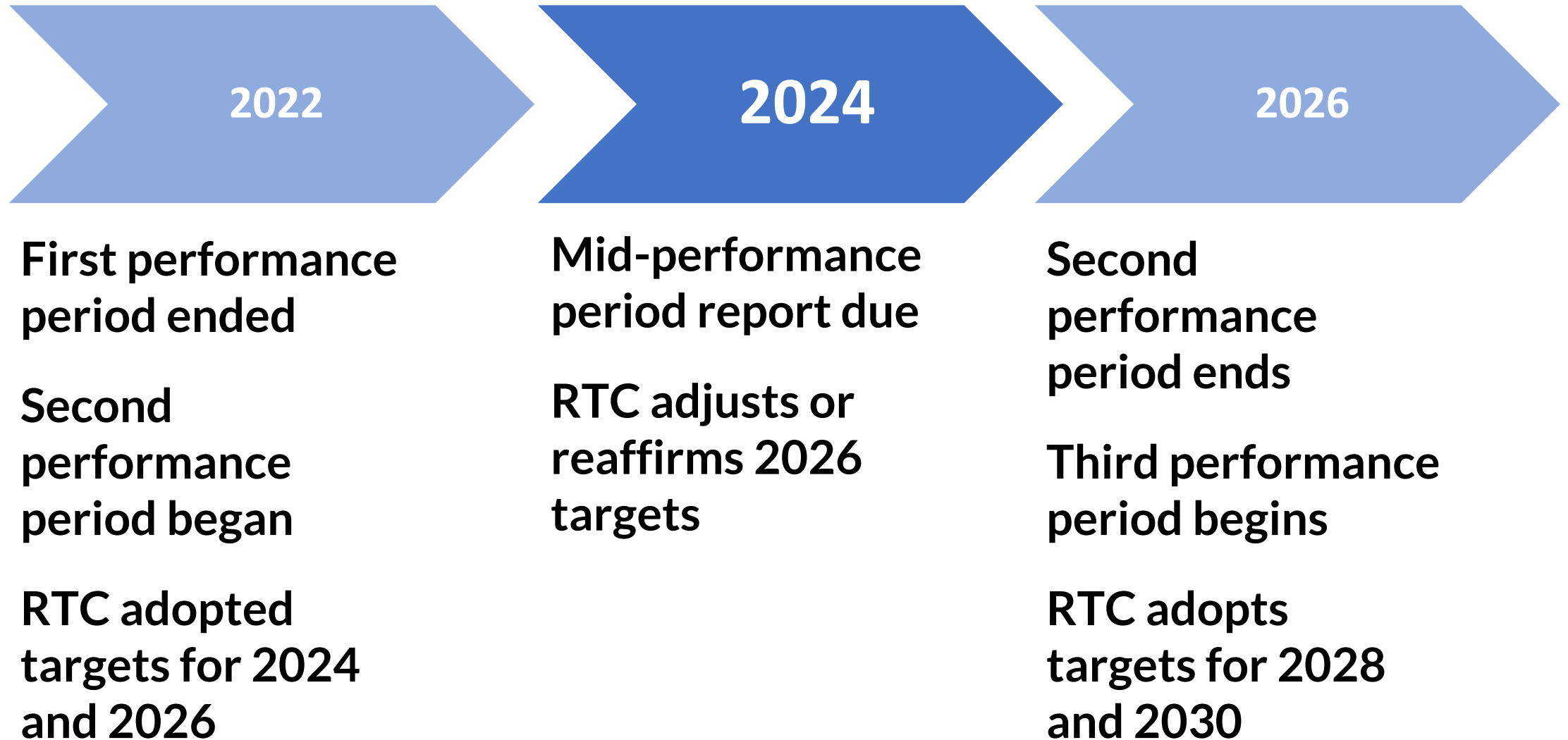
9.12.2024

# Federal Performance Measure Schedule

Rulemaking	Next Anticipated STTC Action	Next Anticipated RTC Action	Target-Setting Schedule
PM1 – Roadway Safety	Early 2025 (Information Only)	Early 2025 (Information Only)	Targets established as reductions over 5-year period
PM2 – Pavement and Bridge	Early 2025	Early 2025	Biennial
PM3 – System Performance, Freight, and CMAQ (Part 1)	August 23, 2024	September 12, 2024	Biennial
PM3 – System Performance, Freight, and CMAQ (Part 2)	Early 2025	Early 2025	Biennial
PM3 - Greenhouse Gas Emissions	N/A (Implementation suspended)		
Transit Safety (PTASP)	Early 2025	Early 2025	Every 4 Years
Transit Asset Management	Late 2026	Late 2026	Every 4 Years



# PM3 Schedule



# PM3 Schedule

Partner schedules and reporting requirements necessitate splitting PM3 target-adjustment action

Part 1: Urban-area specific targets on which the state DOT and MPO are required to agree need to be adjusted and reported sooner (RTC action sought today)

**Non-SOV Travel**

**Peak Hour Excessive Delay**

**Cumulative Emissions Reductions**

Part 2: Other targets can wait until 180 days after state DOT adjusts their targets (RTC action expected in early 2025)

Reliability (Interstate/Non-Interstate)

Truck Travel Time Reliability

PM2 (Pavement and Bridge) target adjustments likely to be brought at the same time



# PM3 Measures and Targets (Part 1)

Measure		Desired Trend Indicating Improvement	Latest Observed (2022 or 2023)	Current Adopted Targets	
				2024	2026
Peak Hour Excessive Delay	Dallas-Fort Worth-Arlington	↘	14.70 hrs.	12.91 hrs.	12.51 hrs.
	Denton-Lewisville		8.20 hrs.	4.10 hrs.	3.70 hrs.
	McKinney		4.50 hrs.	1.30 hrs.	0.90 hrs.
Non-SOV Travel (ACS 5-year average)	Dallas-Fort Worth-Arlington	↗	26.7%	22.7%	23.0%
	Denton-Lewisville		28.2%	22.8%	22.9%
	McKinney		33.4%	22.8%	22.9%
On-Road Mobile Source Emissions Reductions (Cumulative)	NO <sub>x</sub> (kg/day)	↗	4,929.94	2,330.64	4,195.15
	VOC (kg/day)	↗	865.80	599.90	1,035.83

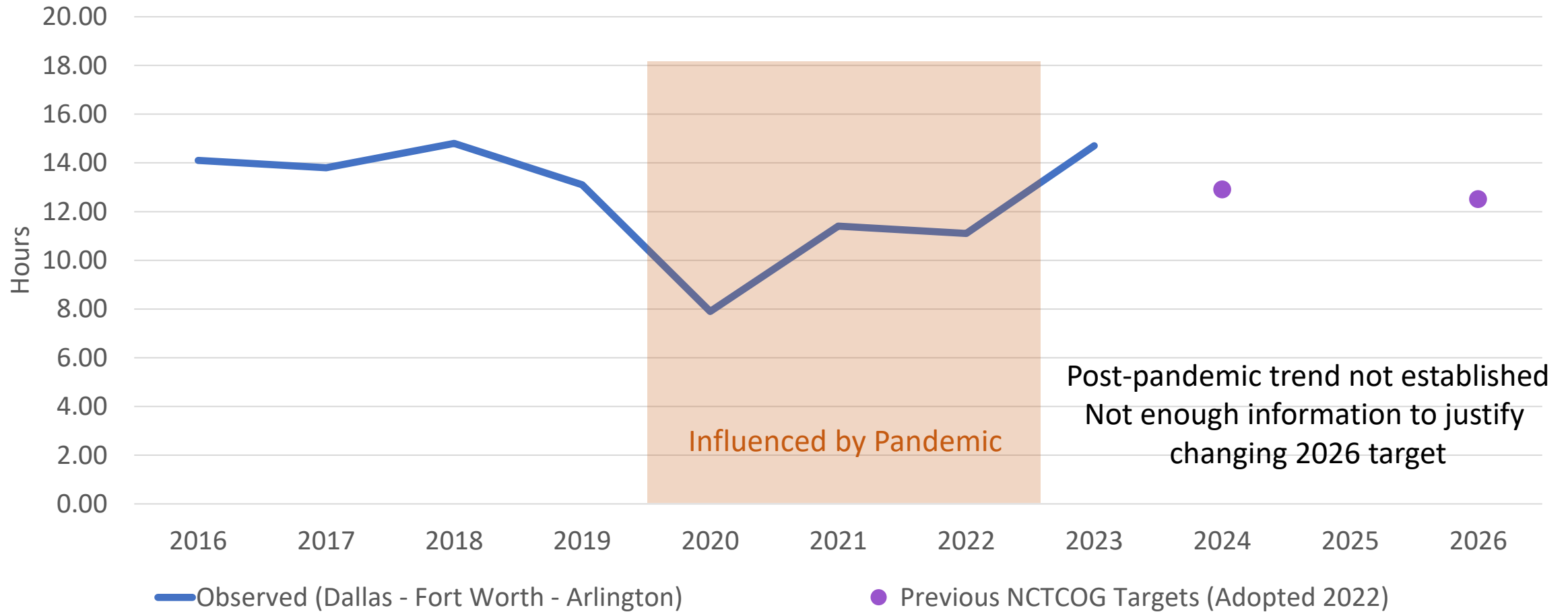
Action to reaffirm 2026 targets sought today



# Peak Hour Excessive Delay Trend



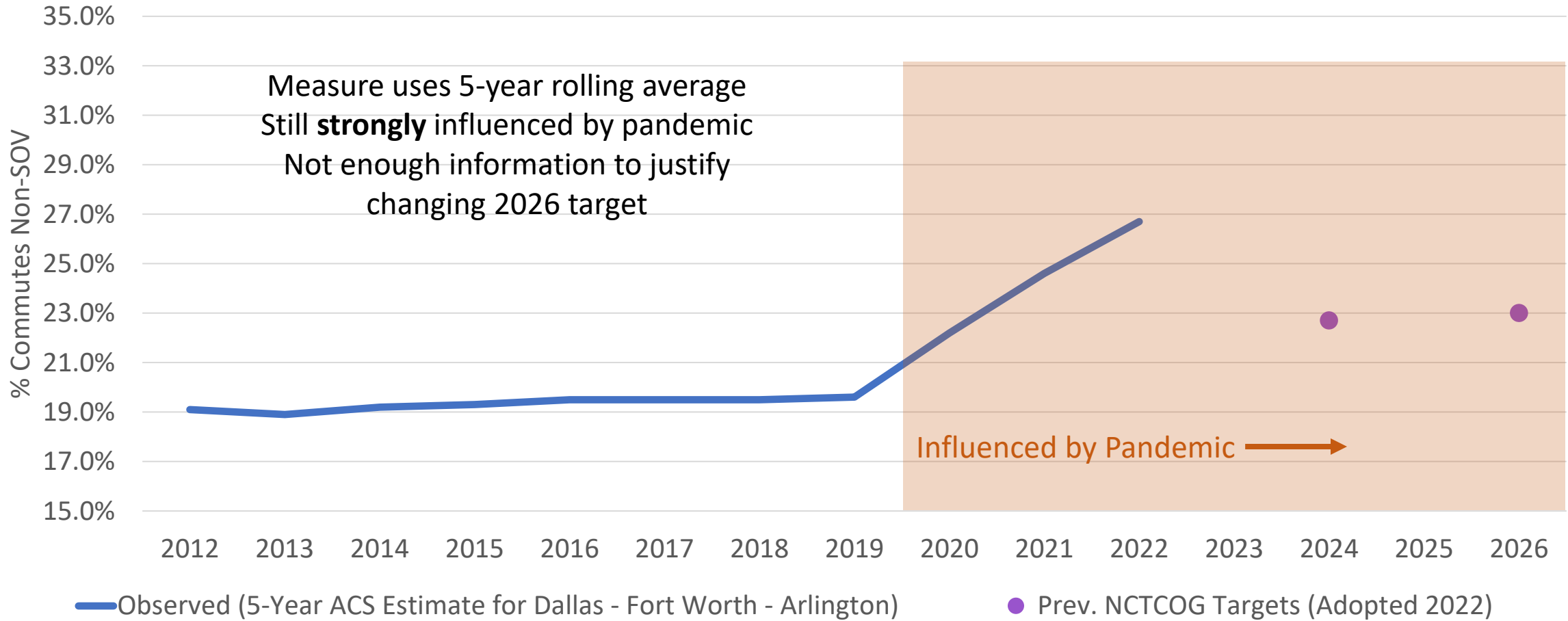
(Lower values indicate improvement)



# Non-SOV Trend



(Higher values indicate improvement)



# Addressing PM<sub>3</sub> Measures

Many measures still strongly impacted by COVID-19 pandemic

5-year averages required by the Non-SOV measure

All PM<sub>3</sub> stand to be improved by policy, program, and projects to be recommended by Mobility 2050

PM<sub>3</sub> measures and metrics integrated into project selection as appropriate

Transit 2.0

RAISE, BUILD grant awards

Additionally, PM<sub>3</sub> measures and similar calculations using the same source data integrated into:

Transportation Improvement Program

Congestion Management Process

Unified Transportation Program (10-Year Plan) Scoring





# Proposed Action

Reaffirm existing 2026 targets for the following PM3 measures:

Non-SOV Travel for the following Urban Areas:

Dallas-Fort-Worth-Arlington

Denton-Lewisville

McKinney-Frisco

Peak-Hour Excessive Delay for the following Urban Areas:

Dallas-Fort-Worth-Arlington

Denton-Lewisville

McKinney-Frisco

On-Road Mobile Source Emissions Reductions (Cumulative) for the following pollutants:

NO<sub>x</sub>

VOC



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