



AGENDA OF THE ABILENE METROPOLITAN PLANNING ORGANIZATION (MPO) TRANSPORTATION POLICY BOARD

1:30 p.m., Monday, May 1, 2023
City Council Chambers, Abilene City Hall
555 Walnut St., Abilene, Texas

Councilman Shane Price, City of Abilene (MPO Chairperson)

Judge Dale Spurgin, Jones County (MPO Vice-Chairperson)

Mr. Glenn Allbritton, TxDOT District Engineer

Judge Phil Crowley, Taylor County

Mayor Anthony Williams, City of Abilene

1. Call to Order.
Public comment on any item on the agenda.
2. Recognition and Proclamation.
3. Consideration and Take Action on the minutes of the February 21, 2023 meeting.
4. Receive a Report, Hold a Discussion, and Take Action on the Pavement and Bridge (PM 2) Performance Measures.
5. Receive a Report, Hold a Discussion, and Any Action on the Carbon Reduction Program and Projects.
6. Discussion and review of transportation projects.
(TxDOT Staff, City Staff, CityLink Staff)
7. Discussion and review of reports:
 - Financial Status
 - Operation Report
 - Tasks
 - Training Sessions
 - Meetings
 - Director's Report
 - Work Tasks
 - MPO Staffing
 - Year-end Report – Annual Listing of Obligated Projects (ALOP)
 - System Performance Measures (PM 3)
 - Unified Planning Work Program FYs 2024-2025
 - Travel Demand Model 2050
 - Abilene Area Safety Plan
 - MPO Boundary Expansion
 - Public Participation Plan Update
 - Census 2020 Urban Area Designations
 - Safety Awareness Events – Ride of Silence and Ride to Work
8. Opportunity for members of the Public to make comments on MPO issues.
9. Opportunity for Board Members, Technical Advisory Committee Members, or MPO Staff to

recommend topics for future discussion or action.

10. Adjournment.

EXECUTIVE SESSION

The Abilene Metropolitan Planning Organization Transportation Policy Board reserves the right to adjourn into executive session at any time during the course of this meeting to discuss any item on the agenda as authorized by Texas Government Code Sections: 551.071 (Consultation with Attorney), 551.072 (Deliberations about real property) 551.073 (Deliberations about gifts and donations), 551.074 (Personnel matters), and 551.076 (Deliberations about security devices). After discussion in executive session, any action or vote will be taken in public.

CERTIFICATION

I hereby certify that the above notice of the meeting was posted on the bulletin boards of _____ on the _____ day of _____, 2023 at _____ (a.m./p.m.)

NOTICE

In compliance with the Americans with Disabilities Act, the Abilene MPO will provide reasonable accommodations for persons attending this meeting. To better serve you, requests should be received 48 hours prior to the meeting. Please contact the Abilene MPO at (325) 437-9999.

Other than members, ex-officio members, and non-voting review/advisory members of the Transportation Policy Board or Technical Advisory Committee, each person who wishes to address the Board regarding an item on the agenda shall be limited to a five (5) minute presentation unless such person requests and receives additional time from the Chairman. The Chairman may exercise discretion in allowing or not allowing additional time to any speaker. The use of a single spokesperson to represent a group of people is encouraged. Where there are large numbers of persons who wish to address the Transportation Policy Board on a single matter, the Chairman may decrease the amount of time available to each person who wishes to address the Transportation Policy Board.

1. Call to Order.

Public comment on any item on the agenda.

2. Recognition and Proclamation.

3. Consideration and Take Action on the minutes of the February 21, 2023 meeting.



**MINUTES OF THE ABILENE METROPOLITAN
PLANNING ORGANIZATION
TRANSPORTATION POLICY BOARD
February 21, 2023**

DRAFT

The Abilene MPO Transportation Policy Board met at 1:30 p.m. Tuesday, February 21, 2023, in the City Council Chambers, Abilene City Hall, 555 Walnut St., Abilene, Texas.

Voting Members Present:

Mr. Glenn Allbritton, P.E., TxDOT Abilene District Engineer
Judge Phil Crowley, Taylor County
Councilmember Shane Price, City of Abilene (Policy Board Chairman)
Judge Dale Spurgin, Jones County

Voting Member Absent:

Mayor Anthony Williams, City of Abilene

Staff of Member Agencies in Attendance:

Mr. Chad Carter, P.E., TxDOT, Assistant Area Engineer
Mr. Scott Chandler, P.E., City of Abilene, City Engineer
Mr. Billy Dezern, TxDOT, Transportation Specialist
Ms. Nellie Doneva, City of Abilene, Videographer
Mr. Jeff Duebner, City of Abilene, Asst. Director of Public Works
Mr. Max Johnson, City of Abilene, Director of Public Works
Ms. Kelley Messer, City of Abilene, First Assistant City Attorney
Ms. Lauren Stevens, CityLink, ParaTransit Supervisor
Mr. Will Ratliff, City of Abilene, Engineer in Training
Mr. Michael Rice, P.E., City of Abilene, Assistant City Manager

MPO Staff in Attendance:

Ms. E'Lisa Smetana, Executive Director
Ms. Rita Ryan, Office Assistant III

Others in Attendance:

Mr. James Condry, Former CoA Public Works Administrator
Mr. Bruce Neil, AISD, Transportation Operations Manager

1. Call to Order.

Chairman Price called the meeting to order at 1:30 p.m. He announced that public comments would be taken on any item appearing on the agenda during the discussion of said item.

Chairman Price welcomed Judge Phil Crowley, the new Taylor County Judge to the Policy Board.

2. Consideration and Take Action on the minutes of the December 13, 2022.

Judge Spurgin made a ***motion*** to approve the December 13, 2022 meeting minutes as presented, with a ***second*** by Mr. Allbritton. ***Motion carried (4-0)***

3. Receive a Report, Hold a Discussion, and Take Action on the Election of a Vice-Chair. (Unexpired Term through September 30, 2024)

Chairman Price introduced the item and explained that with the retirement of Judge Bolles the MPO Vice-Chair became vacant. He asked for nominations from the Board to fill the unexpired term.

Mr. Allbritton made a *motion* to elect Judge Spurgin to the Vice-Chairman position, with a *second* by Judge Crowley. *Motion carried (4-0).*

4. Receive a Report, Hold a Discussion, and Take Action on the FY 2023 Safety Performance Measure (PM1).

Ms. Smetana discussed the annual Safety Performance Measure (PM1), due each February. She said the State sets their performance measures and MPOs have 180 days from the State's adoption to take action. The MPO's deadline to adopt the PM 1 targets is February 27, 2023.

Ms. Smetana noted a full detail of the data collected from TxDOT for the years 2019 into 2023 and a rolling five-year average, is contained in the packet. She additionally noted the inclusion of the resolution, and discussed each of the targets within the resolution. Ms. Smetana said this resolution would be using the TxDOT Safety Performance Measures with the five-year average rather than establishing our own performance measures. She noted TxDOT has established five targets for Safety Performance Measures based on a five-year average for: (1) Number of Fatalities, (2) Rate of Fatalities per 100 Million Vehicle Miles Traveled (VMT), (3) Number of Serious Injuries, (4) Rate of Serious Injuries per 100 Million VMT and (5) Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries.

Ms. Smetana stated if approved this would be need to be updated in the later agenda item for the Transportation Improvement Program (TIP).

Judge Spurgin made a *motion* to approve the resolution, with a *second* by Judge Crowley. *Motion carried (4-0).*

5. Receive a Report, Hold a Discussion and Public Hearing, and Take Action on an amendment to the FYs 2020-2045 Metropolitan Transportation Plan (MTP).

Ms. Smetana discussed the MTP long-range plan which spans the years 2020 to 2045. She noted the MTP was originally approved on December 17, 2019, and subsequently amended on April 21, 2020, May 24, 2021 and December 14, 2021. Ms. Smetana explained a new amendment is needed to incorporate additional projects into the MTP and to adjust project scopes/costs. She noted the Technical Advisory Committee did recommend approval as presented during their February 7, 2023 meeting.

Ms. Smetana stated this is a projects only update and we will not be touching the entire document. She spoke on each of the changes/updates within the MTP. Ms. Smetana said the amendment did require a Public Notice that was publicized February 12, 2023 at the Abilene Reporter News. Ms. Smetana said some written comments were received pertaining to this amendment and those were provided to the Board.

Ms. Smetana proceeded to discuss the Project Ranking Table included in the packet. She stated items in red are proposed changes. She spoke on projects #13 and #13.5 explaining that ranking #13 originally crossed the Taylor/Jones county line. TxDOT requires two CSJs (Control Section Job numbers). Project #13 was split into #13 and #13.5. Project #13 is located in Taylor County and #13.5 is located in Jones County aligning us with TxDOT. Ms. Smetana identified the items in yellow as public comments received. Ms. Smetana thanked the public for their involvement and publically acknowledged Mr. Condry for his input.

Ms. Smetana addressed the I-20 Projects contained in the MTP. She explained there were five I-20 projects; in comparison, TxDOT had four projects that encompassed our five projects. The projects "From" and "To" fields were adjusted to align with TxDOT information. Project ranking #11 was obsolete, after these changes, so it was removed. She stated that the changes required the maps to be updated. She also noted Projects 11, 16 and E although listed in the report were not identified on the maps so this will be updated.

Ms. Smetana moved to Funded Projects. She noted the items in red are previously discussed updates and the items in blue are additions presented to the Technical Advisory Committee without the CSJs and Controlling Project ID #s (which were not yet available at the TAC Meeting). TAC was advised the CSJs would be added.

Ms. Smetana focused on the Illustrated Projects, she reiterating items in red are changes and the items in yellow are changes based on written public comments received after the packets were sent out. She said that a public comment was received on the Grouped Projects. It noted that funding from the "Previous Page" required updating to reflect additions and removals at project levels. This has been updated. Ms. Smetana ended her presentation noting she would be happy to answer any questions.

Chairman Price asked for clarification, he noted some of the written comments received referred to the US 83 versus the US 83-84 designation. He asked if the board approves today would it still allow Ms. Smetana to make the changes discussed even though it is not reflected in the presentation. Ms. Smetana said that the motion could be worded to allow those changes.

Mr. Allbritton referred to the items in red under the total cost, noting they had changed/increased since the original MTP. Ms. Smetana confirmed they had and explained those are projected/estimate costs and might not reflect actual costs once the project is implemented.

Chairman Price opened a Public Hearing on Agenda Item #5 (*item was after Agenda #6*) for public comments: No comments were received so the Public Hearing was closed.

Chairman Price requested a motion. Judge Crowley made a ***motion*** to accept the report as presented, with a ***second*** by Judge Spurgin. ***Motion carried (4-0).***

Ms. Smetana asked for clarification that the approval vote did include the changes discussed. Chairman Price confirmed yes.

6. Receive a Report, Hold a Discussion and Public Hearing, and Take Action on an amendment to the MPO Ten-Year Plan.

Ms. Smetana addressed the MPO Ten-Year Plan noting it has been amended numerous times. Ms. Smetana explained that as part of the process when changes are made to the Metropolitan Transportation Plan (MTP) and the Transportation Improvement Program (TIP) this requires the Ten-Year Plan to be updated. She noted that the Technical Advisory Committee (TAC) at their February 7, 2023 meeting did recommended approval of the Ten-Year Plan as presented.

Ms. Smetana reiterated that the items in red are changes, items in blue are additions and items in yellow are public comments that were received for suggested clerical adjustments. She spoke on the years from 2023 to 2032 current projects, noting previously reviewed updates and changes. She gave a detail of each implemented adjustment. Ms. Smetana addressed future projects located at the bottom of the handout. She said the printout displays the full Ten-Year Plan noting it contained Previous Projects, the Projects that are underway and the Projects that are under the funded list in the MTP. She then ended the presentation and stated she would be happy to answer any questions.

Chairman Price referred to the presentation screen: Abilene Metropolitan Planning Organization, 10-Year Plan, he noted it contained two headings of FY 2031. Ms. Smetana reviewed and confirmed that the second column heading FY 2031 should be for FY 2032. Thanking Chairman Price she stated the clerical error would be fixed. Ms. Smetana noted at the bottom of the screen that the Unified Transportation Program (UTP) did contain the correct column headings FY 2023 to FY 2032 and amounts.

Judge Spurgin referred to the Agenda Item #5 where it states: Hold a Discussion and Public Hearing, and take Action. He questioned if the board had held a Public Hearing on Item #5 or on the current Item #6. Ms. Smetana confirmed that a Public Hearing on Agenda Items #5, #6 and #7 are required and no Public Hearing has been held on Item #5. Judge Spurgin suggested that at the completion of Agenda Item #6 we should move back to Item #5 and correct that oversight. Chairman Price concurred.

Chairman Price asked the board if there were any other questions. No questions. Chairman Price opened a Public Hearing on Agenda Item #6 for public comments: No comments were received so the Public Hearing was closed.

Chairman then opened a Public Hearing for Agenda Item #5 for public comment. No comments were received so the Public Hearing was closed.

Chairman Price requested a motion. Mr. Allbritton made a *motion* to approve as presented with that one correction, with a *second* by Judge Spurgin. *Motion carried (4-0).*

Chairman Price requested confirmation from Ms. Messer that a new vote was not required for Agenda Item #5. Ms. Messer confirmed a re-vote was not required. She noted Agenda Item #1 stated that public comment would be taken on any item appearing on the agenda during the discussion of said item.

7. Receive a Report, Hold a Discussion and Public Hearing, and Take Action on an amendment to the FYs 2023-2026 Transportation Improvement Program (TIP).

Ms. Smetana gave a brief history of the Transportation Improvement Program: a draft was presented to the Policy Board on February 15, 2022. A Public Notice posted in the Abilene Reporter News on March 9, 2022 and noted public review was open until March 20, 2022. The Policy Board approved the TIP during the April 19, 2022 Policy Board Meeting. An administrative amendment was made on November 2, 2022. Ms. Smetana stated if approved this would be the second amendment to the original document.

Ms. Smetana noted a Public Notice was required for this amendment and was placed in the Abilene Reporter News on February 12, 2023. Ms. Smetana stated the TIP requires an amendment to adjust project scope, funding and the total project cost information. She stated the Technical Advisory Committee recommended approval to the Policy Board for the amendment to the FYs 2023-2026 TIP as presented during their February 7, 2023 meeting.

Ms. Smetana discussed each change that is being made. She noted the Grouped Projects CSJs did not change. Ms. Smetana said an update to Attachment A would be required to reflect the new Safety Performance Measure (PM 1) previously approved under Agenda Item #4. She stated changes in Appendix B: History of the TIP and TIP Amendments will be adjusted with the addition of the amendment. Ms. Smetana then added that this item does require a public hearing.

Chairman Price opened a public hearing on the TIP. Hearing no public comments, he closed the public hearing.

Judge Crowley made a *motion* to accept the report as presented, with a *second* by Mr. Allbritton. *Motion carried (4-0).*

8. Receive a Report, Hold a Discussion, and Take Action on the FY 2022 Annual Performance and Expenditure Report (APER).

Ms. Smetana said the Annual Performance and Expenditure Report (APER) and the Annual Listing of Obligated Projects (ALOP) are due by December 31st to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) to ensure compliance. TxDOT requests that the reports

be given to them by December 15th, allowing time for review. Ms. Smetana stated this report requires Federal approval prior to publication. She said that the APER was submitted to TxDOT on December 15, 2022, approved by TxDOT on December 19, 2022 and the Federal Highway Administration and the Federal Transit Administration accepted the report on January 03, 2023. Ms. Smetana said the Technical Advisory Board recognized the FY 2022 Annual Performance and Expenditure Report (APER) as presented at their February 7, 2023 meeting.

Ms. Smetana shared some highlights from the report including a few of the meetings, projects, planning, and events the MPO has actively participated in and noted a complete listing is available in the packet.

Ms. Smetana presented the Budget Summary and detailed the percent of expenditures under 75% or over 125%, which requires an explanation as to why. She stated that Tasks #2 and #4 were due to staffing shortage; Task #5.1 (Loop Study) began later than anticipated in FY 2023; Task #5.2 (Boundary Expansion) was initiated in-house with the Texas A & M Transportation Institute and TXDOT's assistance rather than hiring a consultant; and Task #5.3 (Multimodal Facility) started late. Ms. Smetana ended her presentation and stated she would be happy to answer any questions. She noted the action on this agenda item is for recognition or acceptance of the report.

Judge Spurgin made a *motion* to accept the report, with a *second* by Mr. Allbritton. *Motion carried (4-0).*

9. Discussion and review of transportation projects.
(TxDOT Staff, City Staff, CityLink Staff)

TxDOT - Mr. Carter spoke on the following projects: **Projects #1, #2 and #10** would be combined. **Project #1** US 83 construct a bridge from .67 miles north of FM 3034 to .28 miles south of FM 3034; **Project #2** FM 3034 widen the road and construct shoulders from US 83 to FM 600; and **Project #10** FM 3034 rehabilitate existing roadway from Brick Road to FM 600. **Project #3** FM 1082 to construct a new road from west of Cheyenne Creek Road to East of Dam is more of a realignment, taking the road off of Fort Phantom Dam and rerouting it to just north of the dam. **Project #4** US 277 rehabilitate/repaving existing roadway from south end of BNSF Bridge to 3.7 miles Southwest of FM 1235 has an expected 2026 let date. **Project #5** FM 707 widen road – add lanes and shoulders from FM 89 (Buffalo Gap Rd) to US 83 has an expected 2025 let date. **Project #6** FM 1082 widen road and shoulders from CR 361 to FM 600 has an expected let date of 2026. **Project #7** FM 605 Surfacing/Roadway Restoration from FM 2404 to US 83 has an expected let date of 2026. **Project #8** SH 36 (South 11th Street) Bicycle and Pedestrian Improvements from BU 83D (Treadaway Blvd.) to FM 1750 (Oldham Lane). **Project #9** TXDOT has been working with the City of Abilene on a bridge replacement on ES 7th St at Cedar Creek was let in 2023. **Project #11** IH 20 widen road – add lanes and shoulders from Judge Ely Blvd. to SH 351 has an expected let date of 2026. **Project #12** IH 20 Preventive Maintenance from near Wells Lane to .75 miles east of Hayter Road is currently out to bid.

Mr. Carter listed the Median Barrier Projects: **Project #13** SL 322 from EN 10th St. to Lytle Creek; **Project #14** US 83 from FM 707 to .25 mile north of FM 3034; **Project #15** SL 322 from Lytle Creek to US 83; **Project #16** US 83 from Bus 83 Interchange to 1300 feet north of Ambler Ave.; and **Project #17** US 83 from 1300 Feet north of Ambler Ave. to North 10th Street. Mr. Carter continued with **Project #18** FM 1750 Intersection Improvements with turn lanes from Industrial Blvd. to 1200 feet south of Colony Hill Rd. Mr. Carter said these projects would be out to bid in 2023 or 2024.

Mr. Carter spoke on Current/Under Construct projects, noting there are five sites but only three projects: **Project #1** BI 20-R Safety Improvement Project (Illumination) from Leggett Dr. to Ross Ave. is approaching start (some delays due to material procurement). Combining **Projects #2 and #3**: **Project #2** FM 89 (Buffalo Gap Road) Rehabilitation of Existing Road from Near Bettes Lane to Rebecca Lane and **Project #3** FM 89 (Buffalo Gap Road) widen non-freeway from Rebecca Lane to just north of US 83 they are in the process of constructing concrete paving and storm drains. Combining **Projects #4**

and #5: Project #4 IH 20 Overlay from West of Old Anson Road to Callahan County Line and **Project #5** IH 20 Overlay from .75 miles East of Hater Road to West of Old Anson Road they are currently working on the guard fence and then will be returning to pave in March.

City of Abilene – Mr. Chandler spoke on the projects currently under construction: **#1)** Honeybee Realignment at Lake Fort Phantom and **#2)** Maple Street (Carriage Hills to SL 322) are both about to begin. **#3)** N 6th St at Cypress Street anticipated finish with the opening of the hotel. **#4)** EN 10th Street from Treadaway to Judge Ely Blvd. is nearing completion; Judge Ely Blvd. to SL 322 will bid soon with construction underway this summer. **#5)** The Five Points Roadway Improvements Project including the relocation of Marigold Street and the improvements to Fulwiler Road is under construction. Mr. Chandler noted the addition of **#6) Work Zones N2A & N2B** and **#7) Work Zone S11B** to the current projects.

Mr. Chandler spoke on Projects Under-Design: **#1) Work Zone 59C** 100% complete. **#2 & #3) Work Zones S5 and S13** will bid in late June/July 2023 for a Fall paving. **#4)** EN 10th St. (Judge Ely Blvd to SL 322) Project is 100% designed. **#5)** North 5th St. two-way conversion project is 100% designed and a contract preparation to advertise is in process. **#6)** Maple (Loop 322 to ES 11th) is 10% designed. **#7)** South Willis St. at South 7th St. 0% designed. **#8)** Pine St. at North 10th St. 50% designed. **#9)** North 18th Street at Kirkwood St. 50% designed. **#10)** North 14th St. at Westwood Dr. 0% designed. **#11)** South 14th Street Walkability Project, the design will begin soon and the project will be bid in May 2023. **#12)** South 27th Improvements Project (Barrow St. to Danville Dr.) is 40% designed and set to bid in January 2023.

CityLink - Ms. Stevens discussed the micro transit pilot program - ZipZone, explaining it will be located in the northwest portion of the city. She said that CityLink has held three public meeting at the North Mockingbird Public Library this month with a fourth scheduled on February 23rd. Attendance was twenty-four which is a good turn-out. Ms. Stevens noted ZipZone would launch at the end of February 2023.

Ms. Steven gave an update on the two large (30-foot) buses scheduled for delivery in April 2023 that have been delayed. The new projected delivery date is late summer 2023.

10. Discussion and review of reports:

Ms. Smetana spoke on the following reports, noting a complete detail is available in the packets.

Financial Status – Ms. Smetana discussed that carryover funding has not been received at this time. She stated that total authorization remained \$204,468.77 with expenditures of \$64,204.17, and a remaining balance of \$140,264.60. No questions were asked.

Operation Report – Ms. Smetana noted the full Operations Report was available in the packets. She then preceded to give a few examples of the work accomplished under tasks, training sessions, and meetings.

Director's Report – Ms. Smetana noted the full report was available in the packets. She discussed some about each of the following work tasks.

- **MPO Staffing** – Ms. Smetana noted the Transportation Planner position has been open since June 10, 2022. Interviews have been conducted.
- **Year-end Reports – Annual Listing of Obligated Projects (ALOP)**
Discussed previously, TXDOT is in process of preparing information for the Annual Listing of Obligated Projects and once received we will prepare the report.
- **Comprehensive Transportation Corridor Study: Loop 322/SH 36 (Traffic Impact Analysis) Update.** The Policy Board approved the report from Kimley Horn on November 13, 2022. Administrative corrections were made and the final report was received on

January 24, 2023. The Travel Demand Update (conducted as part of the study) has been submitted to TXDOT for incorporation into the new forecasting model we are currently working on.

- **Public Participation Plan Update** - Requires an update to capture virtual meetings in addition to miscellaneous changes to the current public participation activities.
- **Abilene Area Safety Plan** - This is a new requirement for the MPO to develop a Safety Action Plan. There is currently funding for 23 MPO out of the Federal State Planning and Research Funds (SPR) to develop a plan designed with local data and priorities. The plan will be due sometime in May 2023. The funding will have to be included in an amendment to the Unified Planning Work Program (UPWP).
- **Travel Demand Model**
The MPO is working with TXDOT and others to update the Travel Demand Model (TDM). Currently there are 461 Traffic Analysis Zones (TAZ) in the Abilene TDM. Staff provided comments back to TXDOT on January 13, 2023 for the population and households for each of those TAZ areas. The MPO is currently working towards providing TXDOT with information on the employment data broken down for each TAZ.
- **Census 2020 Urban Area Designations** - The Federal Register came out for the 2020 Census Qualifying Urban Areas (UA) and the First Criteria Clarifications on December 29, 2022. Staff is working on pulling maps into the 2010 UA to identify what changes might affect our area. We are awaiting the Census designated boundary maps to be released.

11. Opportunity for members of the Public to make comments on MPO issues.

No comments received.

12. Opportunity for Board Members, Technical Advisory Committee Members, or MPO Staff to recommend topics for future discussion or action.

Ms. Smetana asked about having an August 2023 workshop. The board agreed that August would be fine. Chairman Price stated the Workshop would be helpful especially as we will have two new Policy Board Members, Judge Crowley and the newly elected Mayor. Chairman Price noted Ms. Smetana would need to reserve the Library for the Workshop.

13. Adjournment.

With no further business, Chairman Price adjourned the meeting at 2:16 p.m.

4. Receive a Report, Hold a Discussion, and Take Action on the Pavement and Bridge (PM 2) Performance Measures.

Abilene MPO Policy Board Meeting
May 1, 2023
Supplemental Agenda Information

4. Receive a Report, Hold a Discussion, and Take Action on the Pavement and Bridge (PM 2) Performance Measures.

Background

In order to provide more transparency in the selection and prioritization of transportation projects, federal legislation beginning with the Moving Ahead for Progress in the 21st Century Act (MAP-21) and continuing to the current Fixing America's Surface Transportation Act (FAST Act), stipulate that a performance measurement framework must be used in the development of the TIP and MTP. Performance measures are data driven and are intended to create a platform for decision making which allows for reasonable comparison of investment options while maintaining adequate flexibility to adapt these investment strategies to unique state, regional, and local needs and conditions. Following State Department of Transportation target setting, MPOs must set their own targets or agree with those set by the State DOT. Performance measures at the federal level are focused on the following national goals:

- Safety (PM 1)
- Infrastructure condition (PM 2)
- Congestion reduction (PM 3)
- System reliability (PM 3)
- Freight movement and economic vitality (PM 3)
- Environmental sustainability
- Reduced project delivery delays

In addition to the national goals listed above performance measures also apply to transit systems regarding state of good repair status for those systems receiving federal funding. This state of good repair is assessed and targets are set through the Transit Asset Management (TAM) Plan. Once federal rules have been adopted, State Department of Transportation then set statewide performance targets for each measure. Following this, MPOs must then make a choice to set their own targets or agree to support the targets established by the State.

The Infrastructure Condition - Pavement and Bridge (PM 2) establishes performance requirements to assess the condition of pavements and bridges designated on the National Highway System (NHS). Reporting and target setting are required for both Interstate Highways (IH) and Non-Interstate (Non-IH) National Highway System (NHS) designated facilities. The purpose of these performance measures and targets is to guide funding prioritization toward appropriate levels of maintenance in order to further the national goal of strategically and systematically maintaining the nation's transportation system in a good condition.

Current Situation

The Texas Department of Transportation adopted targets for the Pavement and Bridge Condition Performance Measures (PM 2) on February 9, 2023. The MPO has 180 days from that adoption date to accept those measures or adopt their own targets.

Recommendation from the Technical Advisory Committee (TAC)

The TAC at their March 28, 2023 meeting recommended approval to the Policy Board on the Resolution for the Pavement and Bridge Performance Measure (PM 2).

Action Requested

1. Approval of the Resolution for the Pavement and Bridge Performance Measure (PM 2).



R-2023-02

**A RESOLUTION OF THE ABILENE METROPOLITAN PLANNING ORGANIZATION
ADOPTING TARGETS FOR PAVEMENT AND BRIDGE PERFORMANCE MEASURES (PM2)
AS ESTABLISHED BY THE TEXAS DEPARTMENT OF TRANSPORTATION.**

WHEREAS, The Moving Ahead for Progress in the 21st Century Act (MAP-21) and subsequent Fixing America's Surface Transportation (FAST) Act require the implementation of Performance Measures in the transportation planning process; and,

WHEREAS, on February 09, 2023 the Texas Department of Transportation (TxDOT) adopted six (6) targets for the Pavement and Bridge Condition Performance Measures (PM 2) as indicated below:

Pavement and Bridge Performance Measures (PM2)

- 1) Percentage of Interstate System pavement in good or better condition.
- 2) Percentage of Interstate System pavement in poor condition.
- 3) Percentage of Non-Interstate National Highway System pavement in good condition.
- 4) Percentage of Non-Interstate National Highway System pavement in poor condition.
- 5) Percentage of Bridge Deck on the National Highway System in good condition.
- 6) Percentage of Bridge Deck on the National Highway System in poor condition; and,

WHEREAS, Metropolitan Planning Organizations (MPOs) have 180 days from the adoption of performance measure targets by a state department of transportation to accept those measures or adopt their own targets.

NOW THEREFORE, BE IT RESOLVED, THAT THE ABILENE METROPOLITAN PLANNING ORGANIZATION OF ABILENE TEXAS, hereby supports and adopts the performance measures and targets established by the Texas Department of Transportation as indicated in Attachment A, attached hereto.

BE IT FURTHER RESOLVED, THAT THE MPO POLICY BOARD will plan and program projects compatible with the achievement of said targets.

PASSED, APPROVED and ADOPTED ON THIS _____ day of _____, 2023

ABILENE METROPOLITAN PLANNING ORGANIZATION

By:

Councilperson Shane Price, MPO Chair

Attest:

Approved:

E'Lisa Smetana
MPO Executive Director

Kelley Messer,
First Assistant City Attorney, City of Abilene

**ABILENE**

Metropolitan Planning Organization

R-2023-02**ATTACHMENT A****TxDOT Updated (PM2) Pavement and Bridge Performance Measure Targets
February 09, 2023**

Performance Measure	Statewide Baseline	2 Year Target	4 Year Target
Pavement on Interstate System			
1) % in “Good” condition	64.5%	63.9%	63.6%
2) % in “Poor” condition	0.1%	0.2%	0.2%
Pavement on Non-Interstate National Highway System			
3) % in “Good” condition	51.7%	45.5%	46.0%
4) % in “Poor” condition	1.3%	1.5%	1.5%
National Highway System Bridge Deck Condition			
5) % in “ Good” condition	49.2%	48.5%	47.6%
6) % in “ Poor” condition	1.1%	1.5%	1.5%

Transportation Performance Management

State Biennial Performance Report for Performance Period

2022-2025 (NEW TARGETS)

2022

BASELINE PERFORMANCE PERIOD REPORT (BPP)

Texas

Report Due: 12/16/2022

Report Status: Require Revision

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The web-based PMF is the State's official report to FHWA.

Summary of Performance Measures and Targets

Performance Measure	BaseLine	2-Year Target	4-Year Target
Percentage of Pavements of the Interstate System in Good Condition	64.5%	63.9%	63.6%
Percentage of Pavements of the Interstate System in Poor Condition	0.1%	0.2%	0.2%
Percentage of Pavements of the Non- Interstate NHS in Good Condition	51.7%	45.5%	46.0%
Percentage of Pavements of the Non- Interstate NHS in Poor Condition	1.3%	1.5%	1.5%
Percentage of NHS Bridges Classified as in Good Condition	49.2%	48.5%	47.6%
Percentage of NHS Bridges Classified as in Poor Condition	1.1%	1.5%	1.5%
Percent of the Person-Miles Traveled on the Interstate That Are Reliable	84.6%	70.0%	70.0%
Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable	90.3%	70.0%	70.0%
Truck Travel Time Reliability (TTTR) Index	1.39	1.55	1.55
Annual Hours of Peak Hour Excessive Delay Per Capita: Conroe--The Woodlands, TX	8.0	8.0	8.0
Annual Hours of Peak Hour Excessive Delay Per Capita: Dallas--Fort Worth--Arlington, TX	11.4	12.9	12.5
Annual Hours of Peak Hour Excessive Delay Per Capita: Denton--Lewisville, TX	4.7	4.1	3.7
Annual Hours of Peak Hour Excessive Delay Per Capita: El Paso, TX--NM	8.4	9.0	10.0
Annual Hours of Peak Hour Excessive Delay Per Capita: Houston, TX	13.5	16.0	16.0
Annual Hours of Peak Hour Excessive Delay Per Capita: McKinney, TX	1.9	1.3	0.9
Annual Hours of Peak Hour Excessive Delay Per Capita: San Antonio, TX	10.6	15.0	16.0
Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel: Conroe--The Woodlands, TX	19.7%	20.0%	20.0%
Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel: Dallas--Fort Worth--Arlington, TX	22.2%	22.7%	23.0%
Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel: Denton--Lewisville, TX	22.7%	22.8%	22.9%
Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel: El Paso, TX--NM	20.2%	20.0%	20.0%
Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel: Houston, TX	21.4%	21.1%	22.0%
Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel: McKinney, TX	22.7%	22.8%	22.9%
Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel: San Antonio, TX	23.1%	20.0%	20.0%
Total Emission Reductions: PM2.5			
Total Emission Reductions: NOx	12472.915	2679.641	5015.745

OVERVIEW SECTION 1		
O1	Metropolitan Planning Organization (MPO) Coordination: Please provide a description of how the State DOT is coordinating with relevant MPOs in target selection. [23 CFR 490.105(e)(2)]	TxDOT works with MPOs through a variety of methods, including regular meetings to discuss target setting and the sharing of information. TxDOT staff in the Transportation Planning and Programming division communicate regularly with MPO staff to answer questions and provide resources so MPOs can set their targets in a deliberate and organized manner.
O2	Please use this space to provide any general comments that may assist FHWA in its review of your submission. You can use this space to provide greater context for your targets and baseline condition/performance, provide additional background detail or clarification, note any assumptions, or discuss complications. (Optional)	
OVERVIEW SECTION 2		
O3	Who should FHWA contact with questions?	Casey Wells
O4	What is the phone number for this contact? <i>Please provide 10-digit number (area code and phone number) without formatting. (e.g., 1234567890)</i>	5124238986
O5	What is the email address for this contact?	casey.wells@txdot.gov

Pavement Performance Overview		
P1	<p>General Comments: Please use this space to provide any general comments that may assist FHWA in its review of this part of the submission. You can use this space to provide greater context for your targets and baseline condition, provide additional background detail or clarification, note any assumptions, or discuss complications. (Optional)</p>	<p>TxDOT started to switch from visual pavement surveys to semi-automated pavement data collection in fiscal year 2017. The off-system NHS and Highway Performance Monitoring System (HPMS) samples were also collected with the on-system network under the same contract. The last four years semi-automated HPMS pavement data was reported to FHWA in a consistent format and was used to develop the historical trends for pavement condition measures and the target setting. A 4-year moving average approach was used to develop the performance targets for both IH and non-IH NHS systems. The method combined the average and standard deviations to address system performance variations and to achieve a higher prediction confidence level.</p>
Interstate System Pavement Performance Overview		
P2	<p>Relationship to Other Performance Expectations: Discuss how the 2-year and 4-year targets established for the 2022-2025 Performance Period for the pavements on the statewide Interstate System [23 CFR 490.105(c)(1)], which indicates the anticipated near-term direction or trend, support the achievement of both the long-term national infrastructure condition performance goal of maintaining the highway infrastructure asset system in a state of good repair identified in 23 U.S.C. §150(b), and goal of improving project and investment decision making through performance-based planning and programming [23 U.S.C. 150(a)]</p> <p>Include how the established targets for the pavements on the statewide Interstate System for the Performance Period support expectations documented in longer range plans, such as the State asset management plan required by 23 U.S.C. 119(e) and the long-range statewide transportation plan. [23 CFR 490.107(b)(1)(ii)(C)]</p>	<p>Interstate system pavements are evaluated based on the ride quality (measured using IRI) and pavement surface distress. FHWA methods are used to classify each pavement section and then to summarize statewide percentages of the Interstate System pavements in Good/Fair/Poor conditions. The most recent four years of pavement condition data are used as the basis for the target setting. The moving-average method is used to set up the targets for the 2022-2025 Performance Period.</p> <p>TxDOT measures pavement conditions for on-system roads using an overall Condition Score, which is developed based on two other measures Distress Score (surface condition) and Ride Score (pavement roughness). While TxDOT's own pavement performance measures differ from these federal performance measures, TxDOT has successfully correlated the two sets of measures. This allows TxDOT to continue pursuing a time-tested approach to asset management, while also meeting federal requirements. A Life Cycle Planning (LCP) process is used to yield an overall treatment strategy to maximize the life of pavement assets at a network level.</p>
Statewide Performance Targets for the Percentage of Pavements of the Interstate System in Good Condition		
P3	<p>Baseline: Statewide Percentage of Pavements of the Interstate System in Good Condition. [23 CFR 490.107(b)(1)(ii)(B)]</p> <p><i>FHWA calculated this condition value from the latest data collected through the beginning date of the performance period specified in 23 CFR 490.105(e)(4)(i). [23 CFR 490.107(b)(1)(ii)]</i></p> <p><i>The data must be reported to the nearest tenth of a percent.</i></p>	64.5
P4	<p>2-year Target: Provide the 2-year target for the statewide Percentage of Pavements of the Interstate in Good Condition that the State DOT has established for the 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected condition by the end of 2023.</p> <p><i>Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) & 23 CFR 490.313(f)] Enter 86.5% as 86.5.</i></p>	63.9
P5	<p>4-year Target: Provide the 4-year target for the statewide Percentage of Pavements of the Interstate System in Good Condition that the State DOT has established for the 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected condition by the end of 2025.</p> <p><i>Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) & 23 CFR 490.313(f)] Enter 86.5% as 86.5.</i></p>	63.6

P6	<p>Basis for Targets: Provide a discussion of the basis for the 2-year and 4-year targets established for the 2022-2025 Performance Period for the statewide Percentages of Pavements of the Interstate System in Good Condition. [23 CFR 490.107(b)(1)(ii)(A)] This includes an explanation of the data, method(s), and/or process(s) used to identify the targets.</p>	<p>Interstate system pavements are evaluated based on IRI and pavement surface distresses. FHWA methods are used to classify each pavement section and then to summarize statewide percentage of the Interstate System pavements in Good condition. The most recent four years of pavement condition data are used as the basis for the target setting. The moving-average method is used to set up the target of Good Condition for the 2022-2025 Performance Period.</p>
Statewide Performance Targets for the Percentage of Pavements of the Interstate System in Poor Condition		
P7	<p>Baseline: Statewide Percentage of Pavements of the Interstate System in Poor Condition. [23 CFR 490.107(b)(1)(ii)(B)]</p> <p><i>FHWA calculated this condition value from the latest data collected through the beginning date of the performance period specified in 23 CFR 490.105(e)(4)(i). [23 CFR 490.107(b)(1)(ii)]</i></p> <p><i>The data must be reported to the nearest tenth of a percent.</i></p>	0.1
P8	<p>2-year Target: Provide the 2-year target for the statewide Percentage of Pavements of the Interstate in Poor Condition that the State DOT has established for the 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected condition by the end of 2023.</p> <p><i>Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) & 23 CFR 490.313(f)] Enter 86.5% as 86.5.</i></p>	0.2
P9	<p>4-year Target: Provide the 4-year target for the statewide Percentage of Pavements of the Interstate System in Poor Condition that the State DOT has established for the 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected condition by the end of 2025.</p> <p><i>Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) & 23 CFR 490.313(f)] Enter 86.5% as 86.5.</i></p>	0.2
P10	<p>Basis for Targets: Provide a discussion of the basis for the 2-year and 4-year targets established for the 2022-2025 Performance Period for the statewide Percentages of Pavements of the Interstate System in Poor Condition. [23 CFR 490.107(b)(1)(ii)(A)] This includes an explanation of the data, method(s), and/or process(s) used to identify the targets.</p>	<p>Interstate system pavements are evaluated based on IRI and pavement surface distresses. FHWA methods are used to classify each pavement section and then to summarize statewide percentage of the Interstate System pavements in Poor condition. The most recent four years of pavement condition data are used as the basis for the target setting. The moving-average method is used to set up the target of Poor Condition for the 2022-2025 Performance Period.</p>
Non-Interstate NHS Pavement Performance Overview		
P11	<p>Relationship to Other Performance Expectations: Discuss how the 2-year and 4-year targets established for the 2022-2025 Performance Period for the pavements on the statewide Non-Interstate NHS [23 CFR 490.105(c)(2)], which indicates the anticipated near-term direction or trend, support the achievement of both the long-term national infrastructure condition performance goal of maintaining the highway infrastructure asset system in a state of good repair identified in 23 U.S.C. §150(b), and goal of improving project and investment decision making through performance-based planning and programming [23 U.S.C. 150(a)]</p> <p>Include how the established targets for the pavements on the statewide Non-Interstate NHS for the performance period support expectations documented in longer range plans, such as the State asset management plan required by 23 U.S.C. 119(e) and the long-range statewide transportation plan. [23 CFR 490.107(b)(1)(ii)(C)]</p>	<p>Non-Interstate NHS system pavements are evaluated based on ride quality (measured using IRI) and pavement surface distress. FHWA methods are used to classify each pavement section and then to summarize statewide percentages of the Non-Interstate NHS system pavements in Good/Fair/Poor conditions. The most recent four years of pavement condition data are used as the basis for the target setting. The moving-average method is used to set up the targets for the 2022-2025 Performance Period.</p> <p>TxDOT measures pavement conditions for on-system roads using an overall Condition Score, which is developed based on two other measures Distress Score (surface condition) and Ride Score (pavement roughness). While TxDOT's own pavement performance measures differ from these federal performance measures, TxDOT has successfully correlated the two sets of measures. This allows us to continue to pursue a time-tested approach to asset management, while also meeting federal requirements. A Life Cycle Planning (LCP) process is used to yield an overall treatment strategy to maximize the life of pavement assets at a network level, including on-system Non-Interstate NHS pavements.</p>
Statewide Performance Targets for the Percentage of Pavements of the Non-Interstate NHS in Good Condition		

P12	<p>Baseline: Statewide Percentage of Pavements of the Non-Interstate NHS in Good Condition. {23 CFR 490.107(b)(1)(ii)(B)}</p> <p><i>FHWA calculated this condition value from the latest data collected through the beginning date of the performance period specified in 23 CFR 490.105(e)(4)(i). [23 CFR 490.107(b)(1)(ii)]</i></p> <p><i>The data must be reported to the nearest tenth of a percent.</i></p>	51.7
P13	<p>2-year Target: Provide the 2-year target for the statewide Percentage of Pavements of the Non-Interstate NHS in Good Condition that the State DOT has established for the 2022-2025 Performance Period. {23 CFR 490.107(b)(1)(ii)(A)} Target should reflect expected condition by the end of 2023.</p> <p><i>Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) & 23 CFR 490.313(f)] Enter 86.5% as 86.5.</i></p>	45.5
P14	<p>4-year Target: Provide the 4-year target for the statewide Percentage of Pavements of the Non-Interstate NHS in Good Condition that the State DOT has established for the 2022-2025 Performance Period. {23 CFR 490.107(b)(1)(ii)(A)} Target should reflect expected condition by the end of 2025.</p> <p><i>Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) & 23 CFR 490.313(f)] Enter 86.5% as 86.5.</i></p>	46.0
P15	<p>Basis for Targets: Provide a discussion of the basis for the 2-year and 4-year targets established for the 2022-2025 Performance Period for the statewide Percentages of Pavements of the Non-Interstate NHS in Good Condition. {23 CFR 490.107(b)(1)(ii)(A)} This includes an explanation of the data, method(s), and/or process(s) used to identify the targets.</p>	<p>The pavement targets were set based on the historical federal performance measure data using the 4-year moving average approach as stated in P15.</p> <p>TxDOT uses state measures to manage the state owned pavement network. Performance measures established by FHWA were used to calculate asset condition for NHS assets. TxDOT's performance measure showed overall pavement condition has been consistently improved in the last four years. Last year's percentage of lane miles in Good or better condition reached the record high since FY 2001 when the Texas Transportation Commission established the statewide pavement condition goal. Because of the different performance measures used by FHWA, TxDOT's performance measure doesn't always consistently align with FHWA performance measures. The federal performance measures of Good, Fair and Poor showed more variations in their trend lines. Below table shows federal measure data in Good and Poor condition categories in the last four years. All of them except for non-IH NHS trended downward. The largest performance variation is in Good condition for non-IH NHS.</p> <p>Although TxDOT has a funding increase over the next several years, Texas continues experiencing population growth, higher volume and heavier traffic on our highway network. Inflation is another factor eroding the buying power of our highway fund.</p>
Statewide Performance Targets for the Percentage of Pavements of the Non-Interstate NHS in Poor Condition		
P16	<p>Baseline: Statewide Percentage of Pavements of the Non-Interstate NHS in Poor Condition. {23 CFR 490.107(b)(1)(ii)(B)}</p> <p><i>FHWA calculated this condition value from the latest data collected through the beginning date of the performance period specified in 23 CFR 490.105(e)(4)(i). [23 CFR 490.107(b)(1)(ii)]</i></p> <p><i>The data must be reported to the nearest tenth of a percent.</i></p>	1.3
P17	<p>2-year Target: Provide the 2-year target for the statewide Percentage of Pavements of the Non-Interstate NHS in Poor Condition that the State DOT has established for the 2022-2025 Performance Period. {23 CFR 490.107(b)(1)(ii)(A)} Target should reflect expected condition by the end of 2023.</p> <p><i>Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) & 23 CFR 490.313(f)] Enter 86.5% as 86.5.</i></p>	1.5

P18	<p>4-year Target: Provide the 4-year target for the statewide Percentage of Pavements of the Non-Interstate NHS in Poor Condition that the State DOT has established for the 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected condition by the end of 2025.</p> <p><i>Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) & 23 CFR 490.313(f)] Enter 86.5% as 86.5.</i></p>	1.5
P19	<p>Basis for Targets: Provide a discussion of the basis for the 2-year and 4-year targets established for the 2022-2025 Performance Period for the statewide Percentages of Pavements of the Non-Interstate NHS in Poor Condition. [23 CFR 490.107(b)(1)(ii)(A)] This includes an explanation of the data, method(s), and/or process(s) used to identify the targets.</p>	Non-Interstate NHS pavements are evaluated based on IRI and pavement surface distresses. FHWA methods are used to classify each pavement section and then to summarize statewide percentage of the Non-Interstate System pavements in Poor condition. The most recent four years of pavement condition data are used as the basis for the target setting. The moving-average method is used to set up the target of Poor Condition for the 2022-2025 Performance Period.
<p>marks the end of the required reporting. Everything below this line is related to optional targets.Optional Additional Pavement Performance Target #1 [23 C</p>		
P20	<p>Additional Target: Which measure are you establishing an optional additional target? Percentage of Pavements on the: (Optional)</p>	
P21	<p>Area(s) for Target: Please indicate what area(s) the State DOT is establishing this additional target for (UZA stands for Urbanized Area).</p> <p><i>For each measure, a State DOT can only establish one additional target for the non-UZA area within their State. They can establish additional targets for any number and combination of UZAs.</i></p>	
P22	<p>UZA(s): If this target is for a single UZA or group of UZAs, please indicate which UZA(s) are included in this target. This field is not applicable if the target is for the statewide urbanized area (all UZAs) or the non-UZA area (Statewide Rural and Small Urban Areas).</p> <p><i>Please enter the UZA with its official name, state abbreviation, and then the 5-digit UZA code in parentheses. For example: BIRMINGHAM, AL (07786).</i></p> <p><i>For a group of UZAs, please separate them with a semi-colon. For example: BIRMINGHAM, AL (07786); AUBURN, AL (04033).</i></p>	
P23	<p>Baseline: Provide the baseline condition for the selected measure in this target area. [23 CFR 490.107(b)(1)(ii)(B)]</p> <p><i>The data submitted must cover the condition derived from the latest data collected through the beginning date of the performance period specified in 23 CFR 490.105(e)(4)(i). [23 CFR 490.107(b)(1)(ii)]</i></p> <p><i>The data must be reported to the nearest tenth of a percent.</i></p>	
P24	<p>2-year Target: Provide the 2-year target for the selected measure in this target area that the State DOT has established for the 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected performance by the end of 2023.</p> <p><i>Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) and 23 CFR 490.513] Enter 86.5% as 86.5.</i></p>	
P25	<p>4-year Target: Provide the 4-year target for the selected measure in the target area that the State DOT has established for the 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected performance by the end of 2025.</p> <p><i>Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) and 23 CFR 490.513] Enter 86.5% as 86.5.</i></p>	
P26	<p>Basis for Targets: Provide a discussion of the basis for the 2-year and 4-year targets established for the 2022-2025 Performance Period for the selected measure in the target area. [23 CFR 490.107(b)(1)(ii)(A)] This includes an explanation of the data, method(s), and/or process(s) used to identify the targets.</p> <p><i>Include the source of the urbanized dataset used to establish the targets. [23 CFR 490.107(b)(1)(ii)(D)]</i></p>	

Bridge Performance Overview		
B1	General Comments: Please use this space to provide any general comments that may assist FHWA in its review of this part of the submission. You can use this space to provide greater context for your targets and baseline condition, provide additional background detail or clarification, note any assumptions, or discuss complications. (Optional)	
B2	<p>Relationship to Other Performance Expectations: Discuss how the 2-year and 4-year targets established for the 2022-2025 Performance Period for the statewide Bridges on the NHS [23 CFR 490.105(c)(3)], which indicates the anticipated near-term direction or trend, support the achievement of both the long-term national infrastructure condition performance goal of maintaining the highway infrastructure asset system in a state of good repair identified in 23 U.S.C. §150(b), and goal of improving project and investment decision making through performance-based planning and programming [23 U.S.C. 150(a)]</p> <p><i>Include how the established targets the statewide Bridges on the NHS for the Performance Period support expectations documented in longer range plans, such as the State asset management plan required by 23 U.S.C. 119(e) and the long-range statewide transportation plan. [23 CFR 490.107(b)(1)(ii)(C)]</i></p>	<p>The 2-year and 4-year targets that were established for the 2022-2025 Performance Period for the Statewide Bridges on the NHS support the long-term national infrastructure condition performance goal of maintaining the highway infrastructure asset system in a state of good repair identified in 23 U.S.C. §150(b). The targets continue to keep a focus on the bridges in both poor and fair condition in an effort to keep the percentage of bridges in poor condition low. While those efforts to keep the percentage of Poor Condition bridges low have been successful, TxDOT realizes that there were tradeoffs in other areas, including a decreasing percentage of bridges in Good Condition. In an effort to move away from a "worst first" approach and instead focus on our entire bridge inventory, TxDOT has significantly increased efforts in routine maintenance and early repair actions regardless of condition and has also significantly increased funding for rehabilitation of bridges in Fair condition. TxDOT is confident that those actions will be effective, but it will take several years for them to be demonstrated in the numbers. These targets are aligned with the state asset management plan, and that plan also shows continued decline in the percent good bridges.</p>
Statewide Performance Targets for Bridges on the NHS Classified as in Good Condition		
B3	<p>Baseline: Statewide Percentage of deck area of Bridges on the NHS Classified as in Good Condition. [23 CFR 490.107(b)(1)(ii)(B)]</p> <p><i>FHWA calculated this condition value from the latest data collected through the beginning date of the performance period specified in 23 CFR 490.105(e)(4)(i). [23 CFR 490.107(b)(1)(ii)]</i></p> <p><i>The data must be reported to the nearest tenth of a percent.</i></p>	49.2
B4	<p>2-year Target: Provide the 2-year target for the statewide Percentage of deck area of Bridges on the NHS Classified as in Good Condition that the State DOT has established for the 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected condition by the end of 2023.</p> <p><i>Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) & 23 CFR 490.409(c)] Enter 86.5% as 86.5.</i></p>	48.5
B5	<p>4-year Target: Provide the 4-year target for the statewide Percentage of deck area of Bridges on the NHS classified as in Good Condition that the State DOT has established for the 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected condition by the end of 2025.</p> <p><i>Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) & 23 CFR 490.409(c)] Enter 86.5% as 86.5.</i></p>	47.6
B6	<p>Basis for Targets: Provide a discussion of the basis for the 2-year and 4-year targets established for the 2022-2025 Performance Period for the statewide Percentage of deck area of Bridges on the NHS Classified as in Good Condition. [23 CFR 490.107(b)(1)(ii)(A)] This includes an explanation of the data, method(s), and/or process(s) used to identify the targets.</p>	<p>The 2-year and 4-year targets were established by plotting the performance of the percent good over the last 10 years and analyzing the trend of that performance. The targets for the percent good acknowledge the fact that the percentage of bridges in good condition continue to be on a downward trend and that trend is expected to continue in the short term. TxDOT has renewed its efforts in pursuing more maintenance activities for bridges and tracking those activities, but the results of those efforts may not be seen in the data for a few years. TxDOT has also procured a bridge management program (BrM) that will allow for more sophisticated predictions, but it will take several years before it has been populated such that it can be used in lieu of the current methods.</p>
Statewide Performance Targets for Bridges on the NHS Classified as in Poor Condition		

B7	<p>Baseline: Statewide Percentage of deck area of Bridges on the NHS Classified as in Poor Condition. [23 CFR 490.107(b)(1)(ii)(B)]</p> <p>FHWA calculated this condition value from the latest data collected through the beginning date of the performance period specified in 23 CFR 490.105(e)(4)(i). [23 CFR 490.107(b)(1)(ii)]</p> <p><i>The data must be reported to the nearest tenth of a percent.</i></p>	1.1
B8	<p>2-year Target: Provide the 2-year target for the statewide Percentage of deck area of Bridges on the NHS Classified as in Poor Condition that the State DOT has established for the 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected condition by the end of 2023.</p> <p><i>Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) & 23 CFR 490.409(c)] Enter 86.5% as 86.5.</i></p>	1.5
B9	<p>4-year Target: Provide the 4-year target for the statewide Percentage of deck area of Bridges on the NHS Classified as in Poor Condition that the State DOT has established for the 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected condition by the end of 2025.</p> <p><i>Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) & 23 CFR 490.409(c)] Enter 86.5% as 86.5.</i></p>	1.5
B10	<p>Basis for Targets: Provide a discussion of the basis for the 2-year and 4-year targets established for the 2022-2025 Performance Period for the statewide Percentage of deck area of Bridges on the NHS Classified as in Poor Condition. [23 CFR 490.107(b)(1)(ii)(A)] This includes an explanation of the data, method(s), and/or process(s) used to identify the targets.</p>	<p>The percentage of poor bridges in Texas continues to fluctuate as poor bridges are replaced, and other bridges turn from fair to poor. While Texas continues to replace approximately 100-120 bridges in poor condition every year, around the same number of bridges turn to poor condition each year. Texas has a few large deck area bridges that are in fair condition and close to turning to poor condition. A consequence of having such a low percentage of poor bridges is that even small numbers of these large bridges turning poor can have a noticeable impact on the percent poor. The 2-year and 4-year targets were determined by plotting the percent of bridges in poor condition over the last 10 years. TxDOT anticipates the percent of bridges in poor condition to remain near 1% and to have some fluctuation, but we also acknowledge that one or two large deck area bridges turning to poor condition could cause a significant fluctuation in the percent poor deck area. TxDOT has also procured a bridge management program (BrM) that will allow for more sophisticated predictions, but it will take several years before it has been populated such that it can be used in lieu of the current methods.</p>
<p>marks the end of the required reporting. Everything below this line is related to optional targets. Optional Additional Bridge Performance Target #1 [23 CFR</p>		
B11	<p>Additional Target: Which measure are you establishing an optional additional target?</p> <p>Percentage of deck area of Bridges on the NHS classified as in:</p>	
B12	<p>Area(s) for Target: Please indicate what area(s) the State DOT is establishing this additional target for (UZA stands for Urbanized Area).</p> <p><i>For each measure, a State DOT can only establish one additional target for the non-UZA area within their State. They can establish additional targets for any number and combination of UZAs.</i></p>	
B13	<p>UZA(s): If this target is for a single UZA or group of UZAs, please indicate which UZA(s) are included in this target. This field is not applicable if the target is for the statewide urbanized area (all UZAs) or the non-UZA area (Statewide Rural and Small Urban Areas).</p> <p><i>Please enter the UZA with its official name, state abbreviation, and then the 5-digit UZA code in parentheses. For example: BIRMINGHAM, AL (07786).</i></p> <p><i>For a group of UZAs, please separate them with a semi-colon. For example: BIRMINGHAM, AL (07786); AUBURN, AL (04033).</i></p>	

B14	<p>Baseline: Provide the baseline condition for the selected measure in this target area. [23 CFR 490.107(b)(1)(ii)(B)]</p> <p><i>The data submitted must cover the condition derived from the latest data collected through the beginning date of the performance period specified in 23 CFR 490.105(e)(4)(i). [23 CFR 490.107(b)(1)(ii)]</i></p> <p><i>The data must be reported to the nearest tenth of a percent.</i></p>	
B15	<p>2-year Target: Provide the 2-year target for the selected measure in this target area that the State DOT has established for the 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected condition by the end of 2023.</p> <p><i>Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) & 23 CFR 490.409(c)] Enter 86.5% as 86.5.</i></p>	
B16	<p>4-year Target: Provide the 4-year target for the selected measure in the target area that the State DOT has established for the 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected condition by the end of 2025.</p> <p><i>Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) & 23 CFR 490.409(c)] Enter 86.5% as 86.5.</i></p>	
B17	<p>Basis for Targets: Provide a discussion of the basis for the 2-year and 4-year targets established for the 2022-2025 Performance Period for the selected measure in the target area. [23 CFR 490.107(b)(1)(ii)(A)] This includes an explanation of the data, method(s), and/or process(s) used to identify the targets.</p> <p><i>Include the source of the urbanized dataset used to establish the targets. [23 CFR 490.107(b)(1)(ii)(D)]</i></p>	

Travel Time Reliability Performance Overview		
R1	General Comments: Please use this space to provide any general comments that may assist FHWA in its review of this part of the submission. You can use this space to provide greater context for your targets and baseline performance, provide additional background detail or clarification, note any assumptions, or discuss complications. (Optional)	
R2	<p>Relationship to Other Performance Expectations: Discuss how the 2-year and 4-year targets established for the 2022-2025 Performance Period for the statewide Travel Time Reliability [23 CFR 490.105(c)(4)], which indicates the near-term direction or trend, support both the long-term national system reliability performance goal of improving the efficiency of the surface transportation system identified in 23 U.S.C. §150(b) and the goal of improving project and investment decision making through performance-based planning and programming. [23 U.S.C. 150(a)]</p> <p>Include how the established targets for the statewide Travel Time Reliability for the Performance Period support expectations documented in longer range plans, such as the long-range statewide transportation plan. [23 CFR 490.107(b)(1)(ii)(C)]</p>	The two and four-year targets established for this period are consistent and in alignment with our overall vision and strategy to maintain a reliable network. Investments to increase roadway capacity as travel demand grows and address disruptions is critical to minimize the cost and time that road users must dedicate to travel. TxDOT monitors state and national performance measures that encompass different aspects of highway mobility, including congestion, reliability, and system usage to track its progress toward highway mobility goals.
Statewide Performance Target for the Percent of the Person-Miles Traveled on the Interstate That Are Reliable		
R3	<p>Baseline: Statewide Percent of Person-Miles Traveled on the Interstate That Are Reliable. [23 CFR 490.107(b)(1)(ii)(B)]</p> <p>FHWA calculated this performance value from the latest data collected through the beginning date of the performance period specified in 23 CFR 490.105(e)(4)(i). [23 CFR 490.107(b)(1)(ii)]</p> <p>The data must be reported to the nearest tenth of a percent.</p>	84.6
R4	<p>2-year Target: Provide the 2-year target for the statewide Percent of the Person-Miles Traveled on the Interstate That Are Reliable that the State DOT has established for the 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected performance by the end of 2023</p> <p>Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) and 23 CFR 490.513(b)] Enter 86.5% as 86.5.</p>	70.0
R5	<p>4-year Target: Provide the 4-year target for the statewide Percent of the Person-Miles Traveled on the Interstate That Are Reliable that the State DOT has established for the 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected performance by the end of 2025.</p> <p>Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) & 23 CFR 490.513(b)] Enter 86.5% as 86.5.</p>	70.0
R6	<p>Basis for Targets: Provide a discussion of the basis for the 2-year and 4-year targets established for the 2022-2025 Performance Period for the statewide Percent of the Person-miles Traveled on the Interstate That Are Reliable. [23 CFR 490.107(b)(1)(ii)(A)] This includes an explanation of the data, method(s), and/or process(s) used to identify the targets.</p>	Multiple years of data (2017 to present) are used for trend analysis. The Texas Transportation Institute (TTI) obtains the calculated PM3 measures directly from the NPMRDS Analytics Website EZ Button Widgets as supplied by University of Maryland CATT Lab and purchased by TxDOT. The MPO values and the statewide totals are produced directly from this EZ Button Widget. TTI then analyzes the data with the TxDOT Statewide Planning Branch to view trends, aberrations, and disruptions. The data showed fluctuations that cannot be accounted for with other similar data. As such, consistency, trends, or new norms cannot be established after the analysis. It is anticipated that the COVID-19 pandemic had a great impact on the ability to see a trend, and the traffic "bounce-back" (i.e., new normal) from the pandemic is unknown, so a conservative approach was applied.
Statewide Performance Targets for the Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable		
R7	<p>Baseline: Statewide Percent of Person-Miles Traveled on the Non-Interstate NHS That Are Reliable. [23 CFR 490.107(b)(1)(ii)(B)]</p> <p>FHWA calculated this performance value from the latest data collected through the beginning date of the performance period specified in 23 CFR 490.105(e)(4)(i). [23 CFR 490.107(b)(1)(ii)]</p> <p>The data must be reported to the nearest tenth of a percent.</p>	90.3

R8	<p>2-year Target: Provide the 2-year target for the statewide Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable that the State DOT has established for the 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(iii)(A)] Target should reflect expected performance by the end of 2023.</p> <p>Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) and 23 CFR 490.513(b)] Enter 86.5% as 86.5.</p>	70.0
R9	<p>4-year Target: Provide the 4-year target for the statewide Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable that the State DOT has established for the 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(iii)(A)] Target should reflect expected performance by the end of 2025.</p> <p>Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) and 23 CFR 490.513(c)] Enter 86.5% as 86.5.</p>	70.0
R10	<p>Basis for Targets: Provide a discussion of the basis for the 2-year and 4-year targets established for the 2022-2025 Performance Period for the statewide Percent of the Person-miles Traveled on the Non-Interstate NHS That Are Reliable. [23 CFR 490.107(b)(1)(iii)(A)] This includes an explanation of the data, method(s), and/or process(s) used to identify the targets.</p>	<p>Multiple years of data (2017 to present) are used for trend analysis. The Texas Transportation Institute (TTI) obtains the calculated PM3 measures directly from the NPMRDS Analytics Website EZ Button Widgets as supplied by University of Maryland CATT Lab and purchased by TxDOT. The MPO values and the statewide totals are produced directly from this EZ Button Widget. TTI then analyzes the data with the TxDOT Statewide Planning Branch to view trends, aberrations, and disruptions. The data showed fluctuations that cannot be accounted for with other similar data. As such, consistency, trends, or new norms cannot be established after the analysis. It is anticipated that the COVID-19 pandemic had a great impact on the ability to see a trend, and the traffic "bounce-back" (i.e., new normal) from the pandemic is unknown, so a conservative approach was applied.</p>
d of the required reporting. Everything below this line is related to optional targets. Optional Additional Reliability Performance Target #1 - Reliable Travel		
R11	<p>Additional Target: Which measure are you establishing optional additional targets? Percentage of Person-miles Traveled on the: (Optional)</p>	
R12	<p>Area(s) for Target: Indicate what area(s) the State DOT is establishing this additional target for (UZA stands for Urbanized Area).</p> <p>For each measure, a State DOT can only establish one additional target for the non-UZA area within their State. They can establish additional targets for any number and combination of UZAs.</p>	
R13	<p>UZA(s): If this target is for a single UZA or group of UZAs, please indicate which UZA(s) are included in this target. This field is not applicable if the target is for the statewide urbanized area (all UZAs) or the non-UZA area (Statewide Rural and Small Urban Areas).</p> <p>Please enter the UZA with its official name, state abbreviation, and 5- digit UZA code in parentheses. For example: BIRMINGHAM, AL (07786).</p> <p>For a group of UZAs, please separate them with a semi-colon. For example: BIRMINGHAM, AL (07786); AUBURN, AL (04033).</p>	
R14	<p>Baseline: Provide the baseline performance for the selected measure in this target area. [23 CFR 490.107(b)(1)(ii)(B)]</p> <p>The data submitted must cover the performance derived from the latest data collected through the beginning date of the performance period specified in 23 CFR 490.105(e)(4)(i). [23 CFR 490.107(b)(1)(iii)]</p> <p>The data must be reported to the nearest tenth of a percent.</p>	
R15	<p>2-year Target: Provide the 2-year target for the selected measure in this target area that the State DOT has established for the 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(iii)(A)] Target should reflect expected performance by the end of 2023.</p> <p>Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) and 23 CFR 490.513] Enter 86.5% as 86.5.</p>	

R16	<p>4-year Target: Provide the 4-year target for the selected measure in the target area that the State DOT has established for the 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected performance by the end of 2025.</p> <p>Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) and 23 CFR 490.513] Enter 86.5% as 86.5.</p>	
R17	<p>Basis for Targets: Provide a discussion of the basis for the 2-year and 4-year targets established for the 2022-2025 Performance Period for the selected measure in the target area. [23 CFR 490.107(b)(1)(ii)(A)] This includes an explanation of the data, method(s), and/or process(s) used to identify the targets.</p> <p>Include the source of the urbanized dataset used to establish the targets. [23 CFR 490.107(b)(1)(ii)(D)]</p>	

Freight Reliability (Movement) Performance Overview		
F1	General Comments: Please use this space to provide any general comments that may assist FHWA in its review of this part of the submission. You can use this space to provide greater context for your targets and baseline performance, provide additional background detail or clarification, note any assumptions, or discuss complications. (Optional)	Regarding F2, see attached TX Delivers 2050 Freight Plan, Section 5.1
F2	<p>Truck Freight Bottlenecks: Attach a PDF document listing locations of truck freight bottlenecks within the State, including those identified in the National Freight Strategic Plan. If the State DOT has prepared a State Freight Plan under 49 U.S.C. 70202, within the last 2 years, then it may serve as the basis for identifying truck freight bottlenecks. [23 CFR 490.107(b)(1)(ii)(E)]</p> <p>Note: Please upload the document meeting the truck freight bottleneck PDF requirements in the "Attachment" tab.</p>	Yes, document was uploaded in the Attachment tab.
F3	If the required document was not included in this biennial reporting, please explain.	
F4	<p>Relationship to Other Performance Expectations: Discuss how the 2-year and 4-year targets established for the 2022-2025 Performance Period for the statewide Freight Reliability (movement) on the Interstate System [23 CFR 490.105(c)(6)], which indicates the near-term direction or trend, support both the long-term national freight movement and economic vitality performance goal of improving the National Highway Freight Network, strengthening the ability of rural communities to access national and international trade markets, and supporting regional economic development identified in 23 U.S.C. §150(b) and the goal of improving project and investment decision-making through performance-based planning and programming. [23 U.S.C. 150(a)]</p> <p>Include how the established targets for the statewide freight movement on the Interstate System for the Performance Period support expectations documented in longer range plans, such as the long-range statewide transportation plan. [23 CFR 490.107(b)(1)(ii)(C)]</p>	<p>The two and four-year targets established for this period are consistent and in alignment with our overall vision and strategy to maintain a viable and strong network to support the movement of freight throughout the state. Our newly updated Texas Freight Mobility Plan outlines how the agency will address</p> <ul style="list-style-type: none"> •Congestion •Safety •Connectivity in the rural areas •International Border Crossings •Resiliency •Community Impacts and Benefits for Disadvantaged communities <p>Our comprehensive planning strategy includes evaluation of the network and how it supports critical supply chains that encourage growth and economic prosperity throughout the state. The Texas Freight Mobility Plan Executive Summary lists on page 11 a summary of policy and program recommendations that are stimulative, transformative and supportive as part of broad vision for meeting the needs for all sections of the state. Using the new targets will allow us to gauge how well we are meeting our internal and external goals and continue to allow us to make smart investment decisions on the network by choosing the right projects based on the demands and challenges of our state.</p>
Statewide Performance Targets for the Truck Travel Time Reliability (TTTR) Index		
F5	<p>Baseline: Statewide Truck Travel Time Reliability Index. [23 CFR 490.107(b)(1)(ii)(B)]</p> <p>FHWA calculated this performance value from the latest data collected through the beginning date of the performance period specified in 23 CFR 490.105(e)(4)(i). [23 CFR 490.107(b)(1)(ii)]</p> <p>The data must be reported to the nearest hundredth of a percent.</p>	1.39
F6	<p>2-Year Target: Provide the 2-year target for the statewide Truck Travel Time Reliability Index established for the 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected performance by the end of 2023.</p> <p>Target must be reported to the nearest hundredth. [23 CFR 490.101 (Target definition) and 23 CFR 490.613(b)] For example, enter 2.54.</p>	1.55
F7	<p>4-Year Target: Provide the 4-year target for the statewide Truck Travel Time Reliability Index established for the 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected performance by the end of 2025.</p> <p>Target must be reported to the nearest hundredth. [23 CFR 490.101 (Target definition) & 23 CFR 490.613(b)] For example, enter 2.54.</p>	1.55

F8	<p>Basis for Targets: Provide a discussion of the basis for the 2-year and 4-year targets established for the 2022-2025 Performance Period for the statewide Truck Travel Time Reliability Index. [23 CFR 490.107(b)(1)(ii)(A)] This includes an explanation of the data, method(s), and/or process(s) used to identify the targets.</p>	<p>Multiple years of data (2017 to present) are used for trend analysis. The Texas Transportation Institute (TTI) obtains the calculated PM3 measurers directly from the NPMRDS Analytics Website EZ Button Widgets as supplied by University of Maryland CATT Lab and purchased by TxDOT. The MPO values and the statewide totals are produced directly from this EZ Button Widget. TTI then analyzes the data with the TxDOT Freight Planning Branch to view trends, aberrations, and disruptions. The data showed fluctuations that cannot be accounted for with other similar data. As such, consistency, trends, or new norms cannot be established after the analysis. It is anticipated that the COVID-19 pandemic had a great impact on the ability to see a trend, and the traffic "bounce-back" (i.e., new normal) from the pandemic is unknown, so a conservative approach was applied.</p>
The line above marks the end of the required reporting. Everything below this line is related to optional targets.		
F9	Additional Target: Are you establishing optional targets for Freight Reliability Performance?	
F10	<p>Area(s) for Target: Indicate what area(s) the State DOT is establishing this additional target for (UZA stands for Urbanized Area).</p> <p>For each measure, a State DOT can only establish one additional target for the non-UZA area within their State. They can establish additional targets for any number and combination of UZAs.</p>	
F11	<p>UZA(s): If this target is for a single UZA or group of UZAs, please indicate which UZA(s) are included in this target. This field is not applicable if the target is for the statewide urbanized area (all UZAs) or the non-UZA area (Statewide Rural and Small Urban Areas).</p> <p>Please enter the UZA with its official name, state abbreviation, and 5- digit UZA code in parentheses. For example: BIRMINGHAM, AL (07786).</p> <p>For a group of UZAs, please separate them with a semi-colon. For Example: BIRMINGHAM, AL (07786); AUBURN, AL (04033).</p>	
F12	<p>Baseline: Provide the baseline performance for this measure in this target area. [23 CFR 490.107(b)(1)(ii)(B)]</p> <p>The data submitted must cover the performance derived from the latest data collected through the beginning date of the performance period specified in 23 CFR 490.105(e)(4)(i). [23 CFR 490.107(b)(1)(ii)]</p> <p>The data must be reported to the nearest hundredth. [23 CFR 490.101 (Target definition) and 23 CFR 490.613(b)]. For example, enter 2.54.</p>	
F13	<p>2-year Target: Provide the 2-year target for the measure in this target area that the State DOT has established for the 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] The target should reflect expected performance by the end of 2023.</p> <p>Target must be reported to the nearest hundredth. [23 CFR 490.101 (Target definition) and 23 CFR 490.613(b)]. For example, enter 2.54.</p>	
F14	<p>4-year Target: Provide the 4-year target for the measure in the target area that the State DOT has established for the 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] The target should reflect expected performance by the end of 2025.</p> <p>Target must be reported to the nearest hundredth. [23 CFR 490.101 (Target definition) & 23 CFR 490.613(b)] For example, enter 2.54.</p>	
F15	<p>Basis for Targets: Provide a discussion of the basis for the 2-year and 4-year targets established for the 2022-2025 Performance Period for the selected measure in the target area. [23 CFR 490.107(b)(1)(ii)(A)] This includes an explanation of the data, method(s), and/or process(s) used to identify the targets.</p> <p>Include the source of the urbanized dataset used to establish the target. [23 CFR 490.107(b)(1)(ii)(D)]</p>	

Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita Performance Overview		
D1	General Comments: Please use this space to provide any general comments that may assist FHWA in its review of this part of the submission. You can use this space to provide greater context for your targets and baseline performance, provide additional background detail or clarification, note any assumptions, or discuss complications. (Optional)	Regarding the NCTCOG Baseline Performance Plan, NOx and VOC emission targets reflected in Table 2 of the Performance Plan, reflecting higher values for NOx compared to VOC, Tables 3, 4, 5, and 6 are CMAQ funded projects currently in the TIP, as a reference. Only some of these projects will be used toward reaching the four-year targets as many currently CMAQ-funded projects in our TIP were previously recorded.
D2	The total number of applicable UZA(s) required to establish targets and report progress for the Traffic Congestion Measures in your State are:	7
Urbanized Area Target #1 - Annual Hours of Peak Hour Excessive Delay Per Capita		
D3	Urbanized Area:	Conroe--The Woodlands, TX
D4	<p>Relationship to Other Performance Expectations: Discuss how the 2-year and 4-year targets established for the 2022-2025 Performance Period Annual Hours of Peak Hour Excessive Delay Per Capita in this UZA [23 CFR 490.105(c)(7)], which indicates the anticipated near-term direction or trend, support the achievement of both the long-term national congestion reduction performance goal to achieve a significant reduction in congestion on the NHS identified in 23 U.S.C. §150(b), and goal of improving project and investment decision making through performance-based planning and programming [23 U.S.C. 150(a)]</p> <p>Include how the established targets for Annual Hours of Peak Hour Excessive Delay Per Capita in this UZA for the Performance Period support expectations documented in longer range plans, such as the long-range statewide transportation plan. [23 CFR 490.107(b)(1)(ii)(C)]</p>	<p>The Peak Hour Excessive Delay 2 and 4-year targets were established to achieve a significant reduction in congestion on the NHS. Collectively, the following planning and analysis initiatives support the national goals and advance improved performance of the transportation system. H-GAC is updating its project selection process with a multi-step project selection and review process with investment categories of operational improvements, regional goods movement, safety, resiliency, and others, which will have a positive impact on moving the region to better conditions and meeting targets. Significant investments in transit, active transportation, ITS, and operational improvements expected in the next several years are anticipated to improve air quality and reduce peak hour excessive delay. H-GAC ramped up its project tracking and project delivery efforts that will help achieve targets. The targets support the expectations of H-GAC's long-range plan goals of Move people and goods reliably and efficiently, Strengthen regional economic competitiveness, and Conserve and protect natural and cultural resources. The targets support the expectations in the long-range plan by providing a continuous performance monitoring and reporting system that identifies how the region is moving to better conditions.</p>
D5	<p>Please report the agencies that established the unified Annual Hours of Peak Hour Excessive Delay Per Capita target for this urbanized area. Use a semicolon to separate multiple agencies. (Optional)</p> <p>All State DOTs and MPOs that contain, within their respective boundaries, any portion of the NHS network in this urbanized area shall agree on and report the same unified target for this measure. [23 CFR 490.105(e)(8)(iii)(B)] and 23 CFR [490.105(f)(5)(iii)(B)]</p>	Houston-Galveston Area Council (MPO); TxDOT
D6	<p>Baseline: Annual Hours of Peak Hour Excessive Delay Per Capita in this UZA. [23 CFR 490.107(b)(1)(ii)(B)]</p> <p>FHWA calculated this performance value from the latest data collected through the beginning date of the performance period specified in 23 CFR 490.105(e)(4)(i). [23 CFR 490.107(b)(1)(ii)]</p> <p>The data must be reported to the nearest tenth of a percent.</p>	8.0
D7	<p>2-year Target: Provide the 2-year target for the Annual Hours of Peak Hour Excessive Delay Per Capita in this UZA that was established for the 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] and 23 CFR [490.107(c)(3)(ii)(A)] The target should reflect expected performance by the end of 2023.</p> <p>The target must be reported to the nearest tenth. [23 CFR 490.101 (Target definition) & 23 CFR 490.713(b)] For example, enter 7.1.</p>	8.0

D8	<p>4-year Target: Provide the 4-year target for the Annual Hours of Peak Hour Excessive Delay Per Capita in this UZA that was established for the 2022- 2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] and 23 CFR [490.107(c)(3)(ii)(A)] The target should reflect expected performance by the end of 2025.</p> <p>The target must be reported to the nearest tenth. [23 CFR 490.101 (Target definition) and 23 CFR 490.713(b)] For example, enter 7.1.</p>	8.0
D9	<p>Basis for Targets: Provide a discussion of the basis for the 2-year and 4-year targets established for the 2022-2025 Performance Period for the Annual Hours of Peak Hour Excessive Delay Per Capita in this UZA. [23 CFR 490.107(b)(1)(ii)(A)] This includes an explanation of the data, method(s), and/or process(s) used to identify the targets.</p> <p>Include the source of the urbanized dataset used to establish the targets. [23 CFR 490.107(b)(1)(ii)(D)]</p>	<p>The Peak Hour Excessive Delay 2 and 4-year targets were formulated with an extensive evaluation of traffic data and utilizing a trend analysis of past performance for the years of 2016 to 2022. Traffic data was obtained from the statistics of the National Performance Management Research Data Set at the University of Maryland Center for Advanced Transportation Technology Lab. The analysis considered the years impacted by the COVID pandemic to be outliers and were excluded due to its unusual nature. Targets were established while acknowledging the change to the PHED evening peak period from the 4 - 8 PM period to the 3-7 PM period which will produce one additional hour of delay annually. The PM peak of 3-7 PM more accurately captures congestion that occurs during the evening peak period.</p>
Urbanized Area Target #2 - Annual Hours of Peak Hour Excessive Delay Per Capita		
D10	Urbanized Area:	Dallas--Fort Worth--Arlington, TX
D11	<p>Relationship to Other Performance Expectations: Discuss how the 2-year and 4-year targets established for the 2022-2025 Performance Period Annual Hours of Peak Hour Excessive Delay Per Capita in this UZA [23 CFR 490.105(c)(7)], which indicates the anticipated near-term direction or trend, support the achievement of both the long-term national congestion reduction performance goal to achieve a significant reduction in congestion on the NHS identified in 23 U.S.C. §150(b), and goal of improving project and investment decision making through performance-based planning and programming [23 U.S.C. 150(a)]</p> <p>Include how the established targets for Annual Hours of Peak Hour Excessive Delay Per Capita in this UZA for the Performance Period support expectations documented in longer range plans, such as the long-range statewide transportation plan. [23 CFR 490.107(b)(1)(ii)(C)]</p>	<p>NCTCOG has adopted 2024 and 2026 Peak-Hour Excessive Delay targets for the Dallas-Fort Worth-Arlington Urbanized Area that continue the trend of steady improvement in this measure seen before the impacts of the COVID-19 pandemic. Much of the pre-COVID trend can be attributed to performance-based project selection processes in NCTCOG's long range plan (Mobility 2045 Update) and implementation of congestion-reducing projects in NCTCOG's TIP, both of which work to reduce recurring congestion. Continuing this trend of improvement and achieving these targets will help result in a significant contribution to both the Federal goal of reducing congestion on the NHS and Mobility 2045 Update's goal to "support travel efficiency measures and system enhancements targeted at congestion reduction and management".</p>
D12	<p>Please report the agencies that established the unified Annual Hours of Peak Hour Excessive Delay Per Capita target for this urbanized area. Use a semicolon to separate multiple agencies. (Optional)</p> <p>All State DOTs and MPOs that contain, within their respective boundaries, any portion of the NHS network in this urbanized area shall agree on and report the same unified target for this measure. [23 CFR 490.105(e)(8)(iii)(B)] and 23 CFR [490.105(f)(5)(iii)(B)]</p>	
D13	<p>Baseline: Annual Hours of Peak Hour Excessive Delay Per Capita in this UZA. [23 CFR 490.107(b)(1)(ii)(B)]</p> <p>FHWA calculated this performance value from the latest data collected through the beginning date of the performance period specified in 23 CFR 490.105(e)(4)(i). [23 CFR 490.107(b)(1)(ii)]</p> <p>The data must be reported to the nearest tenth of a percent.</p>	11.4
D14	<p>2-year Target: Provide the 2-year target for the Annual Hours of Peak Hour Excessive Delay Per Capita in this UZA that was established for the 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] and 23 CFR [490.107(c)(3)(ii)(A)] The target should reflect expected performance by the end of 2023.</p> <p>The target must be reported to the nearest tenth. [23 CFR 490.101 (Target definition) & 23 CFR 490.713(b)] For example, enter 7.1.</p>	12.9

D15	<p>4-year Target: Provide the 4-year target for the Annual Hours of Peak Hour Excessive Delay Per Capita in this UZA that was established for the 2022- 2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] and 23 CFR (490.107(c)(3)(ii)(A)) The target should reflect expected performance by the end of 2025.</p> <p>The target must be reported to the nearest tenth. [23 CFR 490.101 (Target definition) and 23 CFR 490.713(b)] For example, enter 7.1.</p>	12.5
D16	<p>Basis for Targets: Provide a discussion of the basis for the 2-year and 4-year targets established for the 2022-2025 Performance Period for the Annual Hours of Peak Hour Excessive Delay Per Capita in this UZA. [23 CFR 490.107(b)(1)(ii)(A)] This includes an explanation of the data, method(s), and/or process(s) used to identify the targets.</p> <p>Include the source of the urbanized dataset used to establish the targets. [23 CFR 490.107(b)(1)(ii)(D)]</p>	<p>The 2-year (2024) and 4-year (2026) targets for Peak Hour Excessive Delay in the Dallas-Fort Worth-Arlington UZA were established using a best-fit least squares trend analysis of observed data from 2016-2019 (the period of time for which reliable data is available, excluding the COVID-19 pandemic). This measure is strongly rebounding from the pandemic and is expected to climb back to this previous trend in the 2022-2023 timeframe. This trend illustrates a slow but steady improvement in this measure in line with NCTCOG's recent steady implementation of multiple congestion-relief projects. The data source used to report this measure and perform target-setting analysis is the National Performance Management Research Dataset (NPMRDS), a travel time dataset provided to MPOs via a cooperative agreement with FHWA, the University of Maryland CATT Lab, Texas A&M Transportation Institute, and INRIX; use of this dataset is required by rulemaking (23 CFR 490.103(e)) unless the state DOT requests and FHWA approves the use of an equivalent data source, which has not occurred in Texas.</p>
Urbanized Area Target #3 - Annual Hours of Peak Hour Excessive Delay Per Capita		
D17	Urbanized Area:	Denton–Lewisville, TX
D18	<p>Relationship to Other Performance Expectations: Discuss how the 2-year and 4-year targets established for the 2022-2025 Performance Period Annual Hours of Peak Hour Excessive Delay Per Capita in this UZA [23 CFR 490.105(c)(7)], which indicates the anticipated near-term direction or trend, support the achievement of both the long-term national congestion reduction performance goal to achieve a significant reduction in congestion on the NHS identified in 23 U.S.C. §150(b), and goal of improving project and investment decision making through performance-based planning and programming [23 U.S.C. 150(a)]</p> <p>Include how the established targets for Annual Hours of Peak Hour Excessive Delay Per Capita in this UZA for the Performance Period support expectations documented in longer range plans, such as the long-range statewide transportation plan. [23 CFR 490.107(b)(1)(ii)(C)]</p>	<p>NCTCOG has adopted 2024 and 2026 Peak-Hour Excessive Delay targets for the Denton-Lewisville Urbanized Area that match the trend of steady improvement in this measure seen before the impacts of the COVID-19 pandemic in the Dallas-Fort Worth-Arlington UZA. Much of the pre-COVID trend can be attributed to performance-based project selection processes in NCTCOG's long range plan (Mobility 2045 Update) and implementation of congestion-reducing projects in NCTCOG's TIP, both of which work to reduce recurring congestion. Continuing this trend of improvement and achieving these targets will help result in a significant contribution to both the Federal goal of reducing congestion on the NHS and Mobility 2045 Update's goal to "support travel efficiency measures and system enhancements targeted at congestion reduction and management".</p>
D19	<p>Please report the agencies that established the unified Annual Hours of Peak Hour Excessive Delay Per Capita target for this urbanized area. Use a semicolon to separate multiple agencies. (Optional)</p> <p>All State DOTs and MPOs that contain, within their respective boundaries, any portion of the NHS network in this urbanized area shall agree on and report the same unified target for this measure. [23 CFR 490.105(e)(8)(iii)(B)) and 23 CFR (490.105(f)(5)(iii)(B))</p>	
D20	<p>Baseline: Annual Hours of Peak Hour Excessive Delay Per Capita in this UZA. [23 CFR 490.107(b)(1)(iii)(B))</p> <p>FHWA calculated this performance value from the latest data collected through the beginning date of the performance period specified in 23 CFR 490.105(e)(4)(i). [23 CFR 490.107(b)(1)(iii)]</p> <p>The data must be reported to the nearest tenth of a percent.</p>	4.7

D21	<p>2-year Target: Provide the 2-year target for the Annual Hours of Peak Hour Excessive Delay Per Capita in this UZA that was established for the 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] and 23 CFR [490.107(c)(3)(ii)(A)] The target should reflect expected performance by the end of 2023.</p> <p>The target must be reported to the nearest tenth. [23 CFR 490.101 (Target definition) & 23 CFR 490.713(b)] For example, enter 7.1.</p>	4.1
D22	<p>4-year Target: Provide the 4-year target for the Annual Hours of Peak Hour Excessive Delay Per Capita in this UZA that was established for the 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] and 23 CFR [490.107(c)(3)(ii)(A)] The target should reflect expected performance by the end of 2025.</p> <p>The target must be reported to the nearest tenth. [23 CFR 490.101 (Target definition) and 23 CFR 490.713(b)] For example, enter 7.1.</p>	3.7
D23	<p>Basis for Targets: Provide a discussion of the basis for the 2-year and 4-year targets established for the 2022-2025 Performance Period for the Annual Hours of Peak Hour Excessive Delay Per Capita in this UZA. [23 CFR 490.107(b)(1)(ii)(A)] This includes an explanation of the data, method(s), and/or process(s) used to identify the targets.</p> <p>Include the source of the urbanized dataset used to establish the targets. [23 CFR 490.107(b)(1)(ii)(D)]</p>	<p>The 2-year (2024) and 4-year (2026) targets for Peak Hour Excessive Delay in the Denton-Lewisville UZA were established using a trend analysis that uses the same trend/slope from the least-squares trend analysis used for the Dallas-Fort Worth-Arlington UZA, adjusted to intercept the most recent (2021) observed value for Denton-Lewisville. More nuanced analysis of this small data-limited UZA will take place for subsequent performance periods when a stronger data trend is available. This trend illustrates a slow but steady improvement in this measure in line with NCTCOG's recent steady implementation of multiple congestion-relief projects. The data source used to report this measure and perform target-setting analysis is the National Performance Management Research Dataset (NPMRDS), a travel time dataset provided to MPOs via a cooperative agreement with FHWA, the University of Maryland CATT Lab, Texas A&M Transportation Institute, and INRIX; use of this dataset is required by rulemaking (23 CFR 490.103(e)) unless the state DOT requests and FHWA approves the use of an equivalent data source, which has not occurred in Texas.</p>
Urbanized Area Target #4 - Annual Hours of Peak Hour Excessive Delay Per Capita		
D24	Urbanized Area:	El Paso, TX—NM
D25	<p>Relationship to Other Performance Expectations: Discuss how the 2-year and 4-year targets established for the 2022-2025 Performance Period Annual Hours of Peak Hour Excessive Delay Per Capita in this UZA [23 CFR 490.105(c)(7)], which indicates the anticipated near-term direction or trend, support the achievement of both the long-term national congestion reduction performance goal to achieve a significant reduction in congestion on the NHS identified in 23 U.S.C. §150(b), and goal of improving project and investment decision making through performance-based planning and programming [23 U.S.C. 150(a)]</p> <p>Include how the established targets for Annual Hours of Peak Hour Excessive Delay Per Capita in this UZA for the Performance Period support expectations documented in longer range plans, such as the long-range statewide transportation plan. [23 CFR 490.107(b)(1)(ii)(C)]</p>	<p>Working on PHED measures for the first time, it has been a challenge to pinpoint targets. The EPMPO tried balancing trends with improvement/optimization expectations. Perhaps in the future this experience will help the EPMPO refine the targets. We are also not sure what post-COVID work-from-home and economy will look like, so being a little extra conservative.</p> <p>An initial step will be to contain any growth of PHED in the near future, and eventually introduce projects that can help lower PHED. The 2 and 4-year targets are a main reference against which to compare measurements being monitored. These help to determine if the policies or projects for the reduction of congestion are having an impact and how much, if additional actions need to be implemented, and thus, revise if the investment decisions are going in the right direction, or changes need to be made.</p>
D26	<p>Please report the agencies that established the unified Annual Hours of Peak Hour Excessive Delay Per Capita target for this urbanized area. Use a semicolon to separate multiple agencies. (Optional)</p> <p>All State DOTs and MPOs that contain, within their respective boundaries, any portion of the NHS network in this urbanized area shall agree on and report the same unified target for this measure. [23 CFR 490.105(e)(8)(iii)(B)] and 23 CFR [490.105(f)(5)(iii)(B)]</p>	

D27	<p>Baseline: Annual Hours of Peak Hour Excessive Delay Per Capita in this UZA. [23 CFR 490.107(b)(1)(ii)(B)]</p> <p>FHWA calculated this performance value from the latest data collected through the beginning date of the performance period specified in 23 CFR 490.105(e)(4)(i). [23 CFR 490.107(b)(1)(ii)]</p> <p>The data must be reported to the nearest tenth of a percent.</p>	8.4
D28	<p>2-year Target: Provide the 2-year target for the Annual Hours of Peak Hour Excessive Delay Per Capita in this UZA that was established for the 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] and 23 CFR [490.107(c)(3)(ii)(A)] The target should reflect expected performance by the end of 2023.</p> <p>The target must be reported to the nearest tenth. [23 CFR 490.101 (Target definition) & 23 CFR 490.713(b)] For example, enter 7.1.</p>	9.0
D29	<p>4-year Target: Provide the 4-year target for the Annual Hours of Peak Hour Excessive Delay Per Capita in this UZA that was established for the 2022- 2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] and 23 CFR [490.107(c)(3)(ii)(A)] The target should reflect expected performance by the end of 2025.</p> <p>The target must be reported to the nearest tenth. [23 CFR 490.101 (Target definition) and 23 CFR 490.713(b)] For example, enter 7.1.</p>	10.0
D30	<p>Basis for Targets: Provide a discussion of the basis for the 2-year and 4-year targets established for the 2022-2025 Performance Period for the Annual Hours of Peak Hour Excessive Delay Per Capita in this UZA. [23 CFR 490.107(b)(1)(ii)(A)] This includes an explanation of the data, method(s), and/or process(s) used to identify the targets.</p> <p>Include the source of the urbanized dataset used to establish the targets. [23 CFR 490.107(b)(1)(ii)(D)]</p>	<p>These targets are higher than the calculated baseline. However, from 2017-2021 observed PHED values show a significant drop in 2019 and 2020, likely due to pandemic-related reductions in travel. Given that this is the first time the EPMPO is required to set targets and that the data is not consistent to be able to forecast and obtain a reliable target, these were set to 9.0 and 10.0 respectfully for the 2-year and 4-year. This is conservative considering the expected demographic growth.</p> <p>Targets were established first by looking at PHED trends for years 2017 through 2021, computed from the National Performance Management Research Data Set (NPMRDS) Analytics Dashboard which utilizes INRIX data. Once the trends were established and a probable value projected for years 2024 and 2026, the EPMPO in consultation with local partners and TTI, agreed on a value that, through particular projects and/or policies, could be reached locally and contribute nationally to improve PHED goals. Such projects and policies should become a main element of the long range plan for our region. The EPMPO is looking into adding data from additional years in order to develop a more consistent trend (isolate pandemic effects); once this is achieved, the EPMPO might be able to revise the targets.</p>
Urbanized Area Target #5 - Annual Hours of Peak Hour Excessive Delay Per Capita		
D31	Urbanized Area:	Houston, TX

D32	<p>Relationship to Other Performance Expectations: Discuss how the 2-year and 4-year targets established for the 2022-2025 Performance Period Annual Hours of Peak Hour Excessive Delay Per Capita in this UZA [23 CFR 490.105(c)(7)], which indicates the anticipated near-term direction or trend, support the achievement of both the long-term national congestion reduction performance goal to achieve a significant reduction in congestion on the NHS identified in 23 U.S.C. §150(b), and goal of improving project and investment decision making through performance-based planning and programming [23 U.S.C. 150(a)]</p> <p>Include how the established targets for Annual Hours of Peak Hour Excessive Delay Per Capita in this UZA for the Performance Period support expectations documented in longer range plans, such as the long-range statewide transportation plan. [23 CFR 490.107(b)(1)(ii)(C)]</p>	<p>The Peak Hour Excessive Delay 2 and 4-year targets were established to achieve a significant reduction in congestion on the NHS. Collectively, the following planning and analysis initiatives support the national goals and advance improved performance of the transportation system. H-GAC is updating its project selection process with a multi-step project selection and review process with investment categories of operational improvements, regional goods movement, safety, resiliency, and others, which will have a positive impact on moving the region to better conditions and meeting targets. Significant investments in METRO's Bus Rapid Transit, other transit enhancements, active transportation, ITS, operational improvements, Commute Solutions, and regional vanpool expected in the next several years are anticipated to improve air quality and reduce peak hour excessive delay. H-GAC ramped up its project tracking and project delivery efforts that will help achieve targets. The targets support the expectations of H-GAC's long-range plan goals of Move people and goods reliably and efficiently, Strengthen regional economic competitiveness, and Conserve and protect natural and cultural resources. The targets support the expectations in the long-range plan by providing a continuous performance monitoring and reporting system that identifies how the region is moving to better conditions.</p>
D33	<p>Please report the agencies that established the unified Annual Hours of Peak Hour Excessive Delay Per Capita target for this urbanized area. Use a semicolon to separate multiple agencies. (Optional)</p> <p>All State DOTs and MPOs that contain, within their respective boundaries, any portion of the NHS network in this urbanized area shall agree on and report the same unified target for this measure. [23 CFR 490.105(e)(8)(iii)(B)] and 23 CFR [490.105(f)(5)(iii)(B)]</p>	Houston-Galveston Area Council (MPO); TxDOT
D34	<p>Baseline: Annual Hours of Peak Hour Excessive Delay Per Capita in this UZA. [23 CFR 490.107(b)(1)(ii)(B)]</p> <p>FHWA calculated this performance value from the latest data collected through the beginning date of the performance period specified in 23 CFR 490.105(e)(4)(i). [23 CFR 490.107(b)(1)(ii)]</p> <p>The data must be reported to the nearest tenth of a percent.</p>	13.5
D35	<p>2-year Target: Provide the 2-year target for the Annual Hours of Peak Hour Excessive Delay Per Capita in this UZA that was established for the 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] and 23 CFR [490.107(c)(3)(ii)(A)] The target should reflect expected performance by the end of 2023.</p> <p>The target must be reported to the nearest tenth. [23 CFR 490.101 (Target definition) & 23 CFR 490.713(b)] For example, enter 7.1.</p>	16.0
D36	<p>4-year Target: Provide the 4-year target for the Annual Hours of Peak Hour Excessive Delay Per Capita in this UZA that was established for the 2022- 2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] and 23 CFR [490.107(c)(3)(ii)(A)] The target should reflect expected performance by the end of 2025.</p> <p>The target must be reported to the nearest tenth. [23 CFR 490.101 (Target definition) and 23 CFR 490.713(b)] For example, enter 7.1.</p>	16.0

D37	<p>Basis for Targets: Provide a discussion of the basis for the 2-year and 4-year targets established for the 2022-2025 Performance Period for the Annual Hours of Peak Hour Excessive Delay Per Capita in this UZA. [23 CFR 490.107(b)(1)(ii)(A)] This includes an explanation of the data, method(s), and/or process(s) used to identify the targets.</p> <p>Include the source of the urbanized dataset used to establish the targets. [23 CFR 490.107(b)(1)(ii)(D)]</p>	<p>The Peak Hour Excessive Delay 2 and 4-year targets were formulated with an extensive evaluation of traffic data and utilizing a trend analysis of past performance for the years of 2016 to 2022. Traffic data was obtained from the statistics of the National Performance Management Research Data Set at the University of Maryland Center for Advanced Transportation Technology Lab. The analysis considered the years impacted by the COVID pandemic to be outliers and were excluded due to its unusual nature. Targets were established while acknowledging the change to the PHED evening peak period from the 4 - 8 PM period to the 3-7 PM period which will produce one additional hour of delay annually. The PM peak of 3-7 PM more accurately captures congestion that occurs during the evening peak period.</p>
Urbanized Area Target #6 - Annual Hours of Peak Hour Excessive Delay Per Capita		
D38	Urbanized Area:	McKinney, TX
D39	<p>Relationship to Other Performance Expectations: Discuss how the 2-year and 4-year targets established for the 2022-2025 Performance Period Annual Hours of Peak Hour Excessive Delay Per Capita in this UZA [23 CFR 490.105(c)(7)], which indicates the anticipated near-term direction or trend, support the achievement of both the long-term national congestion reduction performance goal to achieve a significant reduction in congestion on the NHS identified in 23 U.S.C. §150(b), and goal of improving project and investment decision making through performance-based planning and programming [23 U.S.C. 150(a)]</p> <p>Include how the established targets for Annual Hours of Peak Hour Excessive Delay Per Capita in this UZA for the Performance Period support expectations documented in longer range plans, such as the long-range statewide transportation plan. [23 CFR 490.107(b)(1)(ii)(C)]</p>	<p>NCTCOG has adopted 2024 and 2026 Peak-Hour Excessive Delay targets for the McKinney Urbanized Area that match the trend of steady improvement in this measure seen before the impacts of the COVID-19 pandemic in the Dallas-Fort Worth-Arlington UZA. Much of the pre-COVID trend can be attributed to performance-based project selection processes in NCTCOG's long range plan (Mobility 2045 Update) and implementation of congestion-reducing projects in NCTCOG's TIP, both of which work to reduce recurring congestion. Continuing this trend of improvement and achieving these targets will help result in a significant contribution to both the Federal goal of reducing congestion on the NHS and Mobility 2045 Update's goal to "support travel efficiency measures and system enhancements targeted at congestion reduction and management".</p>
D40	<p>Please report the agencies that established the unified Annual Hours of Peak Hour Excessive Delay Per Capita target for this urbanized area. Use a semicolon to separate multiple agencies. (Optional)</p> <p>All State DOTs and MPOs that contain, within their respective boundaries, any portion of the NHS network in this urbanized area shall agree on and report the same unified target for this measure. [23 CFR 490.105(e)(8)(iii)(B)] and 23 CFR [490.105(f)(5)(iii)(B)]</p>	
D41	<p>Baseline: Annual Hours of Peak Hour Excessive Delay Per Capita in this UZA. [23 CFR 490.107(b)(1)(ii)(B)]</p> <p>FHWA calculated this performance value from the latest data collected through the beginning date of the performance period specified in 23 CFR 490.105(e)(4)(i). [23 CFR 490.107(b)(1)(ii)]</p> <p>The data must be reported to the nearest tenth of a percent.</p>	1.9
D42	<p>2-year Target: Provide the 2-year target for the Annual Hours of Peak Hour Excessive Delay Per Capita in this UZA that was established for the 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] and 23 CFR [490.107(c)(3)(ii)(A)] The target should reflect expected performance by the end of 2023.</p> <p>The target must be reported to the nearest tenth. [23 CFR 490.101 (Target definition) & 23 CFR 490.713(b)] For example, enter 7.1.</p>	1.3
D43	<p>4-year Target: Provide the 4-year target for the Annual Hours of Peak Hour Excessive Delay Per Capita in this UZA that was established for the 2022- 2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] and 23 CFR [490.107(c)(3)(ii)(A)] The target should reflect expected performance by the end of 2025.</p> <p>The target must be reported to the nearest tenth. [23 CFR 490.101 (Target definition) and 23 CFR 490.713(b)] For example, enter 7.1.</p>	0.9

D44	<p>Basis for Targets: Provide a discussion of the basis for the 2-year and 4-year targets established for the 2022-2025 Performance Period for the Annual Hours of Peak Hour Excessive Delay Per Capita in this UZA. [23 CFR 490.107(b)(1)(ii)(A)] This includes an explanation of the data, method(s), and/or process(s) used to identify the targets.</p> <p>Include the source of the urbanized dataset used to establish the targets. [23 CFR 490.107(b)(1)(ii)(D)]</p>	<p>The 2-year (2024) and 4-year (2026) targets for Peak Hour Excessive Delay in the McKinney UZA were established using a trend analysis that uses the same trend/slope from the least-squares trend analysis used for the Dallas-Fort Worth-Arlington UZA, adjusted to intercept the most recent (2021) observed value for McKinney. More nuanced analysis of this small data-limited UZA will take place for subsequent performance periods when a stronger data trend is available. This trend illustrates a slow but steady improvement in this measure in line with NCTCOG's recent steady implementation of multiple congestion-relief projects. The data source used to report this measure and perform target-setting analysis is the National Performance Management Research Dataset (NPMRDS), a travel time dataset provided to MPOs via a cooperative agreement with FHWA, the University of Maryland CATT Lab, Texas A&M Transportation Institute, and INRIX; use of this dataset is required by rulemaking (23 CFR 490.103(e)) unless the state DOT requests and FHWA approves the use of an equivalent data source, which has not occurred in Texas.</p>
Urbanized Area Target #7 - Annual Hours of Peak Hour Excessive Delay Per Capita		
D45	Urbanized Area:	San Antonio, TX
D46	<p>Relationship to Other Performance Expectations: Discuss how the 2-year and 4-year targets established for the 2022-2025 Performance Period Annual Hours of Peak Hour Excessive Delay Per Capita in this UZA [23 CFR 490.105(c)(7)], which indicates the anticipated near-term direction or trend, support the achievement of both the long-term national congestion reduction performance goal to achieve a significant reduction in congestion on the NHS identified in 23 U.S.C. §150(b), and goal of improving project and investment decision making through performance-based planning and programming [23 U.S.C. 150(a)]</p> <p>Include how the established targets for Annual Hours of Peak Hour Excessive Delay Per Capita in this UZA for the Performance Period support expectations documented in longer range plans, such as the long-range statewide transportation plan. [23 CFR 490.107(b)(1)(ii)(C)]</p>	<p>AAMPO used data from the NPMRDS from past years and assumed a 2 percent annual growth in both excessive delay and in person-miles traveled to set 2- and 4-year targets following these trends, which reflect pre-COVID-19 travel patterns. These trends also reflect improvement in PHED as a result of AAMPO's continual integration and improvement of congestion and reliability metrics into the scoring and selection of projects in our TIP, in line with our MTP vision, values, and goals, as well as contributing our part to Federal congestion reduction and management goals for the NHS.</p>
D47	<p>Please report the agencies that established the unified Annual Hours of Peak Hour Excessive Delay Per Capita target for this urbanized area. Use a semicolon to separate multiple agencies. (Optional)</p> <p>All State DOTs and MPOs that contain, within their respective boundaries, any portion of the NHS network in this urbanized area shall agree on and report the same unified target for this measure. [23 CFR 490.105(e)(8)(iii)(B)] and 23 CFR [490.105(f)(5)(iii)(B)]</p>	
D48	<p>Baseline: Annual Hours of Peak Hour Excessive Delay Per Capita in this UZA. [23 CFR 490.107(b)(1)(ii)(B)]</p> <p>FHWA calculated this performance value from the latest data collected through the beginning date of the performance period specified in 23 CFR 490.105(e)(4)(i). [23 CFR 490.107(b)(1)(ii)]</p> <p>The data must be reported to the nearest tenth of a percent.</p>	10.6
D49	<p>2-year Target: Provide the 2-year target for the Annual Hours of Peak Hour Excessive Delay Per Capita in this UZA that was established for the 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] and 23 CFR [490.107(c)(3)(ii)(A)] The target should reflect expected performance by the end of 2023.</p> <p>The target must be reported to the nearest tenth. [23 CFR 490.101 (Target definition) & 23 CFR 490.713(b)] For example, enter 7.1.</p>	15.0
D50	<p>4-year Target: Provide the 4-year target for the Annual Hours of Peak Hour Excessive Delay Per Capita in this UZA that was established for the 2022- 2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] and 23 CFR [490.107(c)(3)(ii)(A)] The target should reflect expected performance by the end of 2025.</p> <p>The target must be reported to the nearest tenth. [23 CFR 490.101 (Target definition) and 23 CFR 490.713(b)] For example, enter 7.1.</p>	16.0

D51	<p>Basis for Targets: Provide a discussion of the basis for the 2-year and 4-year targets established for the 2022-2025 Performance Period for the Annual Hours of Peak Hour Excessive Delay Per Capita in this UZA. [23 CFR 490.107(b)(1)(ii)(A)] This includes an explanation of the data, method(s), and/or process(s) used to identify the targets.</p> <p>Include the source of the urbanized dataset used to establish the targets. [23 CFR 490.107(b)(1)(ii)(D)]</p>	<p>AAMPO used NPMRDS data from past years and assumed a 2 percent annual growth in both excessive delay and in person-miles traveled. AAMPO believes this is a conservative target that reflects pre-COVID-19 trends.</p>
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Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel Performance Overview		
T1	General Comments: Please use this space to provide any general comments that may assist FHWA in its review of this part of the submission. You can use this space to provide greater context for your targets and baseline performance, provide additional background detail or clarification, note any assumptions, or discuss complications. (Optional)	
T2	The total number of applicable UZA(s) required to establish targets and report progress for the Traffic Congestion Measures in your State are:	7
Urbanized Area Targets #1 - Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel		
T3	Urbanized Area:	Conroe--The Woodlands, TX
T4	<p>Relationship to Other Performance Expectations: Discuss how the 2-year and 4-year targets established for the 2022-2025 Performance Period for Percent of Non-SOV Travel in this UZA [23 CFR 490.105(c)(7)], which indicates the anticipated near-term direction or trend, support the achievement of both the long-term national congestion reduction performance goal to achieve a significant reduction in congestion on the NHS identified in 23 U.S.C. §150(b), and goal of improving project and investment decision making through performance-based planning and programming [23 U.S.C. 150(a)]</p> <p>Include how the established targets for Percent of Non-SOV Travel in this UZA for the Performance Period support expectations documented in longer range plans, such as the long-range statewide transportation plan. [23 CFR 490.107(b)(1)(ii)(C)]</p>	<p>The Non-SOV Travel 2 and 4-year targets were established to achieve a reduction in congestion on the NHS. Collectively, the following planning and analysis initiatives support the national goals and advance improved performance of the transportation system. H-GAC is updating its project selection process with a multi-step project selection and review process with investment categories of operational improvements, regional goods movement, safety, resiliency, and others, which will have a positive impact on moving the region to better conditions and meeting targets. Significant investments in transit, active transportation and ITS, expected in the next several years, are anticipated to reduce congestion, improve air quality, and increase non-single occupancy vehicle travel. H-GAC ramped up its project tracking and project delivery efforts that will help achieve targets. The targets support the expectations of H-GAC's long-range plan goals of Move people and goods reliably and efficiently, Strengthen regional economic competitiveness, and Conserve and protect natural and cultural resources. The targets support the expectations in the long-range plan by providing a continuous performance monitoring and reporting system that identifies how the region is moving to better conditions.</p>
T5	<p>Please report the agencies that established the unified Non-SOV target for this urbanized area. Use a semicolon to separate multiple agencies. (Optional)</p> <p>All State DOTs and MPOs that contain, within their respective boundaries, any portion of the NHS network in this urbanized area shall agree on and report the same unified targets for this measure. [23 CFR 490.105(e)(8)(iii)(B) and 23 CFR 490.105(f)(5)(iii)(B)]</p>	
T6	Method: Please provide the data collection method for the Percent of Non-SOV Travel measure. [23 CFR 490.107(b)(1)(iii)(I)]	Method A - American Community Survey
T6a	Please provide a brief description of the method for the Percent of Non-SOV Travel measure if either Method B or Method C were used. [23 CFR 490.709 (f)(2)]	
T7	<p>Baseline: Percent of Non-SOV Travel. [23 CFR 490.107(b)(1)(ii)(B) and 23 CFR 490.107(c)(3)(ii)(C)]</p> <p>The data submitted must cover the performance derived from the latest data collected through the beginning date of the performance period specified in 23 CFR 490.105(e)(4)(i). [23 CFR 490.107(b)(1)(ii)]</p> <p>The data must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) and 23 CFR 490.713(d)] Enter 86.5% as 86.5.</p> <p>If you select Method A in T6, the baseline data will be Prepopulated based on American Community Survey (ACS) data. If you select Method B or Method C in T6, please provide the baseline performance calculated by the State DOT here.</p>	19.7
T8	<p>2-year Target: Provide the 2-year target for the Percent of Non-SOV Travel established for the 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected performance by the end of 2023.</p> <p>Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) and 23 CFR 490.713(d)] Enter 86.5% as 86.5.</p>	20.0

T9	<p>4-yr Target: Provide the 4-year target for the Percent of Non-SOV Travel established for the 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected performance by the end of 2025.</p> <p>Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) and 23 CFR 490.713(d)] Enter 86.5% as 86.5.</p>	20.0
T10	<p>Basis for Targets: Provide a discussion of the basis for the 2-year and 4-year targets established for the 2022-2025 Performance Period for the Percent of Non-SOV Travel in this UZA. [23 CFR 490.107(b)(1)(ii)(A)] This includes an explanation of the data, method(s), and/or process(s) used to identify the targets. Include the source of the urbanized dataset used to establish the targets. [23 CFR 490.107(b)(1)(ii)(D)]</p>	<p>During the Non-SOV Travel 2 and 4-year target setting process, trends in the 5-year American Community Survey and commuting patterns were analyzed. The rapid shift of more employees working from home due to the pandemic was acknowledged and factored into target setting. Future bus rapid transit projects, transit improvement and other regional programs affecting Non-SOV were reviewed during target setting. Targets were set using this knowledge and a historical trend analysis that reflects an increase in Non-SOV travel over time while the urbanized area has significant population growth. The data source used during target setting is the 5-year averages from the American Community Survey. The baseline is based on the American Community Survey 5-year average for the years 2016 through 2020.</p>
Urbanized Area Targets #2 - Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel		
T11	Urbanized Area:	Dallas--Fort Worth--Arlington, TX
T12	<p>Relationship to Other Performance Expectations: Discuss how the 2-year and 4-year targets established for the 2022-2025 Performance Period for Percent of Non-SOV Travel in this UZA [23 CFR 490.105(c)(7)], which indicates the anticipated near-term direction or trend, support the achievement of both the long-term national congestion reduction performance goal to achieve a significant reduction in congestion on the NHS identified in 23 U.S.C. §150(b), and goal of improving project and investment decision making through performance-based planning and programming [23 U.S.C. 150(a)]</p> <p>Include how the established targets for Percent of Non-SOV Travel in this UZA for the Performance Period support expectations documented in longer range plans, such as the long-range statewide transportation plan. [23 CFR 490.107(b)(1)(ii)(C)]</p>	<p>NCTCOG has adopted 2024 and 2026 targets for Non-SOV Travel for the Dallas-Fort Worth-Arlington UZA that 1) continue a steady trend of improvement seen in this measure before the pandemic, and 2) assume a longer-term retention of some of the dramatic improvements in this measure due to the increase in telecommuting during the pandemic. Much of the pre-COVID trend of improvement can be attributed to NCTCOG's performance-based selection and implementation of projects that incentivize multi-modal travel. Continuing this trend of improvement and achieving these targets will help result in a significant contribution to the Federal goals of reducing congestion on the NHS and incorporating performance-based planning into the planning process.</p>
T13	<p>Please report the agencies that established the unified Non-SOV target for this urbanized area. Use a semicolon to separate multiple agencies. (Optional)</p> <p>All State DOTs and MPOs that contain, within their respective boundaries, any portion of the NHS network in this urbanized area shall agree on and report the same unified targets for this measure. [23 CFR 490.105(e)(8)(iii)(B) and 23 CFR 490.105(f)(5)(iii)(B)]</p>	
T14	Method: Please provide the data collection method for the Percent of Non-SOV Travel measure. [23 CFR 490.107(b)(1)(ii)(I)]	Method A - American Community Survey
T14a	Please provide a brief description of the method for the Percent of Non-SOV Travel measure if either Method B or Method C were used. [23 CFR 490.709 (f)(2)]	
T15	<p>Baseline: Percent of Non-SOV Travel. [23 CFR 490.107(b)(1)(ii)(B) and 23 CFR 490.107(c)(3)(ii)(C)]</p> <p>The data submitted must cover the performance derived from the latest data collected through the beginning date of the performance period specified in 23 CFR 490.105(e)(4)(i). [23 CFR 490.107(b)(1)(ii)]</p> <p>The data must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) and 23 CFR 490.713(d)] Enter 86.5% as 86.5.</p> <p>If you select Method A in T6, the baseline data will be Prepopulated based on American Community Survey (ACS) data. If you select Method B or Method C in T6, please provide the baseline performance calculated by the State DOT here.</p>	22.2

T16	<p>2-year Target: Provide the 2-year target for the Percent of Non-SOV Travel established for the 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected performance by the end of 2023.</p> <p>Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) and 23 CFR 490.713(d)] Enter 86.5% as 86.5.</p>	22.7
T17	<p>4-yr Target: Provide the 4-year target for the Percent of Non-SOV Travel established for the 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected performance by the end of 2025.</p> <p>Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) and 23 CFR 490.713(d)] Enter 86.5% as 86.5.</p>	23.0
T18	<p>Basis for Targets: Provide a discussion of the basis for the 2-year and 4-year targets established for the 2022-2025 Performance Period for the Percent of Non-SOV Travel in this UZA. [23 CFR 490.107(b)(1)(ii)(A)] This includes an explanation of the data, method(s), and/or process(s) used to identify the targets. Include the source of the urbanized dataset used to establish the targets. [23 CFR 490.107(b)(1)(ii)(D)]</p>	<p>NCTCOG is using Method A (American Community Survey 5-Year Estimates) as detailed in 23 CFR 490.709(f)(1) to obtain data for the Non-SOV Travel measure for the Dallas-Fort Worth-Arlington Urbanized Area. The trend/slope used to establish 2024 and 2026 targets is an average of two trends 1) holding the latest (2020) observed value steady to simulate a retention of pandemic improvements, and 2) a pure best-fit least-squares trend that considers observed data available (2012-2020). This average trend was then adjusted upward to intercept the latest observed (2020) value. This method acknowledges that some changes to travel patterns seen during the pandemic are likely to be permanent, that the 5-Year estimates NCTCOG is using will continue to be influenced by the pandemic for the next several years, and that this measure will continue to slowly increase due to NCTCOG's continued work to incentivize Non-SOV Travel.</p>
Urbanized Area Targets #3 - Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel		
T19	Urbanized Area:	Denton–Lewisville, TX
T20	<p>Relationship to Other Performance Expectations: Discuss how the 2-year and 4-year targets established for the 2022-2025 Performance Period for Percent of Non-SOV Travel in this UZA [23 CFR 490.105(c)(7)], which indicates the anticipated near-term direction or trend, support the achievement of both the long-term national congestion reduction performance goal to achieve a significant reduction in congestion on the NHS identified in 23 U.S.C. §150(b), and goal of improving project and investment decision making through performance-based planning and programming [23 U.S.C. 150(a)]</p> <p>Include how the established targets for Percent of Non-SOV Travel in this UZA for the Performance Period support expectations documented in longer range plans, such as the long-range statewide transportation plan. [23 CFR 490.107(b)(1)(ii)(C)]</p>	<p>NCTCOG has adopted 2024 and 2026 targets for Non-SOV Travel for the Denton-Lewisville UZA that 1) continue a steady trend of improvement seen in this measure before the pandemic, and 2) assume a longer-term retention of some of the dramatic improvements in this measure due to the increase in telecommuting during the pandemic. Much of the pre-COVID trend can be attributed to performance-based project selection processes in NCTCOG's long range plan (Mobility 2045 Update) and implementation of projects in NCTCOG's TIP that incentivize multi-modal travel, both of which work to increase Non-SOV travel. Continuing this trend of improvement and achieving these targets will help result in a significant contribution to both the Federal goal of reducing congestion on the NHS and Mobility 2045 Update's goal to "improve the availability of transportation options for people and goods".</p>
T21	<p>Please report the agencies that established the unified Non-SOV target for this urbanized area. Use a semicolon to separate multiple agencies. (Optional)</p> <p>All State DOTs and MPOs that contain, within their respective boundaries, any portion of the NHS network in this urbanized area shall agree on and report the same unified targets for this measure. [23 CFR 490.105(e)(8)(iii)(B) and 23 CFR 490.105(f)(5)(iii)(B)]</p>	
T22	Method: Please provide the data collection method for the Percent of Non-SOV Travel measure. [23 CFR 490.107(b)(1)(ii)(I)]	Method A – American Community Survey
T22a	Please provide a brief description of the method for the Percent of Non-SOV Travel measure if either Method B or Method C were used. [23 CFR 490.709 (f)(2)]	

T23	<p>Baseline: Percent of Non-SOV Travel. [23 CFR 490.107(b)(1)(ii)(B) and 23 CFR 490.107(c)(3)(ii)(C)]</p> <p>The data submitted must cover the performance derived from the latest data collected through the beginning date of the performance period specified in 23 CFR 490.105(e)(4)(i). [23 CFR 490.107(b)(1)(ii)]</p> <p>The data must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) and 23 CFR 490.713(d)] Enter 86.5% as 86.5.</p> <p>If you select Method A in T6, the baseline data will be Prepopulated based on American Community Survey (ACS) data. If you select Method B or Method C in T6, please provide the baseline performance calculated by the State DOT here.</p>	22.7
T24	<p>2-year Target: Provide the 2-year target for the Percent of Non-SOV Travel established for the 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected performance by the end of 2023.</p> <p>Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) and 23 CFR 490.713(d)] Enter 86.5% as 86.5.</p>	22.8
T25	<p>4-yr Target: Provide the 4-year target for the Percent of Non-SOV Travel established for the 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected performance by the end of 2025.</p> <p>Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) and 23 CFR 490.713(d)] Enter 86.5% as 86.5.</p>	22.9
T26	<p>Basis for Targets: Provide a discussion of the basis for the 2-year and 4-year targets established for the 2022-2025 Performance Period for the Percent of Non-SOV Travel in this UZA. [23 CFR 490.107(b)(1)(ii)(A)] This includes an explanation of the data, method(s), and/or process(s) used to identify the targets. Include the source of the urbanized dataset used to establish the targets. [23 CFR 490.107(b)(1)(iii)(D)]</p>	<p>NCTCOG is using Method A (American Community Survey 5-Year Estimates) as detailed in 23 CFR 490.709(f)(1) to obtain data for the Non-SOV Travel measure for the Denton-Lewisville Urbanized Area. The trend/slope used to establish 2024 and 2026 targets is an average of two trends 1) holding the latest (2020) observed value steady to simulate a retention of pandemic improvements, and 2) a pure best-fit least-squares trend that considers observed data available (2012-2020). This average trend was then adjusted upward to intercept the latest observed (2020) value. This method acknowledges that some changes to travel patterns seen during the pandemic are likely to be permanent, that the 5-Year estimates NCTCOG is using will continue to be influenced by the pandemic for the next several years, and that this measure will continue to slowly increase due to NCTCOG's continued work to incentivize Non-SOV Travel.</p>
Urbanized Area Targets #4 - Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel		
T27	Urbanized Area:	El Paso, TX--NM
T28	<p>Relationship to Other Performance Expectations: Discuss how the 2-year and 4-year targets established for the 2022-2025 Performance Period for Percent of Non-SOV Travel in this UZA [23 CFR 490.105(c)(7)], which indicates the anticipated near-term direction or trend, support the achievement of both the long-term national congestion reduction performance goal to achieve a significant reduction in congestion on the NHS identified in 23 U.S.C. §150(b), and goal of improving project and investment decision making through performance-based planning and programming [23 U.S.C. 150(a)]</p> <p>Include how the established targets for Percent of Non-SOV Travel in this UZA for the Performance Period support expectations documented in longer range plans, such as the long-range statewide transportation plan. [23 CFR 490.107(b)(1)(ii)(C)]</p>	<p>Working on Non-SOV measures for the first time, it has been a challenge to pinpoint targets. The EPMPO tried balancing trends with improvement / optimization expectations. Perhaps in the future this experience will help the EPMPO refine the targets. We are also not sure what post-COVID work-from-home and economy will look like, so being a little extra conservative.</p> <p>The 2 and 4-year targets are a main reference against which to compare measurements being monitored. These help to determine if the policies or projects for increasing the percentage of Non-SOV are having an impact and how much, if additional actions need to be implemented, and thus, revise if the investment decisions are going in the right direction, or changes need to be made.</p>
T29	<p>Please report the agencies that established the unified Non-SOV target for this urbanized area. Use a semicolon to separate multiple agencies. (Optional)</p> <p>All State DOTs and MPOs that contain, within their respective boundaries, any portion of the NHS network in this urbanized area shall agree on and report the same unified targets for this measure. [23 CFR 490.105(e)(8)(iii)(B) and 23 CFR 490.105(f)(5)(iii)(B)]</p>	

T30	Method: Please provide the data collection method for the Percent of Non-SOV Travel measure. [23 CFR 490.107(b)(1)(ii)(I)]	Method A - American Community Survey
T30a	Please provide a brief description of the method for the Percent of Non-SOV Travel measure if either Method B or Method C were used. [23 CFR 490.709 (f)(2)]	
T31	<p>Baseline: Percent of Non-SOV Travel. [23 CFR 490.107(b)(1)(ii)(B) and 23 CFR 490.107(c)(3)(ii)(C)]</p> <p>The data submitted must cover the performance derived from the latest data collected through the beginning date of the performance period specified in 23 CFR 490.105(e)(4)(i). [23 CFR 490.107(b)(1)(iii)]</p> <p>The data must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) and 23 CFR 490.713(d)] Enter 86.5% as 86.5.</p> <p>If you select Method A in T6, the baseline data will be Prepopulated based on American Community Survey (ACS) data. If you select Method B or Method C in T6, please provide the baseline performance calculated by the State DOT here.</p>	20.2
T32	<p>2-year Target: Provide the 2-year target for the Percent of Non-SOV Travel established for the 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected performance by the end of 2023.</p> <p>Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) and 23 CFR 490.713(d)] Enter 86.5% as 86.5.</p>	20.0
T33	<p>4-yr Target: Provide the 4-year target for the Percent of Non-SOV Travel established for the 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected performance by the end of 2025.</p> <p>Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) and 23 CFR 490.713(d)] Enter 86.5% as 86.5.</p>	20.0
T34	<p>Basis for Targets: Provide a discussion of the basis for the 2-year and 4-year targets established for the 2022-2025 Performance Period for the Percent of Non-SOV Travel in this UZA. [23 CFR 490.107(b)(1)(ii)(A)] This includes an explanation of the data, method(s), and/or process(s) used to identify the targets. Include the source of the urbanized dataset used to establish the targets. [23 CFR 490.107(b)(1)(ii)(D)]</p>	<p>Due to the lack of enough data for previous years, the 2-year and 4-year targets were both set to 20%. Using these targets, the goal for this performance period will be to maintain current mode shares. These targets can be adjusted when additional data is available at the mid-performance period report in two years. These targets are still optimistic based on the limited observed data, but lower than what the trend suggests, mainly because very few observations are available.</p> <p>Targets were established first by looking at Non-SOV trends for years 2018 through 2019, gathered from the ACS. Once the trends were established and a probable value projected for years 2024 and 2025, the EPMPO in consultation with local partners and TTI, agreed on a value that, through particular projects and/or policies, could be reached locally and contribute nationally to improve Non-SOV goals. Such projects and policies should become a main element of the long range plan for our region. The EPMPO is looking into adding data from additional years in order to develop a more consistent trend (isolate pandemic effects); once this is achieved, the EPMPO might be able to revise the targets.</p>
Urbanized Area Targets #5 - Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel		
T35	Urbanized Area:	Houston, TX

T36	<p>Relationship to Other Performance Expectations: Discuss how the 2-year and 4-year targets established for the 2022-2025 Performance Period for Percent of Non-SOV Travel in this UZA [23 CFR 490.105(c)(7)], which indicates the anticipated near-term direction or trend, support the achievement of both the long-term national congestion reduction performance goal to achieve a significant reduction in congestion on the NHS identified in 23 U.S.C. §150(b), and goal of improving project and investment decision making through performance-based planning and programming [23 U.S.C. 150(a)]</p> <p>Include how the established targets for Percent of Non-SOV Travel in this UZA for the Performance Period support expectations documented in longer range plans, such as the long-range statewide transportation plan. [23 CFR 490.107(b)(1)(ii)(C)]</p>	<p>The Non-SOV Travel 2 and 4-year targets were established to achieve a reduction in congestion on the NHS. Collectively, the following planning and analysis Initiatives support the national goals and advance improved performance of the transportation system. H-GAC is updating its project selection process with a multi-step project selection and review process with investment categories of operational improvements, regional goods movement, safety, resiliency, and others, which will have a positive impact on moving the region to better conditions and meeting targets. Significant investments in METRO's Bus Rapid Transit, other transit enhancements, active transportation, ITS, Commute Solutions, and regional vanpool, expected in the next several years, are anticipated to reduce congestion, improve air quality, and increase non-single occupancy vehicle travel. H-GAC ramped up its project tracking and project delivery efforts that will help achieve targets. The targets support the expectations of H-GAC's long-range plan goals of Move people and goods reliably and efficiently, Strengthen regional economic competitiveness, and Conserve and protect natural and cultural resources. The targets support the expectations in the long-range plan by providing a continuous performance monitoring and reporting system that identifies how the region is moving to better conditions.</p>
T37	<p>Please report the agencies that established the unified Non-SOV target for this urbanized area. Use a semicolon to separate multiple agencies. (Optional)</p> <p>All State DOTs and MPOs that contain, within their respective boundaries, any portion of the NHS network in this urbanized area shall agree on and report the same unified targets for this measure. [23 CFR 490.105(e)(8)(iii)(B) and 23 CFR 490.105(f)(5)(iii)(B)]</p>	Houston-Galveston Area Council (MPO); TxDOT
T38	Method: Please provide the data collection method for the Percent of Non-SOV Travel measure. [23 CFR 490.107(b)(1)(ii)(I)]	Method A - American Community Survey
T38a	Please provide a brief description of the method for the Percent of Non-SOV Travel measure if either Method B or Method C were used. [23 CFR 490.709 (f)(2)]	
T39	<p>Baseline: Percent of Non-SOV Travel. [23 CFR 490.107(b)(1)(ii)(B) and 23 CFR 490.107(c)(3)(ii)(C)]</p> <p>The data submitted must cover the performance derived from the latest data collected through the beginning date of the performance period specified in 23 CFR 490.105(e)(4)(i). [23 CFR 490.107(b)(1)(ii)]</p> <p>The data must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) and 23 CFR 490.713(d)] Enter 86.5% as 86.5.</p> <p>If you select Method A in T6, the baseline data will be Prepopulated based on American Community Survey (ACS) data. If you select Method B or Method C in T6, please provide the baseline performance calculated by the State DOT here.</p>	21.4
T40	<p>2-year Target: Provide the 2-year target for the Percent of Non-SOV Travel established for the 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected performance by the end of 2023.</p> <p>Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) and 23 CFR 490.713(d)] Enter 86.5% as 86.5.</p>	21.1
T41	<p>4-yr Target: Provide the 4-year target for the Percent of Non-SOV Travel established for the 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected performance by the end of 2025.</p> <p>Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) and 23 CFR 490.713(d)] Enter 86.5% as 86.5.</p>	22.0

T42	<p>Basis for Targets: Provide a discussion of the basis for the 2-year and 4-year targets established for the 2022-2025 Performance Period for the Percent of Non-SOV Travel in this UZA. [23 CFR 490.107(b)(1)(ii)(A)] This includes an explanation of the data, method(s), and/or process(s) used to identify the targets. Include the source of the urbanized dataset used to establish the targets. [23 CFR 490.107(b)(1)(ii)(D)]</p>	<p>During the Non-SOV Travel 2 and 4-year target setting process, trends in the 5-year American Community Survey estimates and commuting patterns were analyzed. The rapid shift of more employees working from home due to the pandemic was acknowledged and factored into target setting. Future METRO bus rapid transit projects, transit improvement and other regional programs with positive impacts to an increase in Non-SOV travel were reviewed during target setting. Targets were set using this knowledge and a historical trend analysis that reflects an increase in Non-SOV travel over time while the urbanized area has significant population growth. The data source used during target setting is the 5-year estimates from the American Community Survey. The baseline is based on the American Community Survey 5-year average for the years 2016 through 2020.</p>
Urbanized Area Targets #6 - Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel		
T43	Urbanized Area:	McKinney, TX
T44	<p>Relationship to Other Performance Expectations: Discuss how the 2-year and 4-year targets established for the 2022-2025 Performance Period for Percent of Non-SOV Travel in this UZA [23 CFR 490.105(c)(7)], which indicates the anticipated near-term direction or trend, support the achievement of both the long-term national congestion reduction performance goal to achieve a significant reduction in congestion on the NHS identified in 23 U.S.C. §150(b), and goal of improving project and investment decision making through performance-based planning and programming [23 U.S.C. 150(a)]</p> <p>Include how the established targets for Percent of Non-SOV Travel in this UZA for the Performance Period support expectations documented in longer range plans, such as the long-range statewide transportation plan. [23 CFR 490.107(b)(1)(ii)(C)]</p>	<p>NCTCOG has adopted 2024 and 2026 targets for Non-SOV Travel for the McKinney UZA that 1) continue a steady trend of improvement seen in this measure before the pandemic, and 2) assume a longer-term retention of some of the dramatic improvements in this measure due to the increase in telecommuting during the pandemic. Much of the pre-COVID trend can be attributed to performance-based project selection processes in NCTCOG's long range plan (Mobility 2045 Update) and implementation of projects in NCTCOG's TIP that incentivize multi-modal travel, both of which work to increase Non-SOV travel. Continuing this trend of improvement and achieving these targets will help result in a significant contribution to both the Federal goal of reducing congestion on the NHS and Mobility 2045 Update's goal to "improve the availability of transportation options for people and goods".</p>
T45	<p>Please report the agencies that established the unified Non-SOV target for this urbanized area. Use a semicolon to separate multiple agencies. (Optional)</p> <p>All State DOTs and MPOs that contain, within their respective boundaries, any portion of the NHS network in this urbanized area shall agree on and report the same unified targets for this measure. [23 CFR 490.105(e)(8)(iii)(B) and 23 CFR 490.105(f)(5)(iii)(B)]</p>	
T46	Method: Please provide the data collection method for the Percent of Non-SOV Travel measure. [23 CFR 490.107(b)(1)(ii)(I)]	Method A - American Community Survey
T46a	Please provide a brief description of the method for the Percent of Non-SOV Travel measure if either Method B or Method C were used. [23 CFR 490.709 (f)(2)]	
T47	<p>Baseline: Percent of Non-SOV Travel. [23 CFR 490.107(b)(1)(ii)(B) and 23 CFR 490.107(c)(3)(ii)(C)]</p> <p>The data submitted must cover the performance derived from the latest data collected through the beginning date of the performance period specified in 23 CFR 490.105(e)(4)(i). [23 CFR 490.107(b)(1)(ii)]</p> <p>The data must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) and 23 CFR 490.713(d)] Enter 86.5% as 86.5.</p> <p>If you select Method A in T6, the baseline data will be Prepopulated based on American Community Survey (ACS) data. If you select Method B or Method C in T6, please provide the baseline performance calculated by the State DOT here.</p>	22.7
T48	<p>2-year Target: Provide the 2-year target for the Percent of Non-SOV Travel established for the 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected performance by the end of 2023.</p> <p>Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) and 23 CFR 490.713(d)] Enter 86.5% as 86.5.</p>	22.8

T49	<p>4-yr Target: Provide the 4-year target for the Percent of Non-SOV Travel established for the 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected performance by the end of 2025.</p> <p>Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) and 23 CFR 490.713(d)] Enter 86.5% as 86.5.</p>	22.9
T50	<p>Basis for Targets: Provide a discussion of the basis for the 2-year and 4-year targets established for the 2022-2025 Performance Period for the Percent of Non-SOV Travel in this UZA. [23 CFR 490.107(b)(1)(ii)(A)] This includes an explanation of the data, method(s), and/or process(s) used to identify the targets. Include the source of the urbanized dataset used to establish the targets. [23 CFR 490.107(b)(1)(ii)(D)]</p>	NCTCOG is using Method A (American Community Survey 5-Year Estimates) as detailed in 23 CFR 490.709(f)(1) to obtain data for the Non-SOV Travel measure for the McKinney Urbanized Area. The trend/slope used to establish 2024 and 2026 targets is an average of two trends 1) holding the latest (2020) observed value steady to simulate a retention of pandemic improvements, and 2) a pure best-fit least-squares trend that considers observed data available (2012-2020). This average trend was then adjusted upward to intercept the latest observed (2020) value. This method acknowledges that some changes to travel patterns seen during the pandemic are likely to be permanent, that the 5-Year estimates NCTCOG is using will continue to be influenced by the pandemic for the next several years, and that this measure will continue to slowly increase due to NCTCOG's continued work to incentivize Non-SOV Travel.
Urbanized Area Targets #7 - Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel		
T51	Urbanized Area:	San Antonio, TX
T52	<p>Relationship to Other Performance Expectations: Discuss how the 2-year and 4-year targets established for the 2022-2025 Performance Period for Percent of Non-SOV Travel in this UZA [23 CFR 490.105(c)(7)], which indicates the anticipated near-term direction or trend, support the achievement of both the long-term national congestion reduction performance goal to achieve a significant reduction in congestion on the NHS identified in 23 U.S.C. §150(b), and goal of improving project and investment decision making through performance-based planning and programming [23 U.S.C. 150(a)]</p> <p>Include how the established targets for Percent of Non-SOV Travel in this UZA for the Performance Period support expectations documented in longer range plans, such as the long-range statewide transportation plan. [23 CFR 490.107(b)(1)(ii)(C)]</p>	AAMPO utilized the default American Community Survey (ACS) method ("Method A") to quantify non-SOV travel. Based on pre-COVID-19 trends, the level of non-SOV travel remained steady across years 2018-2020 and targets were made to align with this trend. Non-SOV travel is on a steady rise in the region which is anticipated to continue through AAMPO's continued investment in the region's commute solution program, Alamo Commutes. AAMPO will also integrate non-SOV travel in our regional project scoring process for CMAQ and other federal programs to both select contributing projects and incentivize regional partners to develop non-SOV contributing projects.
T53	<p>Please report the agencies that established the unified Non-SOV target for this urbanized area. Use a semicolon to separate multiple agencies. (Optional)</p> <p>All State DOTs and MPOs that contain, within their respective boundaries, any portion of the NHS network in this urbanized area shall agree on and report the same unified targets for this measure. [23 CFR 490.105(e)(8)(iii)(B) and 23 CFR 490.105(f)(5)(iii)(B)]</p>	
T54	Method: Please provide the data collection method for the Percent of Non-SOV Travel measure. [23 CFR 490.107(b)(1)(ii)(I)]	Method A - American Community Survey
T54a	Please provide a brief description of the method for the Percent of Non-SOV Travel measure if either Method B or Method C were used. [23 CFR 490.709 (f)(2)]	
T55	<p>Baseline: Percent of Non-SOV Travel. [23 CFR 490.107(b)(1)(ii)(B) and 23 CFR 490.107(c)(3)(ii)(C)]</p> <p>The data submitted must cover the performance derived from the latest data collected through the beginning date of the performance period specified in 23 CFR 490.105(e)(4)(i). [23 CFR 490.107(b)(1)(ii)]</p> <p>The data must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) and 23 CFR 490.713(d)] Enter 86.5% as 86.5.</p> <p>If you select Method A in T6, the baseline data will be Prepopulated based on American Community Survey (ACS) data. If you select Method B or Method C in T6, please provide the baseline performance calculated by the State DOT here.</p>	23.1
T56	<p>2-year Target: Provide the 2-year target for the Percent of Non-SOV Travel established for the 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected performance by the end of 2023.</p> <p>Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) and 23 CFR 490.713(d)] Enter 86.5% as 86.5.</p>	20.0

T57	<p>4-yr Target: Provide the 4-year target for the Percent of Non-SOV Travel established for the 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected performance by the end of 2025.</p> <p>Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) and 23 CFR 490.713(d)] Enter 86.5% as 86.5.</p>	20.0
T58	<p>Basis for Targets: Provide a discussion of the basis for the 2-year and 4-year targets established for the 2022-2025 Performance Period for the Percent of Non-SOV Travel in this UZA. [23 CFR 490.107(b)(1)(ii)(A)] This includes an explanation of the data, method(s), and/or process(s) used to identify the targets. Include the source of the urbanized dataset used to establish the targets. [23 CFR 490.107(b)(1)(ii)(D)]</p>	<p>AAMPO utilized Method A, using American Community Survey (ACS) method to quantify non-SOV travel. This is derived from the ACS 5-year estimate of workers over 16 years old who drove alone to work in a car, truck, or van. Based on pre-COVID 19 trends, the level of non-SOV travel remained steady across years 2018-2020 and targets were made to align with this trend.</p>

Emissions Reduction Performance Overview		
E1	General Comments: Please use this space to provide any general comments that may assist FHWA in its review of this part of the submission. You can use this space to provide greater context for your targets and baseline performance, provide additional background detail or clarification, note any assumptions, or discuss complications. (Optional)	For item 10.3 (unable to edit), "COG" refers to Council of Governments.
E2	<p>Relationship to Other Performance Expectations: Discuss how the 2-year and 4-year targets established for the FY 2022-2025 Performance Period for statewide Total Emissions Reduction [23 CFR 490.105(c)(8)] (as measured by the individual pollutants and precursors), which indicates the anticipated near-term direction or trend, support the achievement of both the long-term national congestion reduction performance goal to achieve a significant reduction in congestion on the NHS identified in 23 U.S.C. §150(b), and goal of improving project and investment decision making through performance-based planning and programming [23 U.S.C. 150(a)]</p> <p>Include how the established targets for Total Emissions Reduction [23 CFR 490.105(c)(8)] (as measured by the individual pollutants and precursors) for the Performance Period support expectations documented in longer range plans, such as the long-range statewide transportation plan. [23 CFR 490.107(b)(1)(ii)(C)]</p>	<p>The 2 and 4 year targets represent a continued focus on emissions reductions and improvements to congestion performance through a variety of efforts. The targets put Texas on the path to supporting achievement of the long-term national congestion reduction performance goal. Projects are evaluated in how well they contribute to state and national goals (targets). TxDOT continues to fund projects that will improve emissions and congestion performance, thus supporting the national goals. Projects are evaluated across a range of performance and condition criteria at the location of need. For congestion reduction and emissions reduction, selection criteria include data inputs like average daily traffic (current and future anticipated), truck percent, change in number of main lanes and frontage road lanes, anticipated reduction in delay, and anticipated reduction in congestion cost. Anticipated emissions reductions are also considered. These project types directly support congestion reduction efforts in the region.</p> <p>Several TxDOT programs directly or indirectly support investment to reduce congestion and improve mobility. Although most investments help improve mobility, project types with the greatest impact include new road capacity, roadway widening, interchange modifications, and ITS. In addition, TxDOT launched the Texas Clear Lanes Initiative in 2015 to counter congestion in the state's five largest metropolitan areas (i.e., Austin, Dallas, Fort Worth, Houston, and San Antonio). TxDOT addresses mobility through planning</p>
E3	Does the State include any areas designated as nonattainment or maintenance for PM2.5?	No
E4	If the State includes any areas designated as nonattainment or maintenance for PM2.5, are NOx and/or VOC a significant contributor to PM2.5 emissions anywhere in the State?	
E5	Does the State include any areas designated as nonattainment or maintenance for PM10?	Yes
E6	If the State includes any areas designated as nonattainment or maintenance for PM10, are NOx and/or VOC a significant contributor to PM10 emissions anywhere in the State?	No significant contributors
E7	Does the State include any areas designated as nonattainment or maintenance for CO?	Yes
E8	Does the State include any areas designated as nonattainment or maintenance for ozone?	Yes
E9	The number of MPOs within your State that are required to submit a CMAQ Performance Plan to the State DOT are:[23 CFR 490.107(b)(1)(ii)(G)] This plan needs to address the requirements of 23 CFR 490.107(c)(3)(ii), including providing the targets for the PHED, Non-SOV, and Emissions measures.	3
E10.1	MPO required to submit a CMAQ Performance Plan to the State DOT:	Alamo Area MPO
E11.1	Did you upload the plan to the PMF on the "attachment" tab?	Yes
E11.1	Please explain why the plan was not uploaded to the PMF.	
E10.2	MPO required to submit a CMAQ Performance Plan to the State DOT:	Houston-Galveston Area Council
E11.2	Did you upload the plan to the PMF on the "attachment" tab?	Yes
E11.2	Please explain why the plan was not uploaded to the PMF.	
E10.3	MPO required to submit a CMAQ Performance Plan to the State DOT:	North Central Texas COG
E11.3	Did you upload the plan to the PMF on the "attachment" tab?	Yes
E11.3	Please explain why the plan was not uploaded to the PMF.	
Statewide Total Emission Reductions PM2.5 Target #1		

E12	<p>Baseline: Provide the baseline cumulative estimated emissions reductions (daily kilograms) of PM2.5. [23 CFR 490.107(b)(1)(ii)(B) and 23 CFR 490.107(c)(3)(ii)(D)]</p> <p>The baseline data for the performance period must include the cumulative estimated emissions reductions (daily kilograms) for the previous 4 federal fiscal years before the start of the performance period.</p> <p>The data must be reported to the nearest one thousandths. [23 CFR 490.101 (Target definition) and 23 CFR 490.811(b)] For example, enter 86.512.</p>	
E13	<p>2-year Target: Provide the 2-year target for statewide Total Emissions Reduction (daily kilograms) of PM2.5 established for the FY 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(c)(3)(ii)(B)] Target should reflect expected performance by the end of Federal fiscal year 2023.</p> <p>The target must be reported to the nearest one thousandths. [23 CFR 490.101 (Target definition) and 23 CFR 490.811(b)] For example, enter 86.512.</p>	
E14	<p>4-year Target: Provide the 4-year target for statewide Total Emissions Reduction (daily kilograms) of PM2.5 established for the FY 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(c)(3)(ii)(B)] Target should reflect expected performance by the end of Federal fiscal year 2025.</p> <p>The target must be reported to the nearest one thousandths. [23 CFR 490.101 (Target definition) and 23 CFR 490.811(b)] For example, enter 86.512.</p>	
E15	<p>Basis for Targets: Provide a discussion of the basis for the 2-year and 4-year targets established for the FY 2022-2025 Performance Period for the statewide Total Emissions Reduction (daily kilograms) of PM2.5. [23 CFR 490.107(b)(1)(ii)(A)] This includes an explanation of the data, method(s), and/or process(s) used to identify the targets.</p>	
Statewide Total Emission Reductions NOx Target #2		
E16	<p>Baseline: Provide the baseline cumulative estimated emissions reductions (daily kilograms) of NOx. [23 CFR 490.107(b)(1)(ii)(B) and 23 CFR 490.107(c)(3)(ii)(D)]</p> <p>The baseline data for the performance period must include the cumulative statewide estimated emissions reductions (daily kilograms) for the previous 4 federal fiscal years before the start of the performance period.</p> <p>The data must be reported to the nearest one thousandths. [23 CFR 490.101 (Target definition) and 23 CFR 490.811(b)] For example, enter 86.512.</p>	12472.915
E17	<p>2-year Target: Provide the 2-year target for statewide Total Emissions Reduction (daily kilograms) of NOx established for the FY 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(c)(3)(ii)(B)] Target should reflect expected performance by the end of Federal fiscal year 2023.</p> <p>The target must be reported to the nearest one thousandths. [23 CFR 490.101 (Target definition) and 23 CFR 490.811(b)] For example, enter 86.512.</p>	2679.641
E18	<p>4-year Target: Provide the 4-year target for statewide Total Emissions Reduction (daily kilograms) of NOx established for the FY 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(c)(3)(ii)(B)] Target should reflect expected performance by the end of Federal fiscal year 2025.</p> <p>The target must be reported to the nearest one thousandths. [23 CFR 490.101 (Target definition) and 23 CFR 490.811(b)] For example, enter 86.512.</p>	5015.745

E19	<p>Basis for Targets: Provide a discussion of the basis for the 2-year and 4-year targets established for the FY 2022-2025 Performance Period for the statewide Total Emissions Reduction (daily kilograms) of NOx. [23 CFR 490.107(b)(1)(ii)(A)] This includes an explanation of the data, method(s), and/or process(s) used to identify the targets.</p>	<p>Targets are based on a variety of methodologies and data. Methodologies include those published in the Texas Guide to Accepted Mobile Source Emission Reduction Strategies (MOSERS), analysis of past emissions reductions, traffic demand modeling, and analyzing the emissions reductions realized on past projects compared to what is planned ahead.</p> <p>NCTCOG coordinates with local stakeholders and TxDOT in selection of CMAQ projects for deployment in the Dallas-Fort Worth ozone nonattainment area. These projects are selected to meet the program goals of reducing congestion and/or reducing emissions of ozone precursor pollutants. Emissions reductions estimates for these projects are developed by NCTCOG using methodologies published in the MOSERS guide. In cases where no practical MOSERS methodology exists, verified past emission reduction performance is used to create an emissions reduction estimate.</p> <p>For the second performance period – years 2022, 2023, 2024, and 2025 – NCTCOG coordinated with TxDOT to establish targets for the CMAQ traffic congestion and on-road emissions measures. To develop the 2 and 4 year targets, staff analyzed the behavior of emissions factors over time and applied percentage reductions to the emissions benefits for all years to better correlate with potential future reductions.</p> <p>H-GAC staff has developed a revised methodology to develop</p>
Statewide Total Emission Reductions VOC Target #3		
E20	<p>Baseline: Provide the baseline cumulative estimated emissions reductions (daily kilograms) of VOC. [23 CFR 490.107(b)(1)(ii)(B) and 23 CFR 490.107(c)(3)(ii)(D)]</p> <p>The baseline data for the performance period must include the cumulative statewide estimated emissions reductions (daily kilograms) for the previous 4 federal fiscal years before the start of the performance period.</p> <p>The data must be reported to the nearest one thousandths. [23 CFR 490.101 (Target definition) and 23 CFR 490.811(b)] For example, enter 86.512.</p>	2536.829
E21	<p>2-year Target: Provide the 2-year target for statewide Total Emissions Reduction (daily kilograms) of VOC established for the FY 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] and [23 CFR 490.107(c)(3)(ii)(B)]</p> <p>Target should reflect expected performance by the end of Federal fiscal year 2023.</p> <p>The target must be reported to the nearest one thousandths. [23 CFR 490.101 (Target definition) and 23 CFR 490.811(b)] For example, enter 86.512.</p>	723.809
E22	<p>4-year Target: Provide the 4-year target for statewide Total Emissions Reduction (daily kilograms) of VOC established for the FY 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] and [23 CFR 490.107(c)(3)(ii)(B)]</p> <p>Target should reflect expected performance by the end of Federal fiscal year 2025.</p> <p>The target must be reported to the nearest one thousandths. [23 CFR 490.101 (Target definition) and 23 CFR 490.811(b)] For example, enter 86.512.</p>	1301.270

E23	<p>Basis for Targets: Provide a discussion of the basis for the 2-year and 4-year targets established for the FY 2022-2025 Performance Period for the statewide Total Emissions Reduction (daily kilograms) of VOC. [23 CFR 490.107(b)(1)(ii)(A)] This includes an explanation of the data, method(s), and/or process(s) used to identify the targets.</p>	<p>Targets are based on a variety of methodologies and data. Methodologies include those published in the Texas Guide to Accepted Mobile Source Emission Reduction Strategies (MOSERS), analysis of past emissions reductions, traffic demand modeling, and analyzing the emissions reductions realized on past projects compared to what is planned ahead.</p> <p>NCTCOG coordinates with local stakeholders and TxDOT in selection of CMAQ projects for deployment in the Dallas-Fort Worth ozone nonattainment area. These projects are selected to meet the program goals of reducing congestion and/or reducing emissions of ozone precursor pollutants. Emissions reductions estimates for these projects are developed by NCTCOG using methodologies published in the MOSERS guide. In cases where no practical MOSERS methodology exists, verified past emission reduction performance is used to create an emissions reduction estimate.</p> <p>For the second performance period – years 2022, 2023, 2024, and 2025 – NCTCOG coordinated with TxDOT to establish targets for the CMAQ traffic congestion and on-road emissions measures. To develop the 2 and 4 year targets, staff analyzed the behavior of emissions factors over time and applied percentage reductions to the emissions benefits for all years to better correlate with potential future reductions.</p> <p>H-GAC staff has developed a revised methodology to develop</p>
Statewide Total Emission Reductions PM10 Target #4		
E24	<p>Baseline: Provide the baseline cumulative estimated emissions reductions (daily kilograms) of PM10. [23 CFR 490.107(b)(1)(ii)(B) and 23 CFR 490.107(c)(3)(ii)(D)]</p> <p>The baseline data for the performance period must include the cumulative statewide estimated emissions reductions (daily kilograms) for the previous 4 federal fiscal years before the start of the performance period.</p> <p>The data must be reported to the nearest one thousandths. [23 CFR 490.101 (Target definition) and 23 CFR 490.811(b)] For example, enter 86.512.</p>	20.652
E25	<p>2-year Target: Provide the 2-year target for statewide Total Emissions Reduction (daily kilograms) of PM10 established for the FY 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(c)(3)(ii)(B)] Target should reflect expected performance by the end of Federal fiscal year 2023.</p> <p>The target must be reported to the nearest one thousandths. [23 CFR 490.101 (Target definition) and 23 CFR 490.811(b)] For example, enter 86.512.</p>	4.540
E26	<p>4-year Target: Provide the 4-year target for statewide Total Emissions Reduction (daily kilograms) of PM10 established for the FY 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(c)(3)(ii)(B)] Target should reflect expected performance by the end of Federal fiscal year 2025.</p> <p>The target must be reported to the nearest one thousandths. [23 CFR 490.101 (Target definition) and 23 CFR 490.811(b)] For example, enter 86.512.</p>	8.900
E27	<p>Basis for Targets: Provide a discussion of the basis for the 2-year and 4-year targets established for the FY 2022-2025 Performance Period for the statewide Total Emissions Reduction (daily kilograms) of PM10. [23 CFR 490.107(b)(1)(ii)(A)] This includes an explanation of the data, method(s), and/or process(s) used to identify the targets.</p>	<p>The methodology compares CMAQ project emissions from the FHWA User Profile and Access Control System (UPACS) and the EPMPO Transportation Improvement Program (TIP) over the past 4-years to develop targets for the future 4-year CMAQ program. The emission benefits for the projects in current TIP are lower than those from the last performance reporting period. Also, several past projects were duplicates in the UPACS system at the time, which contributed to a greater anticipated emissions reduction. As such, the targets for the 2nd performance period are lower than the targets for the 1st performance period. New targets will be re-evaluated at the mid-performance period report.</p>

Statewide Total Emission Reductions CO Target #5		
E28	<p>Baseline: Provide the baseline cumulative estimated emissions reductions (daily kilograms) of CO. [23 CFR 490.107(b)(1)(ii)(B) and 23 CFR 490.107(c)(3)(ii)(D)]</p> <p>The baseline data for the performance period must include the cumulative statewide estimated emissions reductions (daily kilograms) for the previous 4 federal fiscal years before the start of the performance period.</p> <p>The data must be reported to the nearest one thousandths. [23 CFR 490.101 (Target definition) and 23 CFR 490.811(b)] For example, enter 86.512.</p>	824.635
E29	<p>2-year Target: Provide the 2-year target statewide Total Emissions Reduction (daily kilograms) of CO established for the FY 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(iii)(A) and 23 CFR 490.107(c)(3)(ii)(B)] Target should reflect expected performance by the end of Federal fiscal year 2023.</p> <p>The target must be reported to the nearest one thousandths. [23 CFR 490.101 (Target definition) and 23 CFR 490.811(b)] For example, enter 86.512.</p>	175.750
E30	<p>4-year Target: Provide the 4-year target statewide Total Emissions Reduction (daily kilograms) of CO established for the FY 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(iii)(A) and 23 CFR 490.107(c)(3)(ii)(B)] Target should reflect expected performance by the end of Federal fiscal year 2025.</p> <p>The target must be reported to the nearest one thousandths. [23 CFR 490.101 (Target definition) and 23 CFR 490.811(b)] For example, enter 86.512.</p>	367.100
E31	<p>Basis for Targets: Provide a discussion of the basis for the 2-year and 4-year targets established for the FY 2022-2025 Performance Period for the statewide Total Emissions Reduction (daily kilograms) of CO. [23 CFR 490.107(b)(1)(iii)(A)] This includes an explanation of the data, method(s), and/or process(s) used to identify the targets.</p>	<p>The methodology compares CMAQ project emissions from the FHWA User profile and Access Control System (UPACS) and the EPMPO Transportation Improvement Program (TIP) over the past 4-years to develop targets for the future 4-year CMAQ program. Due to the resulting emission benefits for the projects in future TIP years, and several projects in the UPACS system that were duplicate projects being removed; the targets for the 2nd performance period are lower than the targets set for the 1st performance period. These targets will be re-evaluated at the mid-performance period report.</p>
marks the end of the required reporting. Everything below this line is related to optional targets. Optional Additional Emission Reductions Target #1 [23 CFR 490.107(b)(1)(iii)(A)]		
E32	<p>General Comments: Please use this space to provide any general comments that may assist FHWA in its review of this part of the submission. You can use this space to provide greater context for your targets and baseline condition, provide additional background detail or clarification, note any assumptions, or discuss complications. (Optional)</p>	
E33	What pollutant does this optional additional target apply?	
E34	<p>Area(s) for Target: Please indicate what non-attainment and maintenance area or combination of areas that the State DOT is establishing this additional target. Please list the area name(s) as it appears in the EPA Green Book. [23 CFR 490.105(e)(9)(iv)] Separate multiple names using semicolons.</p>	
E35	<p>Baseline: Provide the baseline cumulative estimated emissions reductions (daily kilograms) of the pollutant for the selected non-attainment and maintenance area or combination of areas. [23 CFR 490.107(b)(1)(ii)(B)] and [23 CFR 490.107(c)(3)(ii)(D)]</p> <p>The baseline data for the performance period must include the cumulative statewide estimated emissions reductions (daily kilograms) for the previous 4 federal fiscal years before the start of the performance period.</p> <p>The data must be reported to the nearest one thousandths. [23 CFR 490.101 (Target definition) and 23 CFR 490.811(b)] For example, enter 86.512.</p>	
E36	<p>2-year Target: Provide the 2-year target for statewide Total Emissions Reduction (daily kilograms) of the applicable pollutant for the FY 2022-2025 Performance Period for the selected non-attainment and maintenance area or combination of areas. [23 CFR 490.107(b)(1)(iii)(A) and 23 CFR 490.107(c)(3)(ii)(B)] Target should reflect expected performance by the end of Federal fiscal year 2023.</p> <p>The target must be reported to the nearest one thousandths. [23 CFR 490.101 (Target definition) and 23 CFR 490.811(b)] For example, enter 86.512.</p>	

E37	<p>4-year Target: Provide the 4-year target for statewide Total Emissions Reduction (daily kilograms) of the applicable pollutant for the FY 2022-2025 Performance Period for the selected non-attainment and maintenance area or combination of areas. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(c)(3)(ii)(8)] Target should reflect expected performance by the end of Federal fiscal year 2025.</p> <p>The target must be reported to the nearest one thousandths. [23 CFR 490.101 (Target definition) and 23 CFR 490.811(b)] For example, enter 86.512.</p>	
E38	<p>Basis for Targets: Provide a discussion of the basis for the 2-year and 4-year targets established for the FY 2022-2025 Performance Period of the pollutant for the selected non-attainment and maintenance area or combination of areas. [23 CFR 490.107(b)(1)(ii)(A)] This includes an explanation of the data, method(s), and/or process(s) used to identify the targets.</p>	

[illegible]

5. Receive a Report, Hold a Discussion, and Any Action on the Carbon Reduction Program and Projects.

Abilene MPO Policy Board Meeting
May 1, 2023
Supplemental Agenda Information

5. Receive a Report, Hold a Discussion, and Any Action on the Carbon Reduction Program and Projects.

Background

On November 15, 2021, the President signed the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58) into law. The IIJA authorizes a new Carbon Reduction Program (CRP) codified at 23 United States Code (U.S.C.) 175 to reduce transportation emissions.

Subject to the general eligibility requirements described in Section E.1 of this memorandum, the following activities are listed as eligible under 23 U.S.C. 175(c):

- A. a project described in 23 U.S.C. 149(b)(4) to establish or operate a traffic monitoring, management, and control facility or program, including advanced truck stop electrification systems;
- B. a public transportation project eligible for assistance under 23 U.S.C. 142 (this includes eligible capital projects for the construction of a bus rapid transit corridor or dedicated bus lanes as provided for in BIL Section 11130 (23 U.S.C. 142(a)(3));
- C. a transportation alternatives project as described in 23 U.S.C. 101(a)(29) as in effect prior to the enactment of the FAST Act,³ including the construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation;
- D. a project described in section 23 U.S.C. 503(c)(4)(E) for advanced transportation and congestion management technologies;
- E. a project for the deployment of infrastructure-based intelligent transportation systems capital improvements and the installation of vehicle-to-infrastructure communications equipment, including retrofitting dedicated short-range communications (DSRC) technology deployed as part of an existing pilot program to cellular vehicle-to-everything (C-V2X) technology;
- F. a project to replace street lighting and traffic control devices with energy-efficient alternatives;
- G. development of a carbon reduction strategy (as described in the Carbon Reduction Strategies section above);
- H. a project or strategy designed to support congestion pricing, shifting transportation demand to nonpeak hours or other transportation modes, increasing vehicle occupancy rates, or otherwise reducing demand for roads, including electronic toll collection, and travel demand management strategies and programs;
- I. efforts to reduce the environmental and community impacts of freight movement;
- J. a project to support deployment of alternative fuel vehicles, including—
 - (i) the acquisition, installation, or operation of publicly accessible electric vehicle charging infrastructure or hydrogen, natural gas, or propane vehicle fueling infrastructure; and
 - (ii) the purchase or lease of zero-emission construction equipment and vehicles, including the acquisition, construction, or leasing of required supporting facilities;
- K. a project described under 23 U.S.C. 149(b)(8) for a diesel engine retrofit;
- L. certain types of projects to improve traffic flow that are eligible under the CMAQ program, and that do not involve construction of new capacity; (23 U.S.C. 149(b)(5) and 175(c)(1)(L)); and
- M. a project that reduces transportation emissions at port facilities, including through the advancement of port electrification.

Current Situation

The proposed draft amount of funding available for Abilene MPO is \$1,345,541 for FYs 2022-2024. After that funding runs around \$460,000 per year. For the ten years in the Unified Transportation Program (UTP), the total proposed amount for the Abilene MPO is \$5,491,250.

Recommendation from the Technical Advisory Committee (TAC)

None at this time. This was presented to the TAC at their March 28, 2023 meeting. A subcommittee of the TAC will be meeting on May 19, 2023 to discuss potential projects to take back to the TAC and eventually to the Policy Board.

Action Requested

1. Any direction on the program.

U.S. Department of Transportation

Federal Highway Administration1200 New Jersey Avenue, SE
Washington, DC 20590
202-366-4000https://www.fhwa.dot.gov/bipartisan-infrastructure-law/crp_fact_sheet.cfm

BIPARTISAN INFRASTRUCTURE LAW

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FACT SHEETS

Carbon Reduction Program (CRP)

	FAST Act (extension)	Bipartisan Infrastructure Law (BIL)				
Fiscal year (FY)	2021	2022	2023	2024	2025	2026
Contract authority	---	\$1.234 B*	\$1.258 B*	\$1.283 B*	\$1.309 B*	\$1.335 B*

*Calculated (sum of estimated individual State Carbon Reduction Program apportionments)

Note: Except as indicated, all references in this document are to the Bipartisan Infrastructure Law (BIL), enacted as the Infrastructure Investment and Jobs Act, Pub. L. 117-58 (Nov. 15, 2021).

Program Purpose

The BIL establishes the Carbon Reduction Program (CRP), which provides funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO₂) emissions from on-road highway sources.

Statutory Citations

- § 11403; 23 U.S.C. 175

Funding Features

Type of Budget Authority

- Contract authority from the Highway Account of the Highway Trust Fund, subject to the overall Federal-aid obligation limitation.

Apportionment of Funds

- As under the FAST Act, the BIL directs FHWA to apportion funding as a lump sum for each State then divide that total among apportioned programs.
- Each State's CRP apportionment is calculated based on a percentage specified in law. [23 U.S.C. 104(b)(7)] (See "Apportionment" fact sheet for a description of this calculation)

Transferability to Other Federal-aid Apportioned Programs

- A State may transfer up to 50% of CRP funds made available each fiscal year to any other apportionment of the State, including the National Highway Performance Program, Surface Transportation Block Grant Program, Highway Safety Improvement Program, Congestion Mitigation and Air Quality Improvement (CMAQ) Program, National Highway Freight Program, and [NEW] Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Formula Program. Conversely, subject to certain limitations, a State may transfer up to 50% of funds made available each fiscal year from each other apportionment of the State to CRP. [23 U.S.C. 126(a)] (See other program-specific fact sheets for additional details.)

Suballocation

- 65% of a State's CRP apportionment is to be obligated in the following areas in proportion to their relative shares of the State's population. [§ 11403; 23 U.S.C. 175(e)(1)(A)] Funds attributed to an urbanized area may be obligated in the metropolitan area established under 23 U.S.C. 134 that encompassed the urbanized area [23 U.S.C. 175(e)(2)]:
 - *Urbanized areas with an urbanized area population greater than 200,000:* This portion is to be divided among those areas based on their relative share of population, unless the Secretary approves a joint request from the State and relevant MPO(s) to use other factors. [§ 11403; 23 U.S.C. 175(e)(1)(A)(i) and (e)(3)]
 - *Urbanized areas with an urbanized area population of at least 50,000 but no more than 200,000:* This portion is to be divided among those areas based on their relative share of population, unless the Secretary approves a joint request from the State and relevant MPO(s) to use other factors. [§ 11403; 23 U.S.C. 175(e)(1)(A)(ii) and (e)(3)]
 - *Urban areas with population at least 5,000 and no more than 49,999.* [§ 11403; 23 U.S.C. 175(e)(1)(A)(iii)]
 - *Areas with population of less than 5,000.* [§ 11403; 23 U.S.C. 175(e)(1)(A)(iv)]
- The remaining 35% of the State's CRP apportionment be obligated in any area of the State. [§ 11403; 23 U.S.C. 175(e)(1)(B)]
- Requires each State, over the period of FY22-26, to make available to each urbanized area with a population of at least 50,000 obligation authority for use with the suballocated CRP funding. [§ 11403; 23 U.S.C. 175(e)(6)] States are required to divide the funding to urbanized areas with a population of at least 50,000 based on the relative population of the areas. [23 U.S.C. 175(e)(3)]

Federal Share

- In accordance with 23 U.S.C. 120. (See the "Federal Share" fact sheet for additional detail.) [§ 11403; 23 U.S.C. 120 and 175(f)]

Eligible Projects

- CRP funds may be obligated for projects that support the reduction of transportation emissions, including, but not limited to— [except as noted, § 11403; 23 U.S.C. 175(c)(1)]
 - a project described in 23 U.S.C. 149(b)(4) to establish or operate a traffic monitoring, management, and control facility or program, including advanced truck stop electrification systems;
 - a public transportation project eligible under 23 U.S.C. 142;
 - a transportation alternative (as defined under the Moving Ahead for Progress under the 21st Century Act [23 U.S.C. 101(a)(29), as in effect on July 5, 2012]), including, but not limited to, the construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation;
 - a project described in 23 U.S.C. 503(c)(4)(E) for advanced transportation and congestion management technologies;
 - deployment of infrastructure-based intelligent transportation systems capital improvements and the installation of vehicle-to-infrastructure communications equipment;
 - a project to replace street lighting and traffic control devices with energy-efficient alternatives;
 - development of a carbon reduction strategy developed by a State per requirements in 23 U.S.C. 175(d);
 - a project or strategy designed to support congestion pricing, shifting transportation demand to nonpeak hours or other transportation modes, increasing vehicle occupancy rates, or otherwise reducing demand for roads, including electronic toll collection, and travel demand management strategies and programs;
 - efforts to reduce the environmental and community impacts of freight movement;
 - a project that supports deployment of alternative fuel vehicles, including—
 - acquisition, installation, or operation of publicly accessible electric vehicle charging infrastructure or hydrogen, natural gas, or propane vehicle fueling infrastructure; and
 - purchase or lease of zero-emission construction equipment and vehicles, including the acquisition, construction, or leasing of required supporting facilities;
 - a project described in 23 U.S.C. 149(b)(8) for a diesel engine retrofit;
 - certain types of projects to improve traffic flow that are eligible under the CMAQ program, and that do not involve construction of new capacity; [§ 11403; 23 U.S.C. 149(b)(5); and 175(c)(1)(L)]
 - a project that reduces transportation emissions at port facilities, including through the advancement of port electrification; and
 - any other STBG-eligible project, if the Secretary certifies that the State has demonstrated a reduction in transportation emissions, as estimated on a per capita and per unit of economic output basis. (Note: FHWA will issue guidance on how the Secretary will make such certifications.) [§ 11403; 23 U.S.C. 133(b) and 175(c)(2)]

Coordination in Urbanized Areas Other Than Transportation Management Areas

Before obligating CRP funds for an eligible project in an urbanized area that is not a transportation management area, a State shall coordinate with any MPO that represents the urbanized area prior to determining which activities should be carried out under the project. [§ 11403; 23 U.S.C. 175(e)(4)]

Consultation in Rural Areas

Before obligating CRP funds for an eligible project in a rural area, a State shall consult with any regional transportation planning organization or MPO that represents the rural area prior to determining which activities should be carried out under the project. [§ 11403; 23 U.S.C. 175(e)(5)]

Program Features

Carbon Reduction Strategy

- Requires each State, in consultation with any MPO designated within the State, to— [§ 11403; 23 U.S.C. 175(d)]
 - develop a carbon reduction strategy not later than 2 years after enactment; [§ 11403; 23 U.S.C. 175(d)(1)] and
 - update that strategy at least every four years; [§ 11403; 23 U.S.C. 175(d)(3)]
- Requires the carbon reduction strategy to—
 - support efforts—and identify projects and strategies—to support the reduction of transportation emissions;
 - at the State's discretion, quantify the total carbon emissions from production, transport, and use of materials used in the construction of transportation facilities in the State; and
 - be appropriate to the population density and context of the State, including any MPO designated within the State. [§ 11403; 23 U.S.C. 175(d)(2)]
- Allows the carbon reduction strategy to include projects and strategies for safe, reliable, and cost-effective options to—
 - reduce traffic congestion by facilitating the use of alternatives to single-occupant vehicle trips, including public transportation facilities, pedestrian facilities, bicycle facilities, and shared or pooled vehicle trips within the State or an area served by the relevant MPO;
 - facilitate use of vehicles or modes of travel that result in lower transportation emissions per person-mile traveled as compared to existing vehicles and modes; and
 - facilitate approaches to the construction of transportation assets that result in lower transportation emissions as compared to existing approaches. [§ 11403; 23 U.S.C. 175(d)(2)(B)]
- Requires FHWA to—
 - review the State's process for developing its carbon reduction strategy and certify that the strategy meets statutory requirements; and
 - at the request of a State, provide technical assistance in the development of the strategy. [§ 11403; 23 U.S.C. 175(d)(4) and (5)]

Treatment of Projects

- Treats every project funded under the program as if it were located on a Federal-aid highway. This ensures applicability of Davis-Bacon wage requirements. [§ 11403; 23 U.S.C. 175(g)]

Additional Information and Assistance

- FHWA can connect you with your local FHWA office and support you with technical assistance for planning, design, construction, preserving, and improving public roads and in the stewardship of Federal funds. For assistance, visit: https://www.fhwa.dot.gov/bipartisan-infrastructure-law/technical_support.cfm

Page last modified on April 20, 2022



U.S. Department
of Transportation
Federal Highway
Administration

Memorandum

Subject: **INFORMATION:** Carbon Reduction Program
(CRP) Implementation Guidance

Date: April 21, 2022

From: Gloria M. Shepherd
Associate Administrator, Office of Planning,
Environment, and Realty

In Reply Refer To:
HEP-1

To: Division Administrators
Directors of Field Services

On November 15, 2021, the President signed the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the “Bipartisan Infrastructure Law”) (BIL) into law. The BIL authorizes a new Carbon Reduction Program codified at 23 United States Code (U.S.C.) 175 to reduce transportation emissions. The attached Carbon Reduction Program (CRP) Implementation Guidance provides information on funding, eligible activities, and requirements of the CRP.

Except for the statutes and regulations cited, the contents of this document do not have the force and effect of law and are not meant to bind the States or the public in any way. This document is intended only to provide information regarding existing requirements under the law or agency policies.

This document will be accessible on the Sustainability Website ([FHWA Sustainability Website](#)), the BIL Website ([FHWA Bipartisan Infrastructure Law Website](#)), and through the Policy and Guidance Center ([FHWA Policy and Guidance Center](#)).

If you have questions, please contact: Becky Lupes (202-366-7808 or Rebecca.Lupes@dot.gov) or John Davies (202-366-6039 or JohnG.Davies@dot.gov) of the Office of Natural Environment.

Attachment

**Carbon Reduction Program Implementation Guidance
(April 21, 2022)**

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A. Definitions

In this guidance, the following definitions apply:

Consultation means that one or more parties confer with other identified parties in accordance with an established process and, prior to taking action(s), considers the views of the other parties and periodically informs them about action(s) taken (*See* 23 CFR 450.104).

Coordination means the cooperative development of plans, programs, and schedules among agencies and entities with legal standing and adjustment of such plans, programs, and schedules to achieve general consistency, as appropriate (23 CFR 450.104).

Metropolitan Planning Organization means the policy board of an organization established as a result of the designation process under 23 U.S.C. 134(d) (23 U.S.C. 134(b)(2); 23 U.S.C. 175(a)(1)).

Transportation Emissions means carbon dioxide emissions from on-road highway sources of those emissions within a State (23 U.S.C. 175(a)(2)).

Transportation Management Area means a transportation management area identified or designated by the Secretary under 23 U.S.C. 134(k)(1) (*See* 23 U.S.C. 175(a)(3)).

Urbanized Area means a geographic area with a population of 50,000 or more, as determined by the Bureau of the Census (23 U.S.C. 134(b)(7); 23 U.S.C. 175(a)(1)).

B. PROGRAM PURPOSE

The purpose of the Carbon Reduction Program (CRP) is to reduce transportation emissions through the development of State carbon reduction strategies and by funding projects designed to reduce transportation emissions (*See* 23 U.S.C. 175 as established by the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the “[Bipartisan Infrastructure Law](#)” (BIL)) (BIL § 11403).

C. GUIDANCE ON ADMINISTRATION PRIORITIES AND USE OF THE FEDERAL-AID HIGHWAY FORMULA FUNDING

1. **Overview:** This document provides background and guidance to clarify eligibility requirements for the CRP. On December 16, 2021, FHWA issued guidance, [Policy on Using Bipartisan Infrastructure Law Resources to Build a Better America](#), that serves as an overarching framework to prioritize the use of BIL resources on projects that will Build a Better America. That policy is available on FHWA’s BIL resources implementation website at the following URL: https://www.fhwa.dot.gov/bipartisan-infrastructure-law/building_a_better_america-policy_framework.cfm.

2. Safety:

Prioritizing Safety in All Investments and Projects

The National Roadway Safety Strategy (NRSS) (issued January 27, 2022) commits the United States Department of Transportation (USDOT) and FHWA to respond to the current crisis in traffic fatalities by “taking substantial, comprehensive action to significantly reduce serious and fatal injuries on the Nation’s roadways,” in pursuit of the goal of achieving zero highway deaths. FHWA recognizes that zero is the only acceptable number of deaths on our roads and achieving that is our safety goal. FHWA therefore encourages States and other funding recipients to prioritize safety in all Federal highway investments and in all appropriate projects, using relevant Federal-aid funding, including funds from CRP.

The Safe System approach addresses the safety of all road users, including those who walk, bike, drive, ride transit, and travel by other modes. It involves a paradigm shift to improve safety culture, increase collaboration across all safety stakeholders, and refocus transportation system design and operation on anticipating human mistakes and lessening impact forces to reduce crash severity and save lives. To achieve the vision of zero fatalities, safety should be fully reflected in a State’s transportation investment decisions, from planning and programming, environmental analysis, project design, and construction, to maintenance and operations. States should use data-driven safety analyses to ensure that safety is a key input in any decision made in the project development process and fully consider the safety of all road users in project development.

FHWA encourages State and local agencies to consider the use of funds from CRP to address roadway safety and implement the Safe System approach wherever possible. Improvements to safety features, including traffic signs, pavement markings, and multimodal accommodations that are routinely provided as part of a broader Federal-aid highway project can and should be funded from the same source as the broader project as long as the use is eligible under that funding source.

Because of the role of speed in fatal crashes, FHWA is also providing new resources on the setting of speed limits and on re-engineering roadways to help “self-enforce” speed limits. To achieve the vision of zero fatalities on the Nation’s roads, FHWA encourages States to assess safety outcomes for all project types and promote and improve safety for all road users, particularly vulnerable users. FHWA recommends that streets be designed and operated to maximize the existing right-of-way for accommodation of nonmotorized modes and transit options that increase safety and connectivity. Pedestrian facilities in the public right-of-way must comply with the Americans with Disabilities Act.

Complete Streets

As one approach to ensuring the safety of all roadway users, FHWA encourages States and communities to adopt and implement Complete Streets policies that prioritize the safety of all users in transportation network planning, design, construction and operations. Section 11206 of the BIL defines Complete Streets standards or policies as

those which “ensure the safe and adequate accommodation of all users of the transportation system, including pedestrians, bicyclists, public transportation users, children, older individuals, individuals with disabilities, motorists, and freight vehicles.” A complete street includes, but is not limited to, sidewalks, bike lanes (or wide paved shoulders), special bus lanes, accessible public transportation stops, safe and accommodating crossing options, median islands, pedestrian signals, curb extensions, narrower travel lanes, and roundabouts. A Complete Street is safe, and feels safe, for everyone using the street.

3. **Transit Flex:** FHWA, working with FTA, seeks to help Federal-aid recipients plan, develop, and implement infrastructure investments that prioritize safety, mobility, and accessibility for all transportation network users, including pedestrians, bicyclists, transit riders, micromobility users, freight and delivery services providers, and motorists. This includes the incorporation of data sharing principles and data management.

Funds from CRP can be “flexed” to FTA to fund transit projects. For title 23 funds that are flexed to FTA, section 104(f) of title 23, U.S.C., allows funds made available for transit projects or transportation planning to be transferred to FTA and administered in accordance with chapter 53 of title 49, U.S.C., except that the Federal share requirements of the original fund category continue to apply (See 23 U.S.C. 104(f)(1)).

The use of Federal-aid funding on transit and transit-related projects can provide an equitable and safe transportation network for travelers of all ages and abilities, including those from marginalized communities facing historic disinvestment. FHWA encourages recipients to consider using funding flexibility for transit or multimodal-related projects and to consider strategies that: (1) improve infrastructure for nonmotorized travel, public transportation access, and increased public transportation service in underserved communities; (2) plan for the safety of all road users, particularly those on arterials, through infrastructure improvements and advanced speed management; (3) reduce single-occupancy vehicle travel and associated air pollution in communities near high-volume corridors; (4) offer reduced public transportation fares as appropriate; (5) target demand-response service towards communities with higher concentrations of older adults and those with poor access to essential services; and (6) use equitable and sustainable practices while developing transit-oriented development.

4. **Transferability Between FHWA Programs:** Section 126 of title 23, U.S.C., provides that a State may transfer up to 50 percent of the amount apportioned for the fiscal year for certain highway programs, including CRP, to other eligible apportioned highway programs.¹ See also FHWA Order 4551.1, “Fund Transfers to Other Agencies and Among Title 23 Programs”, ([Fund Transfers to Other Agencies and Among Title 23 Programs](#)). Historically States have used this flexibility to address unmet needs in areas where apportioned funding was insufficient.

The BIL made historic investments in highway programs including more than \$300 billion in Contract Authority from the Highway Trust Fund. This represents an average

¹ States may only transfer CRP funds that are allocated for use anywhere in the State.

annual increase of 29 percent in Federal-aid funding over the amount of Contract Authority for FHWA programs compared to fiscal year 2021. Congress also established more than a dozen new highway programs to help address urgent surface transportation needs.

States have the flexibility to transfer funds out of CRP to other apportioned programs, but we encourage States to first consider the need to transfer in light of the significant increase in apportioned funding and the considerable funding for new programs. States, working with FHWA, should determine the need for CRP funds – including the ability to apply CRP funds to eligible assets owned by local governments, counties, and Tribes – and identify and prioritize projects that maximize the CRP funding before deciding to transfer funds out of the CRP.

5. **ADA:** The Americans with Disabilities Act (ADA) of 1990 and Section 504 of the Rehabilitation Act of 1973 prohibit discrimination against people with disabilities and ensure equal opportunity and access for persons with disabilities. The Department of Transportation's Section 504 regulations apply to recipients of the Department's financial assistance (*See* 49 CFR 27.3(a)). Title II of the ADA applies to public entities regardless of whether they receive Federal financial assistance (*See* 28 CFR 35.102(a)). The ADA requires that no qualified individual with a disability shall, because a public entity's facilities are inaccessible to or unusable by individuals with disabilities, be excluded from participation in, or be denied the benefits of the services, programs, or activities of a public entity, or be subjected to discrimination by any public entity (*See* 28 CFR 35.149). A public entity's pedestrian facilities are considered a "service, program, or activity" of the public entity. As a result, public entities and recipients of Federal financial assistance are required to ensure the accessibility of pedestrian facilities in the public right-of-way, such as curb ramps, sidewalks, crosswalks, pedestrian signals, and transit stops in accordance with applicable regulations.

If the project reduces transportation emissions, funds from CRP are available to improve accessibility and to implement recipients' ADA transition plans and upgrade their facilities to eliminate physical obstacles and provide for accessibility for individuals with disabilities. FHWA will provide oversight to recipients of CRP funds to ensure that each public agency's project planning, design, and construction programs comply with ADA and Section 504 accessibility requirements.

6. **Equity:** The BIL provides considerable resources to help States and other funding recipients advance projects that consider the unique circumstances affecting community members' mobility needs and allocate resources consistently with those needs, enabling the transportation network to effectively serve all community members. FHWA will work with States to ensure consideration of using CRP funds for projects and inclusion of project elements that proactively address racial equity, workforce development, economic development, and remove barriers to opportunity, including automobile dependence in both rural and urban communities as a barrier to opportunity or to redress prior inequities and barriers to opportunity.

Federal-aid recipients, including recipients of CRP funds, are responsible for involving the public, including traditionally underserved and underrepresented populations in transportation planning and complying with participation and consultation requirements in 23 CFR 450.210 and 23 CFR 450.316, as applicable. “Underserved populations” include minority and low-income populations but may also include many other demographic categories that face challenges engaging with the transportation process and receiving equitable benefits (See [FHWA's Environmental Justice Reference Guide](#) for additional information). In addition, CRP projects can support the Justice40 Initiative, which establishes a goal that at least 40 percent of the benefits of federal investments in climate and clean energy infrastructure are distributed to disadvantaged communities. (See [OMB's Interim Implementation Guidance for the Justice40 Initiative](#) or its successor for additional information).

To assist with these public engagement efforts, FHWA expects recipients of CRP funds to engage with all impacted communities and community leaders to determine which forms of communication are most effective. Recipients should gain insight on the unique circumstances impacting various disadvantaged and underrepresented groups so that new channels for communication may be developed. And, the recipients should use this information to inform decisions across all aspects of project delivery including planning, project selection, and the design process.

Among other things, recipients of CRP funds are also required to assure equitable treatment of workers and trainees on highway projects through compliance with Equal Employment Opportunity requirements under 23 CFR Part 230, Subpart A, as well as ensuring nondiscrimination in all of their operations on the basis of race, color, or national origin under Title VI of the Civil Rights Act of 1964. Recipients of CRP funds should ensure that they have the capacity and expertise to address Federal civil rights protections that accompany grant awards.

7. **Climate Change and Sustainability:** The United States is committed to a whole-of-government approach to reducing economy-wide net greenhouse gas pollution by 2030. The BIL provides considerable resources—including new programs and funding—to help States and other funding recipients advance this goal in the transportation sector. In addition, the BIL makes historic investments to improve the resilience of transportation infrastructure, helping States and communities prepare for hazards such as wildfires, floods, storms, and droughts exacerbated by climate change.

FHWA encourages the advancement of projects that address climate change and sustainability. To enable this, FHWA encourages recipients to consider climate change and sustainability throughout the planning and project development process, including the extent to which projects under CRP align with the President’s greenhouse gas reduction, climate resilience, and environmental justice commitments. In particular, consistent with the statute and guidance below, recipients should fund projects that reduce carbon dioxide emissions. FHWA encourages recipients to fund projects that support fiscally responsible land use and transportation efficient design, or incorporate electrification or zero emission vehicle infrastructure. In addition, FHWA encourages

recipients to consider projects under CRP that support climate change resilience, including consideration of the risks associated with wildfires, drought, extreme heat, and flooding, in line with guidance for projects in floodplains. FHWA also encourages recipients to consider projects under CRP that address environmental justice concerns.

8. **Labor and Workforce:** Highway programs, including CRP, may provide opportunities to support the creation of good-paying jobs, including jobs with the free and fair choice to join a union, and the incorporation of strong labor standards, such as the use of project labor agreements; employer neutrality with respect to union organizing; the use of an appropriately trained workforce (in particular registered apprenticeships and other joint labor-management training programs); and the use of an appropriately credentialed workforce in project planning stages and program delivery.

Recipients should work with FHWA, to the extent possible, to identify opportunities for Federal-aid highway investments to advance high-quality job creation through the use of local or other geographic or economic hire provisions authorized under section 25019 in the BIL, and Indian employment preference for projects that are located on or near Tribal reservations authorized under 23 U.S.C. 140(d), or other workforce strategies targeted at expanding workforce training opportunities for people to get the skills they need to compete for these jobs, especially underrepresented populations: women, people of color, and groups with other systemic barriers to employment (people with disabilities, formerly incarcerated, etc.).

9. **Truck Parking:** Truck parking shortages are a national concern affecting the efficiency of U.S. supply chains and safety for truck drivers and other roadway users. Jason's Law, which was passed in 2012, established a national priority on addressing the shortage of long-term parking for commercial motor vehicles on the National Highway System (NHS).

Many Federal-aid highway funding programs have eligibility for truck parking projects, including the CRP. CRP funds may be obligated for a project on an eligible facility that reduces transportation emissions. FHWA anticipates that such projects may support progress toward the achievement of national performance goals for improving infrastructure condition, safety, congestion reduction, system reliability, or freight movement on the NHS. Advanced truck stop electrification systems are eligible under 23 U.S.C. 175(c)(1)(A) and projects that reduce transportation emissions at port facilities are eligible under 23 U.S.C. 175(c)(1)(M).

States should consider working with private sector truck stop operators and the trucking community in the siting and development of specific truck parking projects. States also are encouraged to offer opportunities for input from commercial motor vehicle drivers and truck stop operators through their State Freight Advisory Committees established under 49 U.S.C. 70201.

D. GOVERNING AUTHORITIES

1. Section 11101 of the BIL authorizes contract authority for the CRP.

2. Section 11104 of the BIL updates apportionment instructions in 23 U.S.C. 104.
3. Section 11403 of the BIL establishes the CRP in 23 U.S.C. 175.

E. FUNDING

1. **Authorization Levels:** Estimated annual CRP funding under the BIL is:

Estimated Annual CRP Funding	
Fiscal Year (FY) 2022	\$1.234 B
FY 2023	\$1.258 B
FY 2024	\$1.283 B
FY 2025	\$1.309 B
FY 2026	\$1.335 B

The BIL sets each State's initial share of Federal-aid highway program apportioned (formula) funds annually based on the share of formula funds each State received in fiscal year 2021. The methodology for calculating the apportionments for FY 2022 under 23 U.S.C. 175 is discussed in FHWA Notice [N4510.858](#). For FY 2023 through 2026 funds, please revisit [FHWA's Notice website](#) at the appropriate future time.

The Fiscal Management Information System Program Codes for these CRP funds are as follows:

Program Code	Program Description	Title 23 Reference
Y600	Carbon Reduction Program (CRP) Flexible	Section 175(e)(1)(B); Section 104(b)(7)
Y601	CRP – Urbanized Areas with Population Over 200K	Section 175(e)(1)(A)(i)
Y606	CRP – Urbanized Areas with Population 50K to 200K	Section 175(e)(1)(A)(ii)
Y607	CRP – Urban Areas with Population 5K to 49,999	Section 175(e)(1)(A)(iii)
Y608	CRP – Areas with Population less than 5K	Section 175(e)(1)(A)(iv)

For urbanized areas with population over 200K and urbanized areas with population 50K to 200K, the CRP funding in FMIS will be provided at the individual urbanized area level.²

² For example see [FHWA Notice N 4510.864 Fiscal Year \(FY\) 2022 Supplementary Tables – Table 18 - Apportionments Pursuant to the Infrastructure Investment and Jobs Act](#) and [FHWA Notice N 4510.864 Fiscal Year \(FY\) 2022 Supplementary Tables – Table 19 - Apportionments Pursuant to the Infrastructure Investment and Jobs Act](#).

2. **Period of Availability:** CRP funds are contract authority. CRP obligations are reimbursed from the Highway Account of the Highway Trust Fund. CRP funds are available for obligation for a period of 3 years after the last day of the fiscal year for which the funds are authorized (*See* 23 U.S.C. 118(b)). Thus, CRP funds are available for obligation for up to 4 years.
3. **Obligation Limitation:** CRP funds are subject to the annual obligation limitation imposed on the Federal-aid highway program.

In general, a State that is required under 23 U.S.C. 175(e) to obligate CRP funds in an urbanized area with an urbanized area population of 50,000 or more shall make available during the period of fiscal years 2022 through 2026 an amount of obligation authority distributed to the State for Federal-aid highways and highway safety construction programs for use in the area that is equal to the amount obtained by multiplying:

- a. the aggregate amount of funds that the State is required to obligate in the area under this subsection during the period; and
- b. the ratio that—
 - i. the aggregate amount of obligation authority distributed to the State for Federal-aid highways and highway safety construction programs during the period; bears to
 - ii. the total of the sums apportioned to the State for Federal-aid highways and highway safety construction programs (excluding sums not subject to an obligation limitation) during the period. (*See* 23 U.S.C. 175(e)(6)(A))

Each State, each affected Metropolitan Transportation Planning Organization (MPO), and the Secretary shall jointly ensure compliance with 23 U.S.C. 175(e)(6)(A). (*See* 23 U.S.C. 175(e)(6)(B))

4. **Federal share:** The Federal share for CRP-funded projects is governed by 23 U.S.C. 120, as amended by the BIL. It is generally 80 percent (*See* 23 U.S.C. 120(b)).
5. **Combining CRP Funds with Other Eligible USDOT funding:** CRP funds can be spread further by combining them with other eligible USDOT funding for projects that support the reduction of transportation emissions, if the eligibility requirements and applicable Federal share are met for each program.
6. **Deobligations of Other Title 23 Obligated Funds:** Project Agreements should not be modified to replace one Federal fund category with another unless specifically authorized by statute (*See* 23 CFR 630.110(a)).
7. **Suballocation Within a State** (*See* 23 U.S.C. 175(e))
Specified Areas
For each fiscal year, 65 percent of funds apportioned to the State for the CRP shall be obligated, in proportion to their relative shares of the population in the State:

- In urbanized areas of the State with an urbanized area population of more than 200,000 (these funds may be obligated in the metropolitan area established under 23 U.S.C. 134 that encompasses the urbanized area.);
- In urbanized areas of the State with an urbanized population of not less than 50,000 and not more than 200,000;
- In urban areas of the State with a population of not less than 5,000 and not more than 49,999; and
- In other areas of the State with a population of less than 5,000.

The State may obligate these funds suballocated for specified areas based on other factors if the State and relevant MPOs jointly apply to the Secretary for permission to base the obligation on other factors, and the request is approved by the Secretary.

Any Area of State

The remaining 35 percent of funds apportioned to a State for the CRP each fiscal year may be obligated in any area of the State.

F. CARBON REDUCTION STRATEGIES

1. **General:** By November 15, 2023, States are required to develop a Carbon Reduction Strategy in consultation with any MPO designated within the State (23 U.S.C. 175(d)(1)). The State Carbon Reduction Strategy shall support efforts to reduce transportation emissions and identify projects and strategies to reduce these emissions. The Carbon Reduction Strategy must be updated at least once every four years (23 U.S.C. 175(d)(3) and (4)). States and MPOs are encouraged to obligate CRP funding for projects that support implementation of the State's Carbon Reduction Strategy.
2. **Development:** States, in coordination with MPOs, are encouraged to develop their Carbon Reduction Strategies as an integral part of their transportation planning processes, such as by integrating them into the State's Long-Range Statewide Transportation Plan (LRSTP), the MPO's Metropolitan Transportation Plan (MTP), or by developing a separate document which is incorporated by reference into the LRSTP and MTP.

States may request technical assistance from FHWA for the development of their Carbon Reduction Strategy (*See* 23 U.S.C. 175(d)(5)).

Development of a Carbon Reduction Strategy is an allowable use of CRP funds (see Eligibilities below).

3. **Contents:** Each Carbon Reduction Strategy shall (*See* 23 U.S.C. 175(d)(2)):
 - A. support efforts to reduce transportation emissions;
 - B. identify projects and strategies to reduce transportation emissions, which may include projects and strategies for safe, reliable, and cost-effective options—
 - i. to reduce traffic congestion by facilitating the use of alternatives to single-occupant vehicle trips, including public transportation facilities, pedestrian facilities, bicycle facilities, and shared or pooled vehicle trips within the State

- or an area served by the applicable MPO, if any;
 - ii. to facilitate the use of vehicles or modes of travel that result in lower transportation emissions per person-mile traveled as compared to existing vehicles and modes; and
 - iii. to facilitate approaches to the construction of transportation assets that result in lower transportation emissions as compared to existing approaches;
 - C. support the reduction of transportation emissions of the State;
 - D. at the discretion of the State, quantify the total carbon emissions from the production, transport, and use of materials used in the construction of transportation facilities within the State; and
 - E. be appropriate to the population density and context of the State, including any metropolitan planning organization designated within the State.
4. **Review:** Not later than 90 days after the State submits a request for the approval of a Carbon Reduction Strategy, the Secretary will review the process used to develop the Carbon Reduction Strategy and either certify that the Carbon Reduction Strategy meets the requirements of 23 U.S.C. 175(d)(2) or deny certification and specify the actions necessary for the State to take to correct the deficiencies in the State's process for developing the Carbon Reduction Strategy (23 U.S.C. 175(d)(4)).

G. ELIGIBILITIES AND COORDINATION REQUIREMENTS

1. **General:** CRP funding may be used on a wide range of projects that support the reduction of transportation emissions. Projects must be identified in the Statewide Transportation Improvement Program (STIP)/Transportation Improvement Program (TIP) and be consistent with the Long-Range Statewide Transportation Plan and the Metropolitan Transportation Plan(s). (23 U.S.C. 134 and 23 U.S.C. 135)

Projects are subject to requirements under the National Environmental Policy Act (42 U.S.C. 4321 *et seq.*), the Uniform Relocation Assistance and Real Property Acquisition Act of 1970 (42 U.S.C. 4601 *et seq.*), and other applicable Federal laws. Projects funded with CRP funds are required to be treated as projects on Federal-aid highways (23 U.S.C. 175(g)).

2. Program Evaluation

States are encouraged to incorporate program evaluation including associated data collection activities from the outset of their program design and implementation to meaningfully document and measure their progress towards meeting an agency priority goal(s). Title I of the Foundations for Evidence-Based Policymaking Act of 2018 (Evidence Act), Pub. L. No. 115-435 (2019) urges federal awarding agencies to use program evaluation as a critical tool to learn, to improve equitable delivery, and to elevate program service and delivery across the program lifecycle. Evaluation means "an assessment using systematic data collection and analysis of one or more programs, policies, and organizations intended to assess their effectiveness and efficiency." Evidence Act § 101 (codified at 5 U.S.C. § 311). Credible program evaluation activities are implemented with relevance and utility, rigor,

independence and objectivity, transparency, and ethics (OMB Circular A-11, Part 6 Section 290).

Evaluation costs are allowable costs unless prohibited by statute or regulation, and such costs may include the personnel and equipment needed for data infrastructure and expertise in data analysis, performance, and evaluation. (2 CFR Part 200).

3. Eligible Activities: Subject to the general eligibility requirements described in Section E.1 of this memorandum, the following activities are listed as eligible under 23 U.S.C. 175(c):

- A. a project described in 23 U.S.C. 149(b)(4) to establish or operate a traffic monitoring, management, and control facility or program, including advanced truck stop electrification systems;
- B. a public transportation project eligible for assistance under 23 U.S.C. 142 (this includes eligible capital projects for the construction of a bus rapid transit corridor or dedicated bus lanes as provided for in BIL Section 11130 (23 U.S.C. 142(a)(3));
- C. a [transportation alternatives project](#) as described in 23 U.S.C. 101(a)(29) as in effect prior to the enactment of the FAST Act,³ including the construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation;
- D. a project described in section 23 U.S.C. 503(c)(4)(E) for advanced transportation and congestion management technologies;
- E. a project for the deployment of infrastructure-based intelligent transportation systems capital improvements and the installation of vehicle-to-infrastructure communications equipment, including retrofitting dedicated short-range communications (DSRC) technology deployed as part of an existing pilot program to cellular vehicle-to-everything (C-V2X) technology;
- F. a project to replace street lighting and traffic control devices with energy-efficient alternatives;
- G. development of a carbon reduction strategy (as described in the Carbon Reduction Strategies section above);
- H. a project or strategy designed to support congestion pricing, shifting transportation demand to nonpeak hours or other transportation modes, increasing vehicle occupancy rates, or otherwise reducing demand for roads, including electronic toll collection, and travel demand management strategies and programs;
- I. efforts to reduce the environmental and community impacts of freight movement;
- J. a project to support deployment of alternative fuel vehicles, including—
 - (i.) the acquisition, installation, or operation of publicly accessible electric vehicle charging infrastructure or hydrogen, natural gas, or propane vehicle fueling infrastructure; and
 - (ii.) the purchase or lease of zero-emission construction equipment and vehicles, including the acquisition, construction, or leasing of required supporting facilities;
- K. a project described under 23 U.S.C. 149(b)(8) for a diesel engine retrofit;
- L. certain types of projects to improve traffic flow that are eligible under the CMAQ

³ See [Transportation Alternatives Set-Aside Implementation Guidance as Revised by the Infrastructure Investment and Jobs Act](#)

- program, and that do not involve construction of new capacity; (23 U.S.C. 149(b)(5) and 175(c)(1)(L)); and
- M. a project that reduces transportation emissions at port facilities, including through the advancement of port electrification.

Other projects that are not listed above may be eligible for CRP funds if they can demonstrate reductions in transportation emissions over the project's lifecycle. Consistent with the CRP's goal of reducing transportation emissions, projects to add general-purpose lane capacity for single occupant vehicle use will not be eligible absent analyses demonstrating emissions reductions over the project's lifecycle. For example, the following project types may be eligible for CRP funding:

Sustainable pavements and construction materials

Sustainable pavements technologies that reduce embodied carbon during the manufacture and/or construction of highway projects could be eligible for CRP if a lifecycle assessment (LCA) demonstrates substantial reductions in CO₂ compared to the implementing Agency's typical pavement-related practices. The [LCA Pave Tool](#) can be used to assess the CO₂ impacts of pavement material and design decisions.

Climate Uses of Highway Right-of-Way

Projects including alternative uses of highway right-of-way (ROW) that reduce transportation emissions are also eligible. For example, renewable energy generation facilities, such as solar arrays and wind turbines, can reduce transportation emissions. And, biologic carbon sequestration practices along highway ROW to capture and store CO₂ may demonstrate potential for substantial long-term transportation emissions reductions. [State DOTs Leveraging Alternative Uses of the Highway Right-of-Way Guidance](#) provides information on these practices.

Mode Shift

Projects that maximize the existing right-of-way for accommodation of nonmotorized modes and transit options that increase safety, equity, accessibility, and connectivity may be eligible. Projects that separate motor vehicles from pedestrians and bicyclists, match vehicle speeds to the built environment, increase visibility (e.g., lighting), and advance implementation of a Safe System approach and improve safety for vulnerable road users may also be eligible. Micromobility and electric bike projects, including charging infrastructure, may also be eligible.

States should work with the FHWA on eligibility questions for specific projects. The [CMAQ Emissions Calculator Toolkit](#) is an available resource for estimating the CO₂ emissions benefits of certain projects.

4. Flexibility on Use of Funds and Certification of Emissions Reduction

In addition to the above eligibilities, a State may use funds apportioned under CRP for any project eligible under the Surface Transportation Block Grant program (23 U.S.C 133(b)) if the Secretary certifies that the State has demonstrated a reduction in

transportation emissions (1) as estimated on a per capita basis, and (2) as estimated on a per unit of economic output basis. In the first year of this program, States should initially focus on developing their Carbon Reduction Strategies and using CRP funding to begin implementing their Carbon Reduction Strategies once adopted to establish a baseline; for this reason, the Secretary will not certify flexibility for the CRP until at least FY 2023. FHWA will publish additional guidance on the process under which the Secretary will certify state transportation emissions reductions. Section C.4 of this memo discusses the separate flexibility on transferability between FHWA programs.

5. Consultation and Coordination

Coordination in Urbanized Areas

Before obligating funds for eligible projects in an urbanized area that is not a transportation management area, a State must coordinate with any MPO that represents the urbanized area prior to determining which activities should be carried out under the project (23 U.S.C. 175(e)(4)). The State and MPO must also use their documented public involvement processes, including their process for seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services (23 U.S.C. 450.210(a)(1)(viii) and 450.316(a)(1)(vii)).

Consultation in Rural Areas

Before obligating funds for an eligible project in a rural area, a State must consult with any regional transportation planning organization or MPO that represents the rural area prior to determining which activities should be carried out under the project (23 U.S.C. 175(e)(5)). The State and MPO must also use their documented public involvement processes, including their process for seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services (23 U.S.C. 450.210(a)(1)(viii) and 450.316(a)(1)(vii)).

H. DAVIS-BACON ACT REQUIREMENTS

As provided at 23 U.S.C 175(g), all projects funded with CRP funding shall be treated as located on a Federal-aid highway. Accordingly, 23 U.S.C 113 applies, and Davis-Bacon wage rates must be paid. In general, Davis-Bacon requires that all laborers and mechanics employed by the applicant, subrecipients, contractors or subcontractors in the performance of construction, alteration, or repair work on an award or project in excess of \$2000 funded directly by or assisted in whole or in part by funds made available under CRP shall be paid wages at rates not less than those prevailing on similar projects in the locality, as determined by the Secretary of Labor in accordance with subchapter IV of chapter 31 of title 40, United States Code commonly referred to as the "Davis-Bacon Act" (DBA).

For additional guidance on how to comply with DBA provisions and clauses, see <https://www.dol.gov/agencies/whd/government-contracts/construction> and

<https://www.dol.gov/agencies/whd/government-contracts/protections-for-workers-in-construction>. See also <https://www.fhwa.dot.gov/construction/cqit/dbacon.cfm>.

6. Discussion and review of transportation projects.
(TxDOT Staff, City Staff, CityLink Staff)

City of Abilene Proposed Project for CY 2023					
PUBLIC WORKS PROJECTS UNDER CONSTRUCTION					
PROJECT	FUNDING SOURCE	PERCENTAGE COMPLETE	CONTRACTOR	COST ESTIMATE	
Honey Bee Re-alignment	Fort Phantom Lot Sales Funding	8%	Bontke Brothers Construction Co., Inc.	\$ 1,948,822.45	
Maple (Carriage Hills to Loop 322)	2021 Bond	0%	Epic Construction	\$ 6,837,216.50	
N 6th St & Cypress St Improvements	Street Maintenance Fee	97%	Bontke Brothers Construction Co., Inc.	\$ 928,215.79	
Five Points Roadway Improvements (Fulweier Rd and Marigold St)	DCOA	12%	Epic Construction	\$ 3,451,655.00	
EN 10th Improvements (Judge Ely to 322 Loop)	2021 Bond/DCOA	5%	Bontke Brothers Construction Co., Inc.	\$ 4,922,802.50	
Work Zone S9C	Street Maintenance Fee	0%	Raydon Inc.	\$ 1,640,456.21	
Work Zone N2A & N2B	Street Maintenance Fee	0%	J.H. Strain & Sons	\$ 2,046,541.23	
Work Zone S11B	Street Maintenance Fee	0%	J.H. Strain & Sons	\$ 1,811,645.17	
N 5th Two-way conversion	Street Maintenance Fee	0%	Willis Electric	\$ 260,187.25	
Pine St. @ N 10th St. Intersection	Street Maintenance Fee	0%	Bontke Brothers Construction Co., Inc.	\$ 425,585.00	
GRAND TOTAL				\$ 24,273,127.10	
PUBLIC WORKS PROJECTS IN DESIGN -- PROPOSED FOR CONSTRUCTION IN CY2023					
PROJECT	FUNDING SOURCE	PERCENTAGE COMPLETE	BID YEAR	COST ESTIMATE	
Work Zone S5	Street Maintenance Fee	0% Designed	2023	\$ 3,623,000.00	
Work Zone S13	Street Maintenance Fee	70% Designed	2023	\$ 1,480,000.00	
Maple (Loop 322 to ES 11th)	2021 Bond	90% Designed	2023	\$ 12,740,000.00	
S Willis St. @ S 7th St. Intersection	Street Maintenance Fee	70% Designed	2023	\$ 450,000.00	
N 18th St. @ Kirkwood St. Intersection	Street Maintenance Fee	50% Designed	2023	\$ 100,000.00	
N 14th St. @ Westwood Dr Intersection	Street Maintenance Fee	0% Designed	2023	\$ 100,000.00	
S 14th St Walkability Project (Sidewalks/Ped Bridges)	TxDOT	60% Designed	2023	\$ 2,000,000.00	
S 27th Improvements (S Danville to Barrow St)	Street Maintenance Fee/DCOA	40% Designed	2023	\$ 2,632,321.00	
GRAND TOTAL				\$23,125,321.00	

Abilene MPO Transportation Policy Board Meeting
May 1, 2023

CityLink Transit

1. The Micro transit pilot program is currently delayed due to issues with the credit card payment system.
2. Planning is ongoing with The Goodman Corporation for our Multimodal Facility.

7. Discussion and review of reports:

- Financial Status
- Operation Report
 - Tasks
 - Training Sessions
 - Meetings
- Director's Report
 - Work Tasks
 - MPO Staffing
 - Year-end Report – Annual Listing of Obligated Projects (ALOP)
 - System Performance Measures (PM 3)
 - Unified Planning Work Program FYs 2024-2025
 - Travel Demand Model 2050
 - Abilene Area Safety Plan
 - MPO Boundary Expansion
 - Public Participation Plan Update
 - Census 2020 Urban Area Designations
 - Safety Awareness Events – Ride of Silence and Ride to Work

- **Financial Status**

FC

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October 1, 2022 thru September 30, 2023					
Date	Transaction	Additional Data	Authorization	Expenditure	Remaining Balance
12/16/2022	Work Order #1	FTA 5303/PL-112	\$204,468.77		\$204,468.77
01/10/2023	October 2022	Billing #1		\$9,678.05	\$194,790.72
01/10/2023	November 2022	Billing #2		\$30,286.65	\$164,504.07
02/15/2023	December 2022	Billing #3		\$24,239.47	\$140,264.60
03/24/2023	Work Order #2	FTA PL 112	\$75,009.76		\$215,274.36
04/03/2023	January 2023	Billing #4		\$28,506.97	\$186,767.39
04/25/2023	February 2023	Billing #5		\$13,850.12	\$172,917.27
TOTALS			\$279,478.53	\$106,561.26	\$172,917.27

updated as of 04/26/2023



ABILENE

Metropolitan Planning Organization
209 S Danville Dr., Suite B-212, Abilene, TX 79605

April 3, 2023

Mr. Mansour Shiraz
Texas Department of Transportation
Transportation Planning and Programming
118 E. Riverside Drive
Austin, TX 78714

Mr. Shiraz,

The Abilene MPO has reviewed the *January 2023* billing in the amount of *\$28,506.97* that was prepared by the City of Abilene's Finance Department. I approve this billing for reimbursement of said amount.

If you have any questions, please call me at (325) 676-6492 or email at elisa.smetana@abilenetx.gov. Thank you.

Sincerely,

E'Lisa Smetana
Executive Director
Abilene MPO

FHWA GRANT (Abilene Urban Transportation Study)
CITY OF ABILENE
CONTRACT 50-23XF0013

LIST OF EXPENDITURES FOR January 23

<u>TASK</u>	<u>NAME OF VENDOR</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
1 - 2603054010 G1211			
1	City of Abilene Payroll	Jan Payroll	6,311.64
1	Worker's Compensation	For month January 23	34.00
1	Tech Fund Transfer	For month January 23	278.00
1	Craft Design	Name Plate - Phil Crowley	35.00
1	CitiBank	Walmart - Supplies	27.52
1	CitiBank	Walmart - Supplies	164.00
1	Vexus Fiber (NTS)	Feb Phone Service	216.77
1	CitiBank	Optimum - Jan internet/ fax svcs	250.87
1	Titan Towers LP	Feb Rent/Utilities	1,008.00
1	Xerox Corp	Copier - Dec	229.24
		Event Mgmt & Planning - TTI conference /	
1	CitiBank	TX-DOT Transportation Forum	350.00
1	City of Abilene Petty Cash	E'Lisa Smetana Dec Mileage	38.13
1	City of Abilene Petty Cash	Rita Ryan Dec Mileage	<u>32.50</u>
TOTAL TASK 1			8,975.67
2 - 2603054010 G1212			
2	City of Abilene Payroll	Jan Payroll	1,788.88
2			
TOTAL TASK 2			<u>1,788.88</u>
3 - 2603054010 G1213			
3	City of Abilene Payroll	Jan Payroll	2,001.13
3			
TOTAL TASK 3			<u>2,001.13</u>
4 - 2603054010 G1214			
4	City of Abilene Payroll	Jan Payroll	1,303.79
4			
TOTAL TASK 4			<u>1,303.79</u>
5 - 2603054010 G1215			
5	Kimley-Horn and Assoc	Abilene MPO TIA	14,175.00
5	Kimley-Horn and Assoc	Abilene MPO TIA	<u>262.50</u>
TOTAL TASK 4			<u>14,437.50</u>
GRAND TOTAL			<u><u>28,506.97</u></u>



ABILENE

Metropolitan Planning Organization
209 S Danville Dr., Suite B-212, Abilene, TX 79605

April 17, 2023

Mr. Mansour Shiraz
Texas Department of Transportation
Transportation Planning and Programming
118 E. Riverside Drive
Austin, TX 78714

Mr. Shiraz,

The Abilene MPO has reviewed the February 2023 billing in the amount of \$13,850.12 that was prepared by the City of Abilene's Finance Department. I approve this billing for reimbursement of said amount.

If you have any questions, please call me at (325) 676-6492 or email at elisa.smetana@abilenetx.gov. Thank you.

Sincerely,

E'Lisa Smetana
Executive Director
Abilene MPO

FHWA GRANT (Abilene Urban Transportation Study)
CITY OF ABILENE
CONTRACT 50-23XF0013

LIST OF EXPENDITURES FOR February 23

<u>TASK</u>	<u>NAME OF VENDOR</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
1 - 26030540551210			
1	City of Abilene Payroll	February PR	7,439.79
1	Worker's Compensation	For month February 23	34.00
1	Tech Fund Transfer	For month February 23	278.00
1	City of Abilene	paper	45.54
1	Vexus Fiber (NTS)	Telephone Service - March	216.77
1	CitiBank	Optimum - Feb internet/ fax svcs	251.29
1	Titan Towers	March Rent/Utilities	1,008.00
1	Xerox Corp	Copier - Jan	147.52
1	Xerox Corp	Copier - Feb	296.91
1	City of Abilene Petty Cash	E'Lisa Smetana Jan Mileage	38.65
1	City of Abilene Petty Cash	Rita Ryan Jan Mileage	30.79
TOTAL TASK 1			9,787.26
2 - 2603054010 G1212			
2	City of Abilene Payroll	February PR	363.79
2			0.00
TOTAL TASK 2			363.79
3 - 2603054010 G1213			
3	City of Abilene Payroll	February PR	1,334.07
3			0.00
TOTAL TASK 3			1,334.07
4 - 2603054010 G1214			
4	City of Abilene Payroll	February PR	2,365.00
4			0.00
TOTAL TASK 4			2,365.00
GRAND TOTAL			13,850.12

- **Operation Report**
 - Tasks
 - Training Sessions
 - Meetings

ABILENE MPO – OPERATION REPORT

From **February 14, 2023 through April 24, 2023**, some of the tasks completed by the Abilene MPO include the following:

MPO Transportation/Transit Planning:

- Prepared TxDOT billings, financial status updates, and reviewed/reconciled budget information.
- Provided traffic counts and other data at citizen's requests.
- Prepared information, conducted meetings, and evaluated transportation needs brought to the attention of the MPO staff.
- Prepared presentations, agendas, packets, and minutes for the Policy Board (PB), and the Technical Advisory Committee (TAC). Updated MPO TAC and PB follow-up meeting action items listing.
- Updated MPO website with meeting notices, links, staff members, address, documents, traffic counts map, and other pertinent information. This will be an on-going task to keep the website current.
- Created/Updated the following maps: TDM Household and Demographics, TDM Employment Data, Transportation Improvement Program Project Map updated, Census 2020 Urban Area Comparison, MTP Project Maps updated (Illustrative, Funded, All Projects), TDM Future Network, TDM Employment and Residential Growth.
- Updated PB and TAC documentation for new member packets, PB and TAC attendance sheets and sign-in sheets, and MPO PB and TAC website membership files.
- Updated MPO members master file (PB, TAC).
- Updated TAC Designee Assignment and updated Contact Listing designations.
- Updated MPO PB and TAC checklist, ordered paper & required supplies.
- Took notes and minutes for all meetings, composed and summarized.
- Provided numerous trainings on various MPO office procedures and processes.
- Worked with TxDOT, Texas Demographic Center, and consultants - Ardurra on the MPO Travel Demand Model. Working on providing comments and research on the employment and residential data for the 461 Traffic Analysis Zones (TAZ) for our Travel Demand Model. Working on the 2050 Roadway Network.
- Began pulling the mapping data for the 2020 Census Qualifying Urban Areas to compare to the previous Census.
- Began working on the requirement for a new Abilene Area Safety Plan.
- Started work on the Annual Listing of Obligated Projects (ALOP) Report.
- Researched data, compiled information, and created a resolution for the Pavement and Bridge Condition Performance Measures (PM 2).
- Started work on the System Performance Measures (PM 3) pertaining to National Highway System (NHS) travel time reliability, freight movement, and traffic congestion.
- Updated Citizen Contact List and the MPO Mailing List.
- Researched, compiled, designed, composed, proofed and published the MPO 2023 Quarterly Newsletter for April.
- Began working with TTI to develop Safety Plan for Abilene MPO area.
- Began planning for the Safety Awareness Event - Ride of Silence (committee meetings, updates to planning documents, etc.)
- Began planning for the Safety Awareness Event - Ride to Work Day (committee and organizational meetings, updates to planning documents, etc.)

ABILENE MPO – OPERATION REPORT

- Began working with TxDOT and other partners on the Carbon Reduction Program projects for our area.
- Began creating the Unified Planning Work Program for FYs 2024-2025.
- Worked with City of Abilene on the Transportation Alternatives Program project (multiple meetings, research, forms and regulations).
- Entered all TIP data into the on-line portal and submitted TIP and MTP to appropriate agencies.
- Worked with the City of Abilene on a review of the 2022 Annual Average Daily Traffic (AADT) Counts.
- Participated with TxDOT and Community Partners on a Work Zone Safety Press Conference.

Attended training sessions on:

- *Texas Cybersecurity Awareness Training (KnowBe4) (02/16/23)*
- *TX 2023 Pipeline Safety Program (03/21/23)*
- *TEMPO Quarterly Meeting, Austin, TX (03/23-24/23)*
- *Texas Traffic Systems Management and Operations (TSM&O) Capability Maturity Model (CMM) Assessment Workshop (03/30/23)*
- *Citywide Tornado Drill – MPO office procedures (04/05/23)*

Some of the meetings attended by staff:

- *Monthly meetings with TxDOT on projects.*
- *CityLink ZipZone Meeting (02/16/23)*
- *Carbon Reduction Program – TxDOT/MPO Coordination (02/17/23)*
- *MPO Policy Board Meeting (02/21/23)*
- *Connecting Texas 2050 – Scenario Planning Focus Groups (02/23/23)*
- *Census Data and GIS Meeting (02/27/23)*
- *Safety Plans Meeting with Texas A & M Transportation Institute (03/06/23)*
- *Abilene 2050 Forecast Model Monthly Meetings (03/08/23, 04/12/23)*
- *Abilene 2050 Forecast Model (Travel Demand Model) TAZ Demographics (03/09/23)*
- *TxDOT I-20 Texas Corridor Study Meeting (03/09/23)*
- *Carbon Reduction Projects Meeting (03/13/23, 03/17/23)*
- *Transportation Alternatives Project Planning Meeting (03/16/23, 04/24/23)*
- *Drive Safe Coalition (03/21/23, 04/18/23)*
- *Connecting Texas 2050 External Partner Agency Meeting and Public Open House (03/21/23)*
- *Abilene 2050 Forecast Network Input Meeting (03/22/23, 04/12/23)*
- *Abilene MPO Technical Advisory Committee Meeting (03/28/23)*
- *Carbon Reduction Strategy State Practices (03/29/23)*
- *TPP 2022 Traffic Data Information Session (04/05/23)*
- *Ride of Silence Planning Meeting (04/05/23)*
- *TxDOT Statewide Transportation Improvement Program (STIP) Public Hearing (04/06/23)*
- *Review 2022 AADT Traffic Counts (04/10/2023)*
- *Public Meeting on the FM 1750 Project (04/11/23)*

- **Director's Report**
 - **Work Tasks**
 - **MPO Staffing**
 - **Year-end Report – Annual Listing of Obligated Projects (ALOP)**
 - **System Performance Measures (PM 3)**
 - **Unified Planning Work Program FYs 2024-2025**
 - **Travel Demand Model 2050**
 - **Abilene Area Safety Plan**
 - **MPO Boundary Expansion**
 - **Public Participation Plan Update**
 - **Census 2020 Urban Area Designations**
 - **Safety Awareness Events – Ride of Silence and Ride to Work**

Abilene MPO Director's Report

Policy Board Meeting May 1, 2023

Work Tasks

- ***MPO Staffing***

The Transportation Planner position has been open since June 10, 2022.

- ***Year-end Report - Annual Listing of Obligated Projects (ALOP)***

Every year the Annual Performance & Expenditure Report (APER) and Annual Listing of Obligated Projects (ALOP) are due by December 31st to FHWA and FTA to ensure compliance. TxDOT requests that the reports be given to them by December 15th to allow time for their review. The information from TxDOT to complete the ALOP was sent out on April 18th with a due date of May 2nd. Staff is in the process of working on that report.

- ***System Performance Measures (PM 3)***

On February 9, TxDOT sent out the System Performance Measures - PM 3 that includes the National Highway System (NHS) travel time reliability, freight movement, and traffic congestion. This is due from the MPOs 180 days from the February 9, 2023 date. Staff will be working on this to present back to the Board.

- ***Unified Planning Work Program FYs 2024-2025***

On April 4, 2023, the format for the UPWP was sent out by TxDOT. The draft is due on June 5, 2023 with the final due July 31, 2023. Staff is in the process of working on that report.

- ***Travel Demand Model 2050***

MPO staff is currently working with TxDOT and others on updating the Travel Demand Model (TDM). We submitted the information for the population and households. We are still working on the employment data and residential projections for each of the 461 Traffic Analysis Zones (TAZ). In addition, we are looking at the 2050 network updates for the model.

- ***Abilene Area Safety Plan***

A new requirement for MPOs is to develop a Safety Action Plan. Currently there is funding for 23 MPO's at \$50,000 (\$1.2 million) out of the Federal State Planning and Research Funds (SPR) to develop a plan designed with local data and priorities. The plan due date was May but that has been moved to later in the year. The MPOs are working with TxDOT and the Texas A & M Transportation Institute to get a plan in place. The funding will have to be included in an amendment to the Unified Planning Work Program (UPWP).

- ***MPO Boundary Expansion***

The TAC Boundary Expansion Committee had meetings on the boundary expansion with the help and guidance of the Texas A & M Transportation Institute and TxDOT. This has been placed on the back burner due to lack of staff but we hope to get it kicked off again soon.

- ***Public Participation Plan Update***

The Public Participation Plan (PPP) will need to be updated in the near future to capture virtual meetings and miscellaneous changes to the current public participation activities.

Abilene MPO Director's Report

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- ***Census 2020 Urban Area Designations***

The Federal Register came out for the 2020 Census Qualifying Urban Areas (UA) and the Final Criteria Clarifications on December 29, 2022. Staff is working on pulling the maps into the 2010 UA to see what changes might affect our area and will begin using the Census-designated boundary maps as a comparison.

- ***Safety Awareness Events – Ride of Silence and Ride to Work***

The MPO will be working with community partners on two safety awareness events – “Share the Road” and “Look Twice, Save a Life”. The *Ride of Silence* is an event to honor those cyclists who have lost their lives in cycling-related accidents in Taylor and Jones County; to raise awareness of cyclists on the roads; and to let motorists know we all want to share the road. This event is sponsored by the Steamboat Cycling Club and will be held on May 17, 2023 at McMurry University beginning at 6:00 pm. The *Ride to Work* is an event that advocates and supports the use of motorcycles for transportation and provides awareness that we all share the road so “Look Twice, Save a Life”. This event will be on June 23, 2023 beginning at the Taylor County Expo Center at 11:00 am and riding to Kent’s Harley Davidson for a free lunch.

- 8. Opportunity for members of the Public to make comments on MPO issues.

9. Opportunity for Board Members, Technical Advisory Committee Members, or MPO Staff to recommend topics for future discussion or action.

10. Adjournment.