TECHNICAL ADVISORY COMMITTEE MEETING
Monday, January 22, 2024
2:00 p.m.

Livestream at: www.campotexas.org

AGENDA

1. Certification of Quorum – Quorum requirement is 13 members
.....Ms. Laurie Moyer, P.E., Chair

ACTION:

2. Approval of October 16, 2023 Meeting Summary.....Ms. Laurie Moyer, P.E., Chair
The Chair will seek TAC approval of the October 16, 2023 meeting summary.

INFORMATION:

3. Discussion on Funding of Deferred Projects .....Mr. Ryan Collins, CAMPO
Mr. Collins will discuss funding scenarios and potential funding opportunities for projects included in the deferred project listing.

4. Discussion on Greenhouse Gas (GHG) Performance Measures.....Mr. Ryan Collins, CAMPO
Mr. Collins will discuss the Federal Highway Administration's (FHWA) establishment of greenhouse gas (GHG) performance measures for metropolitan planning organizations.

5. Discussion on Environmental Protection Agency (EPA) Area Designation Process for Ozone National Ambient Air Quality Standards (NAAQS) .....Mr. Nirav Ved, CAMPO
Mr. Ved will provide a presentation on the EPA's process for designating regional attainment for the National Ambient Air Quality Standards (NAAQS) for the pollutant ozone.

6. Discussion on Performance Measure Target Updates..... Mr. Nirav Ved, CAMPO
Mr. Ved will discuss the upcoming transportation system performance measures for 2024.

7. Report on Transportation Planning Activities

Persons with Disabilities:
Upon request, reasonable accommodations are provided. Please call 737-226-4840 at least three (3) business days prior to the meeting to arrange for assistance.

8. TAC Vice Chair Announcements
    - Next TPB Meeting – February 12, 2024, 2:00 p.m.
    - Next TAC Meeting – February 26, 2024, 2:00 p.m.

9. Adjournment

Persons with Disabilities:
Upon request, reasonable accommodations are provided. Please call 737-226-4840 at least three (3) business days prior to the meeting to arrange for assistance.

Capital Area Metropolitan Planning Organization
Technical Advisory Committee Meeting

Livestream at: www.campotexas.org

Meeting Minutes
October 16, 2023
2:00 p.m.

1. Certification of Quorum.....Mr. Gary Hudder, Vice Chair

In the absence of the Chair, Ms. Laure Moyer, P.E., Vice Chair Gary Hudder called the CAMPO Technical Advisory Committee (TAC) meeting to order at 2:01 p.m.

A quorum was announced present.

Present:

	Member	Representing	Member Attending	Alternate Attending
1.	Stevie Greathouse	City of Austin	Y	
2.	Cole Kitten	City of Austin	Y	
3.	Richard Mendoza, P.E.	City of Austin	N	
4.	Tom Gdala	City of Cedar Park	Y	
5.	Nick Woolery	City of Georgetown	N	
6.	Amber Schmeits	City of Kyle	N	
7.	Ann Weis	City of Leander	Y	
8.	Emily Barron	City of Pflugerville	Y	
9.	Gary Hudder, Vice Chair	City of Round Rock	Y	
10.	Laurie Moyer, P.E., Chair	City of San Marcos	N	

11.	Aimee Robertson	Bastrop County	Y	
12.	Doug Haggerty	Bastrop County (Smaller Cities)	Y	
13.	Greg Haley, P.E.	Burnet County	Y	
14.	Mike Hodge, P.E.	Burnet County (Smaller Cities)	N	
15.	Will Conley	Caldwell County	Y	
16.	David Fowler, AICP	Caldwell County (Smaller Cities)	Y	
17.	Jerry Borcherding	Hays County	N	Winton Porterfield
18.	Angela Kennedy	Hays County (Smaller Cities)	Y	
19.	Charlie Watts	Travis County	Y	
20.	Cathy Stephens	Travis County (Smaller Cities)	Y	
21.	Bob Daigh, P.E.	Williamson County	Y	
22.	Tom Yantis	Williamson County (Smaller Cities)	Y	
23.	David Marsh	CARTS	N	Ed Collins
24.	Mike Sexton, P.E.	CTRMA	Y	
25.	Sharmila Mukherjee	Capital Metro	N	Nadia Barrera-Ramirez
26.	Heather Ashley-Nguyen, P.E.	TxDOT	Y	Akila Thamizharasa

2. Approval of July 24, 2023 Meeting Summary

.....Mr. Gary Hudder, Vice Chair

Vice Chair Hudder entertained a motion for approval of the July 24, 2023 meeting summary, as presented.

Ms. Emily Barron moved for approval of the July 24, 2023 meeting summary, as presented.

Mr. Ed Collins seconded the motion.

The motion prevailed unanimously.

3. Update on 2050 Travel Demand Model

..... Mr. Greg Lancaster, CAMPO

Vice Chair Hudder recognized Mr. Greg Lancaster, CAMPO Travel Demand Modeling Manager as presenter of the update on the 2050 Travel Demand Model. Mr. Lancaster informed the Committee that

4. Update on Regional Freight Plan

..... Mr. Nirav Ved, CAMPO

Vice Chair Hudder recognized Mr. Nirav Ved, CAMPO Data & Operations Manager as presenter of the update on the Regional Freight Plan. Mr. Ved informed the Committee that the update process for the Regional Freight Plan started in December 2022.

Mr. Ved also identified and discussed the following:

1. Organization and structure
2. Components of Freight Movement (truck parking, rail facilities, air facilities)
3. Highway Assets (review of national & state highway freight network)
4. Congestion and Safety concerns in the region
5. Freight Equity, Origins, and Destinations
6. Freight-related Industries in the region
7. Discussed E-Commerce

Mr. Ved later identified the next steps and summarized the future recommendations. The presentation was concluded by a brief question and answer with comments.

5. Discussion on Short-Range Planning Activities

Vice Chair Hudder recognized Mr. Ryan Collins, Short-Range Planning Manager as presenter of the discussion on Short-Range Planning Activities. Mr. Collins informed the Committee that CAMPO staff is currently working with the Texas Department of Transportation (TxDOT) and project sponsors on the Surface Transportation Block Grant (STBG) project refunding process. Mr. Collins also discussed the unveiling of a new cloud-based project management software that will provide progress reporting, milestone management, and dashboard views. A brief discussion on the Spring Amendment Cycle, 2025-2028 Transportation Improvement Program (TIP), and future funding opportunities followed. The presentation was concluded by question and answer with comments.

6. Discussion on Category 7 Federal Funding Utilization

Vice Chair Hudder recognized Mr. Ryan Collins, Short-Range Planning Manager as presenter of the Category 7 Federal Funding Utilization discussion. Mr. Collins informed the Committee that TxDOT is proposing revisions to the Texas Administrative Code regarding utilization rates to help optimize the use of federal funds by Metropolitan Planning Organizations (MPOs). The proposed revisions included the following:

1. Annual review of Category 5 and Category 7 carryover and incentives to encourage utilization and increased funding flexibility

2. Redistribution of Category 2 (Mobility) and Category 5 Congestion Mitigation and Air Quality (CMAQ) should MPO accrue carryover amount over 200% of annual apportionment without sufficient cause

Mr. Collins noted that there will be no immediate impact to MPOs. The presentation concluded without questions or comments.

7. Presentation on 2022 State of Safety Report

Vice Chair Hudder recognized Mr. Jeff Kaufman, Texas Transportation Institute (TTI), as presenter of the 2022 State of the Safety Report. Mr. Kaufman provided a detailed update from last year's official report covering TTI crash data from 2013-2022.

Mr. Kaufman reported that regional crashes were up approximately 6.6% since last year and regional fatality rates are up 17.1% from 2021. Mr. Kaufman added that the region has surpassed the state's fatality rate as regional fatalities and fatality rates are at a 20-year high. The Committee also received a summary of the Crash Record Information System (CRIS) data and a brief overview of the 15 safety focus areas. The presentation was concluded by question and answer with comments.

8. Presentation on CAMPO Congestion Management Process Update

Vice Chair Hudder recognized Mr. Jeff Kaufman who continued as presenter of the CAMPO Congestion Management Process Update. Mr. Kaufman provided a brief overview of the Congestion Management Plan (CMP) which was adopted in 2020 and the congestion management process.

Mr. Kaufman identified and discussed performance measures, congestion management strategies and the need for a CMP reset. Mr. Kaufman also summarized the data dilemma due to INRIX Data Collection methods. The update was concluded by question and answer with comments.

9. Report on Transportation Planning Activities

Vice Chair Hudder recognized Mr. Chad McKeown, CAMPO Deputy Executive Director who introduced Mr. Eric Busker, of BGE, Inc. and CAMPO's General Engineering Consultant (GEC) as the presenter of the Project Readiness Update.

Mr. Busker informed the Committee that efforts with the FM 973 Project are continuing with incorporating many developments from local governments into the traffic forecasts. Mr. Busker added that a preliminary design concept for the Parmer Lane Corridor is anticipated for presentation to local governments by the end of the year. The Committee was informed that an the first in-person Open House is tentatively scheduled for Dec. 13, 2023. Notifications will be sent to local governments and elected officials along the corridor once finalized.

Mr. Busker also reported that work on the FM 969 Project has just begun and additional meetings with local governments are pending. The report was concluded by question and answer with comments.

Ms. Doise Miers, CAMPO Community Outreach Manager reported that TxDOT is starting its public involvement process for the Statewide Active Transportation Plan. Ms. Miers highlighted the schedule for in-person and virtual public meetings and locations.

Mr. Will Lisska, CAMPO Regional Planning Manager provided an update on the Safe Streets for All (SS4A) Program. Mr. Lisska reported that CAMPO will begin its procurement process for consultant services for the SS4A Program with imminent release of a Request for Proposals (RFP). The report concluded without questions or comments.

10. TAC Vice Chair Announcements

Vice Chair Hudder announced the next Transportation Policy Board Meeting will be held on November 13, 2023 at 2:00 p.m. and the next Technical Advisory Committee will be held on November 27, 2023 at 2:00 p.m.

11. Adjournment

The October 16, 2023 meeting of the CAMPO Technical Advisory Committee was adjourned at 3:23 p.m.

Date: January 22, 2024
Continued From: N/A
Action Requested: None

To: Technical Advisory Committee

From: Mr. Ryan Collins, Short-Range Planning Manager

Agenda Item: 3

Subject: Discussion on Funding of Deferred Projects

RECOMMENDATION

None. This item is for information purposes only.

PURPOSE AND EXECUTIVE SUMMARY

CAMPO, in coordination with TxDOT and project sponsors, has conducted a readiness assessment of the four remaining deferred Surface Transportation Block Grant (STBG) projects listed below. Staff will provide a brief overview of the review process, pending assessment results, and a preview of the recommendation report which will include finalized readiness assessments of each project, scheduling options, and funding recommendation that will be provided in February for potential action.

CSJ	Sponsor	Project Name	Original STBG Award
0914-04-314	City of Austin	West Rundberg Lane	$8,800,000
0914-05-194	City of Austin	Lakeline Blvd	$11,540,000
0914-04-326	Travis County	Pearce Lane	$22,000,000
0914-04-316	Travis County	Braker Lane North	$11,737,000

FINANCIAL IMPACT

This item involves the potential allocation of future Surface Transportation Block Grant (STBG/Category7) funding. The final recommendation and funding determination of the Transportation Policy Board (TPB) regarding these projects will impact the availability of future STBG.

BACKGROUND AND DISCUSSION

The TPB is responsible for allocating certain federal and state funds for transportation projects in the six-county capital region. To administer these funding programs effectively, the TPB has adopted a regional approach to project selection that includes a comprehensive readiness assessment, planning factor review, and cost-benefit analysis. In addition to selection, the TPB also monitors selected projects to ensure continual progress.

SUPPORTING DOCUMENTS

Attachment A – *STBG Refunding Process Information*

Surface Transportation Block Grant (STBG)

Scheduling and Refunding of Remaining Deferred STBG Projects

CAMPO
CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION
CENTRAL TEXAS

Background

On April 30th, 2020, the Texas Transportation Commission (TTC) updated the Unified Transportation Plan (UTP) to facilitate the development and implementation of the central portion of the IH-35 Capital Express Project, which has an estimated $4.9 billion construction cost. The TTC action reduced the unfunded portion of the project from $4.34 billion to $934 million. To address the $934 million funding gap, the Texas Department of Transportation (TxDOT) requested the reprioritization of more than $633 million in currently funded projects in the Capital Area Metropolitan Planning Organization's (CAMPO) six-county region and the TxDOT-Austin District.

To accommodate the $633 million reprioritization, CAMPO staff worked closely with the TxDOT-Austin District to develop a process to identify currently funded projects to be deferred until additional funding becomes available from state and federal sources. CAMPO was responsible for developing the process and approval of projects with Category 7 – Surface Transportation Block Grant (STBG) funding. The TxDOT-Austin District was responsible for the process and approval of projects with Category 2 - Metropolitan and Urban Area Corridor Projects, Category 4 - Statewide Connectivity Corridor Projects, and Category 12 - Strategic Priority funding.

On June 8, 2020, the Transportation Policy Board approved the final selection of STBG projects to be deferred in support of the IH-35 Capital Express project. Upon approval, the TPB also formally endorsed the prioritization of these deferred projects for refunding. To facilitate this directive, a process was developed and approved to evaluate and select projects from the deferral list to be refunded as additional funding becomes available.

Overview

With only four projects previously funded with Surface Transportation Block Grant (STBG) funding remaining deferred, the Capital Area Metropolitan Planning Organization (CAMPO) is currently requesting updated project readiness information for these projects to definitively reschedule these projects and program these projects for future STBG funding in the upcoming 2025-2028 Transportation Improvement Program.

This evaluation process will be a collaborative effort between CAMPO, the project sponsors, and the TxDOT-Austin District and will evaluate the status of the project through the Texas Department of Transportation's (TxDOT) local government project development process and will include a comparison of the original application, development progress, sponsor responsibilities, and other elements that will provide a comprehensive understanding of the project.

Additional considerations of this process include:

- This process will evaluate the potential for funding adjustments to the original funding award amounts with consideration of the originally approved scope, current project development status, updated estimate amounts, schedule, and funding availability.

- Sponsors are assumed to have continued the appropriate level of project development during the deferral and have taken efforts to complete earlier phases in preparation for construction refunding at the earliest availability.

- Projects that have not demonstrated reasonable progress, or otherwise cannot be confidently rescheduled for construction funding through this process, may need to be considered for submission in a future project call.

- The final determination of this process and funding action by the Transportation Policy Board will impact the availability of funding for projects in the next funding opportunity schedule to take place in 2024.

Schedule

Milestone	**Date**
Initial Refunding Process Meeting	July 13, 2023
Information Packet (Draft)	July 18, 2023
Refunding Process Check- In	August 10, 2023
Information Packet (Final) – Application Folder	August 11, 2023
Project Materials Due	September 1, 2023
Technical Review	September - January
Individual Project Team Meetings	
Recommendation Development	
Technical Advisory Committee – Information	January 22, 2024
Transportation Policy Board – Information	February 12, 2024
Technical Advisory Committee – Recommendation	February 26, 2024
Transportation Policy Board - Action	March 11, 2024
2025-2028 Transportation Improvement Program	May 13, 2024

Please note that the schedule for Technical Advisory Committee and Transportation Policy Board information and action items is subject to change.

Readiness Assessment

Readiness will assess the deferred projects based on the project development process and the resulting schedule for utilizing the federal funding as it is critical to ensure that projects have completed the necessary steps for the federal funding to be obligated in a timely manner as programmed. The end goal of the readiness assessment is to ensure, to the highest degree practicable, that the deferred projects can be reprogrammed and scheduled accurately and that appropriate refunding scenarios can be developed for Transportation Policy Board consideration.

A summary of the major areas to be revaluated are provided below. For detailed information please refer to the Local Government Project Management Guide and Project Delivery Checklist which provides extensive information on the project development milestones being evaluated through this process.

Project Management Information
Please provide information on the project manager and responsible person in charge (RPIC). The RPIC must have a current Local Government Project Procedures (LGPP) certification. Sponsors should also provide the assigned TxDOT project manager information as applicable. Please provide basic contact information, position title, and project role.

Advanced Funding Agreement
Please provide the most recent Advanced Funding Agreement (AFA) as applicable. If the project does not have an executed AFA, please provide a draft version if available, and any other additional information regarding the execution of the AFA from the original application. Please refer to Chapter 2 of the Local Government Project Management Guide for more information on this process.

Project Scope
Please verify the scope as detailed in the original application or provide an updated project scope and accompanying information for any significant changes to the scope. For significant changes, please provide justification and detail any resulting impacts these changes have on the development process including schedule and costs changes.

Project Schedule
Sponsors must provide detailed information on the updated project schedule including the current phasing schedule and anticipated fiscal year of project funding utilization for the phases approved for federal funding.

Cost Estimate and Budget
Sponsors must provide an updated professionally developed project cost estimate and budget. This updated estimate must reflect the current estimated cost of implementation and include updated information such as engineering refinements, inflation adjustments, updated labor, and material costs etc. For projects with significant estimate changes to the previously awarded estimate please explain these changes and any potentially impacts as a result.

Financial Commitment
Please provide current information on the local government financial commitment to the project and indicate if the original commitment remains valid. Please detail any other changes to the project sponsors financial commitment and ability to not only provide the local match for the original award but meet the additional funding requirements detailed in the updated cost estimate.

Coordination and Agreements
Please provide any updates and current information regarding coordination and agreements related to the project as detailed in the original application. Please indicate if there has been any additional coordination, newly executed agreements, changes to previously executed interlocal agreements, or if the previous agreements remain valid for this effort and provide updated supporting documentation as appropriate.

Public Involvement
Please provide information on any public involvement activities that have been conducted for the project that were not detailed in the original assessment. This process should ensure that the public is aware of the project, has had sufficient opportunity for input on the current design, and that comments received have been resolved appropriately. This public involvement should include opportunities required by the environmental process including public hearings and MAPOs, and any other opportunities deemed appropriate.

Engineering and Design
Please provide the most recent and complete engineering and design schematics for the project and any other associated documentation regarding project design. If not detailed in the overall schedule, please provide a detailed calendar for the remaining engineering tasks required. This includes the most recent schematics (30%, 60%, 90%, or PS&E) including typical sections, geometric schematic, utility and right-of-way determinations, and environmental commitments (EPICS) determined by the environmental process. Please refer to Chapter 4 of the Local Government Project Management Guide for more information on the Preliminary Engineering and Design Process and Chapter 7 for the Plans, Specification, Estimates (PS&E) Development

Environmental Compliance
Please provide updated information regarding environmental compliance activities and NEPA process that the project has undergone. This includes the environmental classification, executed environmental approvals, and detailed calendar of remaining environmental tasks required for clearance. Please refer to Chapter 5 of the Local Government Project Management Guide and TxDOT Environmental Toolkit for more information on this process.

Right-of-Way and Utility Relocation
Please provide current information regarding right-of-way acquisitions and utility relocation activities that need to be completed prior to construction including the status of acquisition and utility relocation and anticipated schedule for completion. Please refer to Chapter 6 of the Local Government Project Management Guide for more information on this process.

Additional Information

Please provide any additional information and appropriate documentation relevant to the readiness assessment.

Submittal

Project sponsors will be provided access to their specific project files through the ShareFile service to submit materials for the readiness assessment by the due date. The folder contains an excel summary form with which to provide a high-level summary of the development process and corresponding subfolders for the required supporting documentation. For access needs, concerns, or questions please contact ryan.collins@campotexas.org.

Deferred Project List

Deferred Project List Summary												
CSJ	Sponsor	County	Project Name	Limits (From)	Limits (To)	Description	Phase	Cost	Federal Award	Local Match	Local Contribution	TDC
0914-04-314	City of Austin	Travis	West Rundberg Lane	Metric Blvd.	Burnet Road	Extend current roadway as a four-lane major divided arterial with sidewalks, bike lanes, and new signalized intersection	Construction	$11,000,000	$8,800,000	$2,200,000		
0914-05-194	City of Austin	Williamson	Lakeline Blvd	Parmer Lane	Lyndhurst Blvd	Add two additional travel lanes and upgrade bicycle facilities and sidewalks	Construction	$14,425,000	$11,540,000	$2,885,000		
0914-04-326	Travis County	Travis	Pearce Lane	Travis/Bastrop County Line	Kellam Road	Widen existing two-lane facility to a four-lane divided arterial with bike lanes and sidewalks	Construction	$22,000,000	$22,000,000			5,500,000
0914-04-316	Travis County	Travis	Braker Lane North	Harris Branch Parkway	Samsung Blvd.	Widen current and extend roadway as a four-lane divided roadway with bicycle and pedestrian facilities	Right-of-Way, Construction	$22,715,790	$11,737,000	$2,934,250	$8,044,540	

Resources

Local Government Projects Toolkit

The Local Government Projects Toolkit provides organized access to rules, regulations and procedures for projects managed by local governments.

Local Government Project Procedures Manual

TxDOT's Local Government Project Procedures Manual that outlines the project development process for locally sponsored projects.

Local Government Project Development and Delivery Checklist

Local Government Checklist that provides items required throughout the development process that will help determine the project development status.

Date:	January 22, 2024
Continued From:	N/A
Action Requested:	None

To:	Technical Advisory Committee
From:	Mr. Ryan Collins, Short-Range Planning Manager
Agenda Item:	4
Subject:	Discussion on Greenhouse Gas (GHG) Performance Measures

RECOMMENDATION

None. This item is for information purposes only.

PURPOSE AND EXECUTIVE SUMMARY

As part of the performance-based transportation planning process, the Transportation Policy Board (TPB) has adopted performance targets for Safety (PM1), Pavement and Bridge Conditions (PM2), System Performance and Freight Performance Measures (PM3) as well as Transit Asset Management (TAM) and Transit Safety.

Continuing the iterative establishment of the performance measure process, the Federal Highway Administration (FHWA) has recently published the final rulemaking for the assessment of greenhouse gas (GHG) emissions on the national highway system. This rule establishes new measurement and reporting requirements for the Texas Department of Transportation (TxDOT) and Capital Area Metropolitan Planning Organization (CAMPO), including the adoption of performance measure targets for GHG emissions.

FINANCIAL IMPACT

None.

BACKGROUND AND DISCUSSION

The use of a performance-based transportation planning process is required in the development of the Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP) including the adoption of performance targets in key areas. On an annual basis, the TPB adopts updated performance measure targets included in the Performance Measure Report, which are then incorporated into the programming and planning processes.

SUPPORTING DOCUMENTS

Attachment A – Final Rule Presentation (FHWA)

National Performance Management Measures

Assessing Performance of the National Highway System, Greenhouse Gas Emissions Measure

Final Rule

RIN 2125-AF99

88 FR 85364

December 13, 2023

U.S. Department of Transportation
Federal Highway Administration

TPM
HOW WE GET THERE

A Message From

Emily Biondi

Associate Administrator

Federal Highway Office of Planning, Environment and Realty

Housekeeping

Disclaimers:

- 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.
- Citations to 23 CFR part 490 are as amended by the final rule.

Today's Webinar Agenda

- Part 1: Introduction & Overview of Greenhouse Gas (GHG) Performance Measure & Targets
- Part 2: State Department of Transportation (State DOT) Targets & Reporting Requirements
- Part 3: Metropolitan Planning Organization (MPO) Targets & Reporting Requirements
- Part 4: Federal Highway Administration (FHWA) Significant Progress Determination for State DOTs
- Part 5: Resources

Part 1

Introduction & Overview of GHG Performance Measure & Targets

U.S. Department of Transportation
Federal Highway Administration

Transportation Performance Management (TPM) Performance Measures

Performance Area	Performance Measure
Safety	• Number of fatalities. • Rate of fatalities per 100 million vehicle miles traveled (VMT). • Number of serious injuries. • Rate of serious injuries per 100 million vehicle miles traveled. • Number of non-motorized fatalities and non-motorized serious injuries.
Pavement Condition	• Percentage of pavements of the Interstate System in Good condition. • Percentage of pavements of the Interstate System in Poor condition. • Percentage of pavements of the non-Interstate National Highway System (NHS) in Good condition. • Percentage of pavements of the non-Interstate NHS in Poor condition.
Bridge Condition	• Percentage of NHS bridges classified as in Good condition. • Percentage of NHS bridges classified as in Poor condition.
System Performance	• Percent of person-miles traveled on the Interstate that are reliable. • Percent of person-miles traveled on the non-Interstate NHS that are reliable. • **NEW: Percent change in tailpipe carbon dioxide (CO_2) emissions on the NHS compared to the reference year (calendar year 2022).**
Freight Movement	• Truck Travel Time Reliability (TTTR) Index.
Traffic Congestion	• Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita. • Percent of Non-Single Occupancy Vehicle (SOV) Travel.
On-Road Mobile Source Emissions	• Total Emission Reductions for applicable criteria pollutants.

Highlights of What Changed

NPRM Proposed	Final Rule Establishes
Reference year defined as 2021.	Reference year defined as 2022.
Targets required to align with the Administration's net-zero targets.	Requirement removed.
State DOT initial targets due October 1, 2022.	State DOT initial targets due no later than February 1, 2024.
Annual total vehicle miles traveled (VMT) needed to calculate the GHG measure shall come from HPMS as of August 15, for the prior calendar year.	**For biennial reporting**: Annual VMT needed to calculate the GHG measure shall come from the **best available data** that represents the prior calendar year and is consistent, to the maximum extent practicable, with data submitted to the Highway Performance Monitoring System (HPMS). State DOTs will also report individual values used to calculate the metric and provide a description of the data source(s) used for VMT. **For significant progress determination:** Annual VMT data shall come from HPMS **as of November 30**, for the prior calendar year.
Proposed requirement for State DOT & MPOs to report tailpipe CO2 emissions on the NHS (the metric) **and** tailpipe CO2 emissions on all public roads.	State DOTs and MPOs are required to report tailpipe CO2 emissions on the NHS.

Highlights of What Changed (Continued)

NPRM Proposed	Final Rule Establishes
Proposed requirement for State DOTs to report tailpipe CO2 emissions for the two calendar years preceding each biennial report.	State DOTs will report tailpipe CO2 emissions on the NHS for the single calendar year preceding each biennial report, along with the information used in the calculation.
Proposed requirement for MPOs and State DOTs to mutually agree upon a method for calculating the metric.	MPOs required to report a description of their metric calculation method(s). When that method is not one of the ones specified in 23 CFR 490.511(d), the MPO will include information demonstrating the method(s) has valid and useful results for measuring transportation related $CO_{2.}$

GHG Metric and Measure [§ 490.511(a)(2), § 490.507(b)]

GHG Metric

Annual total tailpipe CO_2 emissions on the NHS

Purpose

Metric used to calculate measure

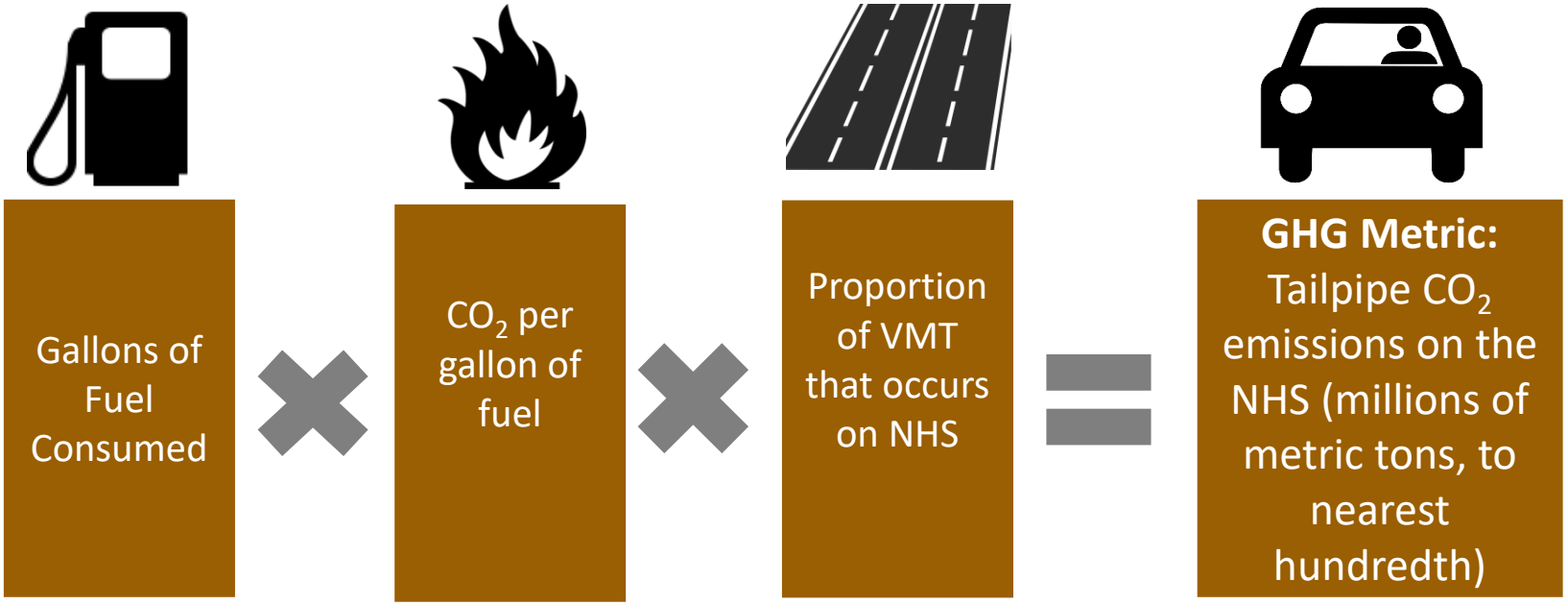
GHG Measure

Percent change in tailpipe CO_2 emissions on the NHS, compared to the reference year – (Calendar Year (CY) 2022)

Purpose

State DOTs and MPOs report on progress toward targets

§ 490.511: Calculating the GHG Metric – Annual Tailpipe CO_2 Emissions on the NHS

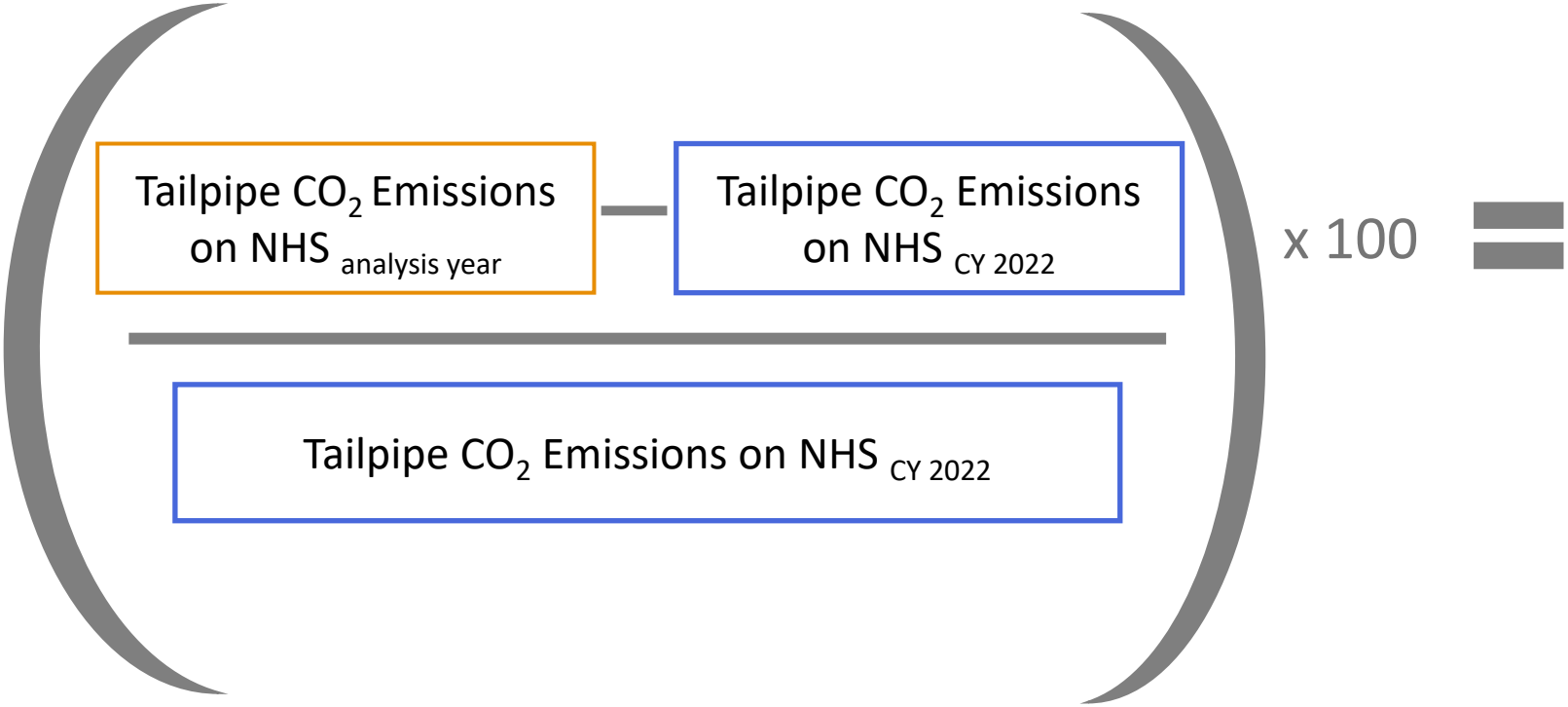


- Simple calculation.
- Data readily available from all states and already reported.
- Nationally consistent for States.
- Proportion of VMT on NHS is proxy for proportion of CO_2 on NHS.
- MPOs may use other methods to calculate the metric.

§ 490.509: Data Requirements for Metric Calculation

Data Required	Data Source	Description
Annual Fuel Sales 	**Fuels and Financial Analysis System-Highways (Fuels & FASH)**	Total gallons of fuel consumed by fuel type (gasoline and gasohol, and special fuels). Based on fuel sales data for the prior calendar year. Expressed in 1,000 gallons.
CO_2 emission factors 	**FHWA-supplied emission factors**	CO_2 emissions per volume of gasoline/gasohol and special fuels. Posted on FHWA website no later than August 15th of each reporting year.
Annual vehicle miles travelled (VMT) 	VMT estimates are from best available data that represents the prior calendar year and is consistent, to the maximum extent practicable, with data submitted to HPMS. The reference year shall use HPMS data as of November 30, 2023.	

§ 490.513(d): Calculating the GHG Measure



% change in tailpipe CO_2 emissions on the NHS compared to CY 2022

§ 490.105(e) & (f): Establishment of Performance Targets

State DOTs	• Establish declining 2-year* and 4-year statewide targets.
MPOs	• Establish declining 4-year target for the metropolitan planning area (MPA). • Option to commit to support the State DOT target or establish a unique quantifiable target. • Have up to 180 days from when the State DOT established their targets.
MPOs in Urbanized Areas with Multiple MPOs	• Establish a joint declining 4-year target for the urbanized area (UZA). • Must be a single quantifiable target. • Is in addition to each MPO's MPA target.

* Begins in 2026

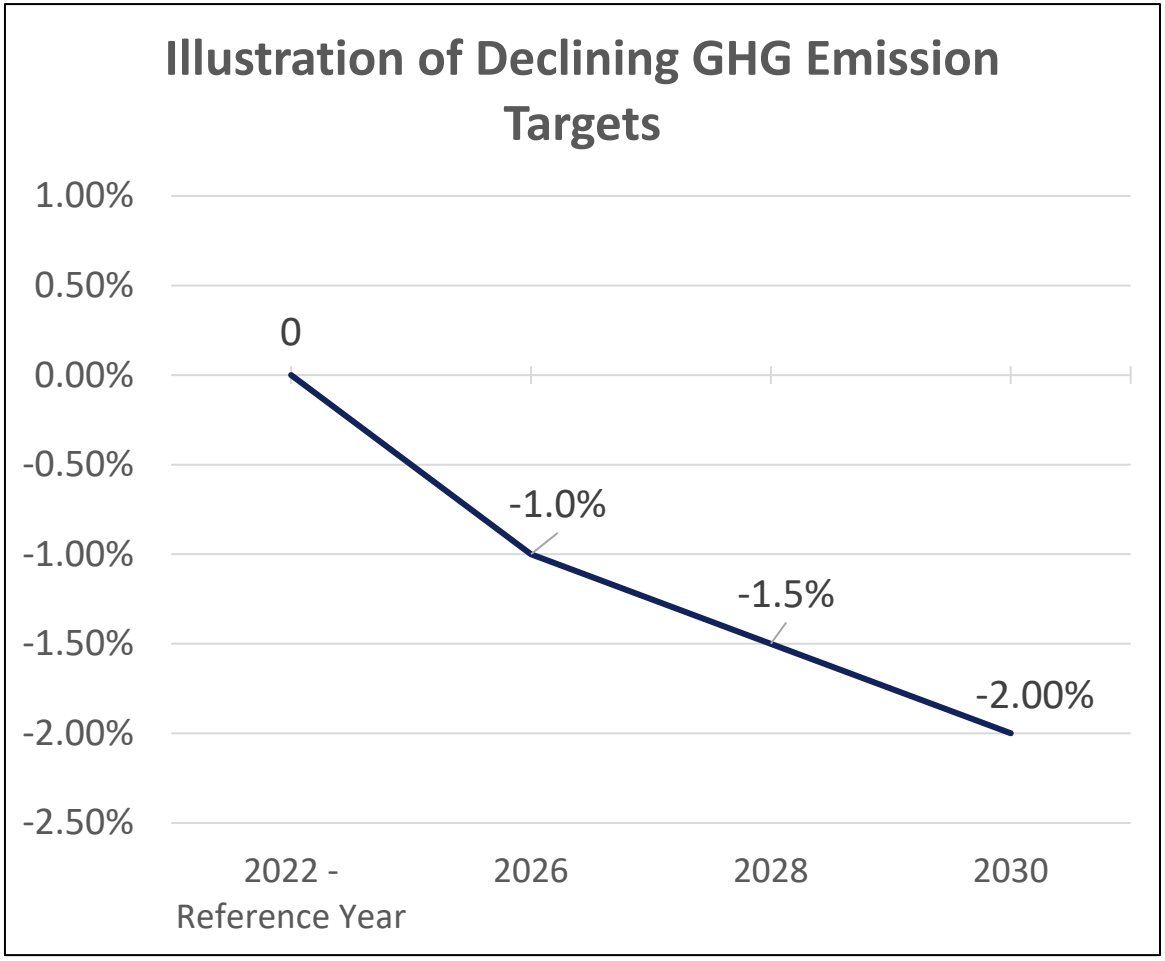
§ 490.105: Requirement for Declining Targets

For the GHG measure:

- The State DOT and MPO targets established shall be **declining targets** for reducing tailpipe CO_2 emissions on the NHS. [§ 490.105(e)(10) & (f)(1)(i)]
- Any MPO joint targets shall also be declining. [§ 490.105(f)(10)]

Note: There are no specific penalties for failing to achieve GHG targets.

Declining Targets Example



Part 2

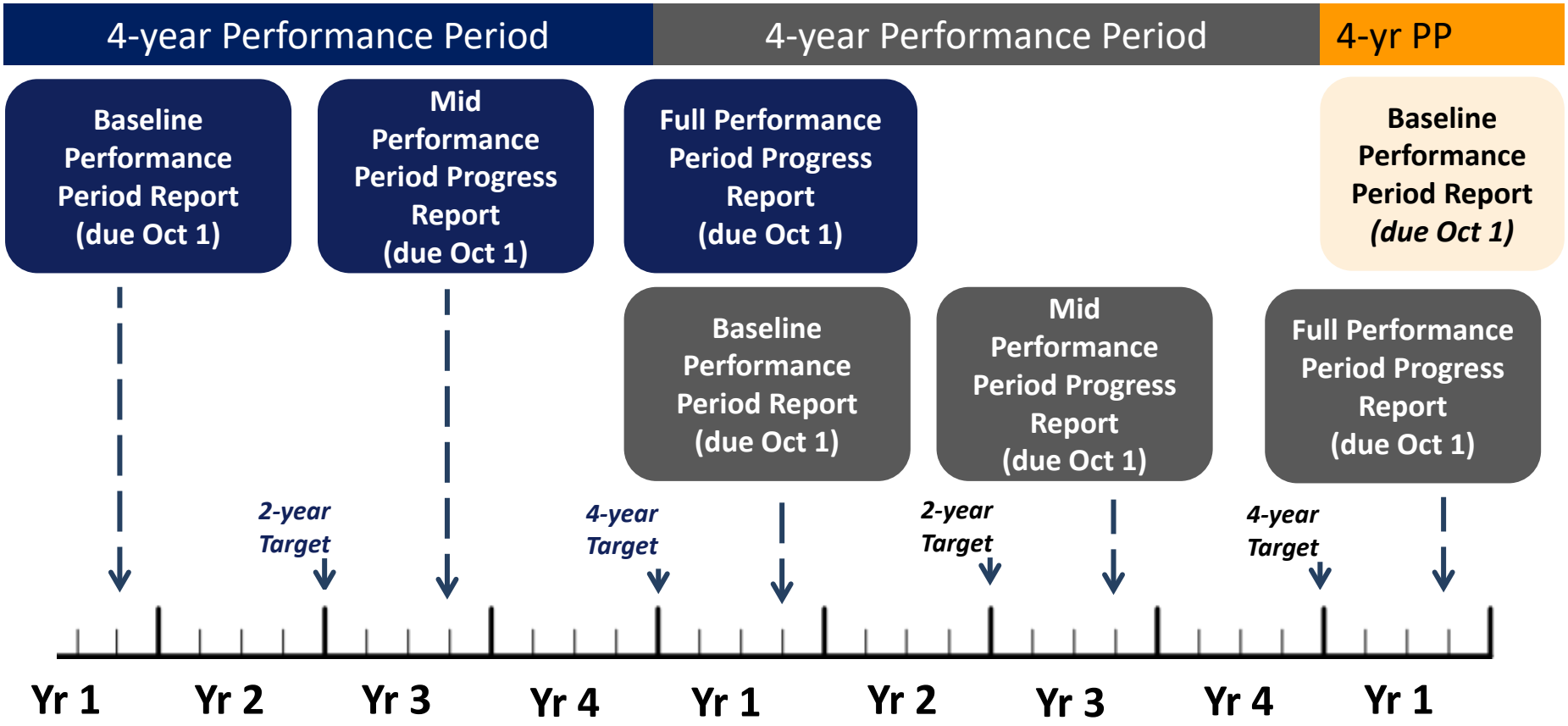
State DOT Targets & Reporting Requirements

Basic Requirements for State DOTs are Consistent with other TPM NHPP Measures

- 4-year performance period, ongoing. [§ 490.105(e)(4)(i)(C)]
- State DOTs set 2-year* and 4-year targets. [§ 490.105(e)(4)(iii)-(iv)]
  - 4-year target can be adjusted at the mid-point. [§ 490.105(e)(6)]
- State DOT Biennial Reports* [§ 490.107(b)]
  - Baseline Performance Period (BPP) Report.
  - Mid Performance Period (MPP) Progress Report.
  - Full Performance Period (FPP) Progress Report.
- FHWA determines significant progress after Mid**- and Full Performance Period Progress Report. [§ 490.109(c)]

* Begins in 2026
**Begins in 2028

§ 490.107(b): Overview of Biennial Reporting by State DOTs



§ 490.107(b): Contents of State DOT Biennial Reports

Baseline Performance Period Report	Mid Performance Period Progress Report	Full Performance Period Progress Report
• 2-year and 4-year targets. • Basis for those targets. • Performance at the baseline. • **GHG metric and the values used to calculate the metric for the CY preceding the reporting year, and a description of data sources used for VMT information.**	• Performance at the 2-year point. • **GHG metric and the values used to calculate the metric for the CY preceding the reporting year, and a description of data sources used for the VMT information.** • Progress toward achieving 2-year performance target. • Significant progress and target achievement discussion. • Adjusted 4-year target (optional). • Extenuating circumstances (optional).	• Performance at the 4-year point . • **GHG metric and the values used to calculate the metric for the CY preceding the reporting year, and a description of data sources used for the VMT information.** • Progress toward achieving 4-year performance target. • Significant progress and target achievement discussion. • Extenuating circumstances (optional).

§ 490.509(f)-(h): Data Requirements for Biennial Reporting

Data Required	Data Source	Description
Annual Fuel Sales	**Fuels and Financial Analysis System-Highways (Fuels & FASH)**	Total gallons of fuel consumed by fuel type (gasoline and gasohol, and special fuels). Based on fuel sales data for the prior calendar year. Expressed in 1,000 gallons.
CO_2 emission factors	**FHWA-supplied emission factors**	CO_2 emissions per volume of gasoline/gasohol and special fuels. Posted on FHWA website no later than August 15th of each reporting year.
Annual vehicle miles traveled (VMT)	VMT shall come from the best available data that represents the prior calendar year and is consistent, to the maximum extent practicable, with the data submitted to HPMS. For the reference year, VMT shall be the HPMS data as of November 30, 2023.	

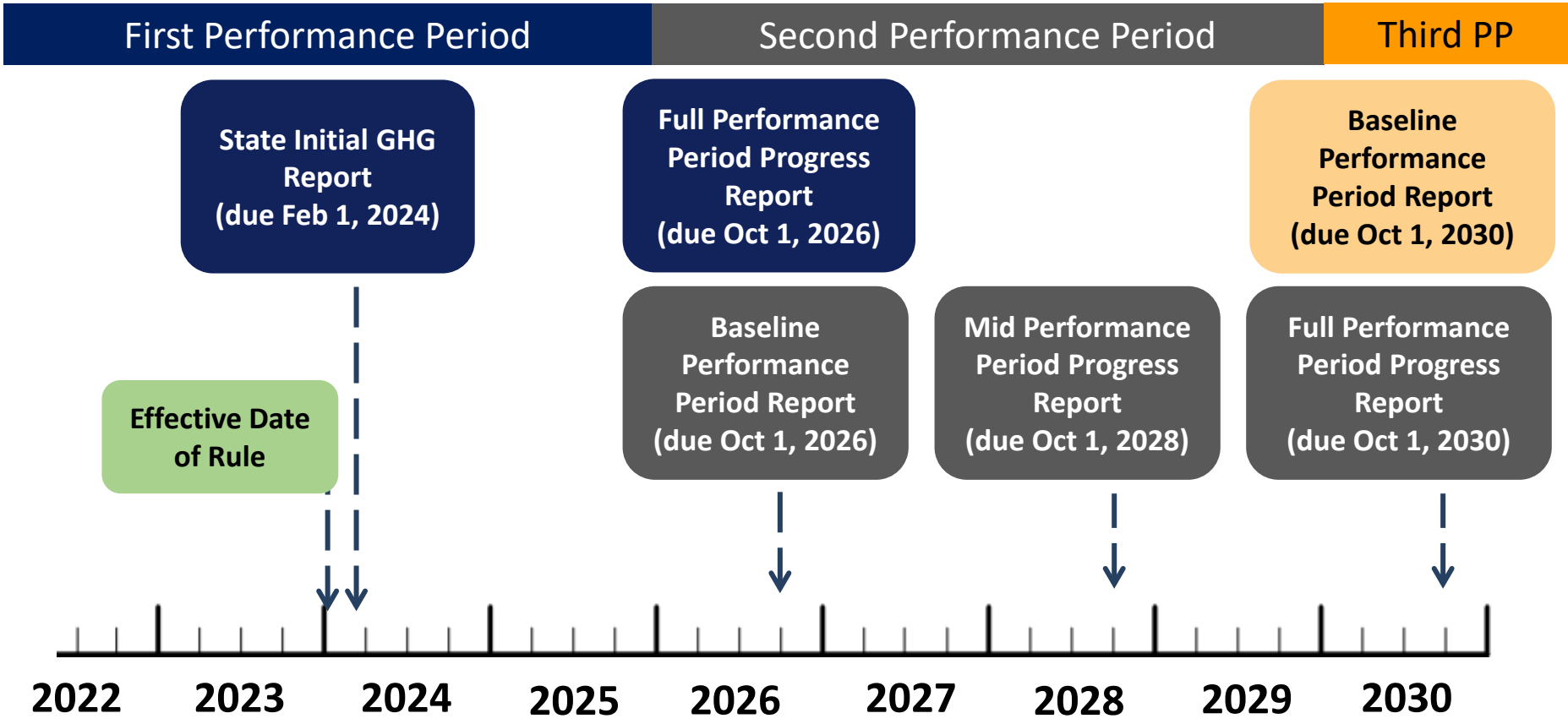
Phase-in - Initial Target & Reporting Requirements

- Performance Period Starts January 1, 2022, and extends 4 years. [§ 490.105(e)(4)(i)(C)]

State DOTs:

- Establish initial targets by **February 1, 2024.** [§ 490.105(e)(1)]
- Initial Target Requirements:
  - Establish **declining** 4-year targets. Exempt from 2-year targets. [§ 490.105(e)(10)]
- State Initial GHG Report due February 1, 2024. [§ 490.107(d)]

§ 490.107(d): Phase-in - Reporting in the First Performance Period



§ 490.107(d): Phase-in: State Initial GHG Report

- FHWA will provide an electronic template for this report. [§ 490.107(a)]
- Due **February 1, 2024**
- The report shall include:
  - 4-year target for performance period.
  - Basis for the established target.
  - Relationship with other performance expectations.
  - The GHG metric for CY 2022, the reference year, and the individual values used to calculate the metric.

§ 490.107(d)(2): Data Sources for Calculating the GHG Metric for the Initial GHG Report

Data Input	Data Source	Description
Calendar Year 2022 Fuel Sales	Fuels and Financial Analysis System-Highways (Fuels & FASH)	Total gallons of fuel consumed by fuel type (gasoline and gasohol, and special fuels). Based on fuel sales data for the prior calendar year. Expressed in 1,000 gallons.
CO_2 emission factors for CY 2022	FHWA-supplied emission factors	Gasoline & Gasohol Fuels 0.0000081 mmt⁄(1,000 gal). Special Fuels 0.00001019 mmt⁄(1,000 gal).
Calendar Year 2022 Vehicle Miles Traveled (VMT)	Highway Performance Monitoring System (HPMS)	Estimates of VMT on NHS and all public roads as of November 30, 2023.

Part 3

MPO Targets & Reporting Requirements

U.S. Department of Transportation
Federal Highway Administration

§ 490.105(f): MPO Target Requirements

Consistent with other TPM measures

- Set 4-year targets for metropolitan planning area (MPA).
- Due within 180 days of State DOT target establishment.
- MPOs encouraged to coordinate with State DOTs.
- Same approach to establishing targets:
  - » Contributing to accomplishment of State DOT target or committing to a quantifiable target for MPA.
- No significant progress determination.

Specific to GHG Measure

- Declining targets to reduce tailpipe CO_2 emissions on the NHS.
- Joint UZA Targets.

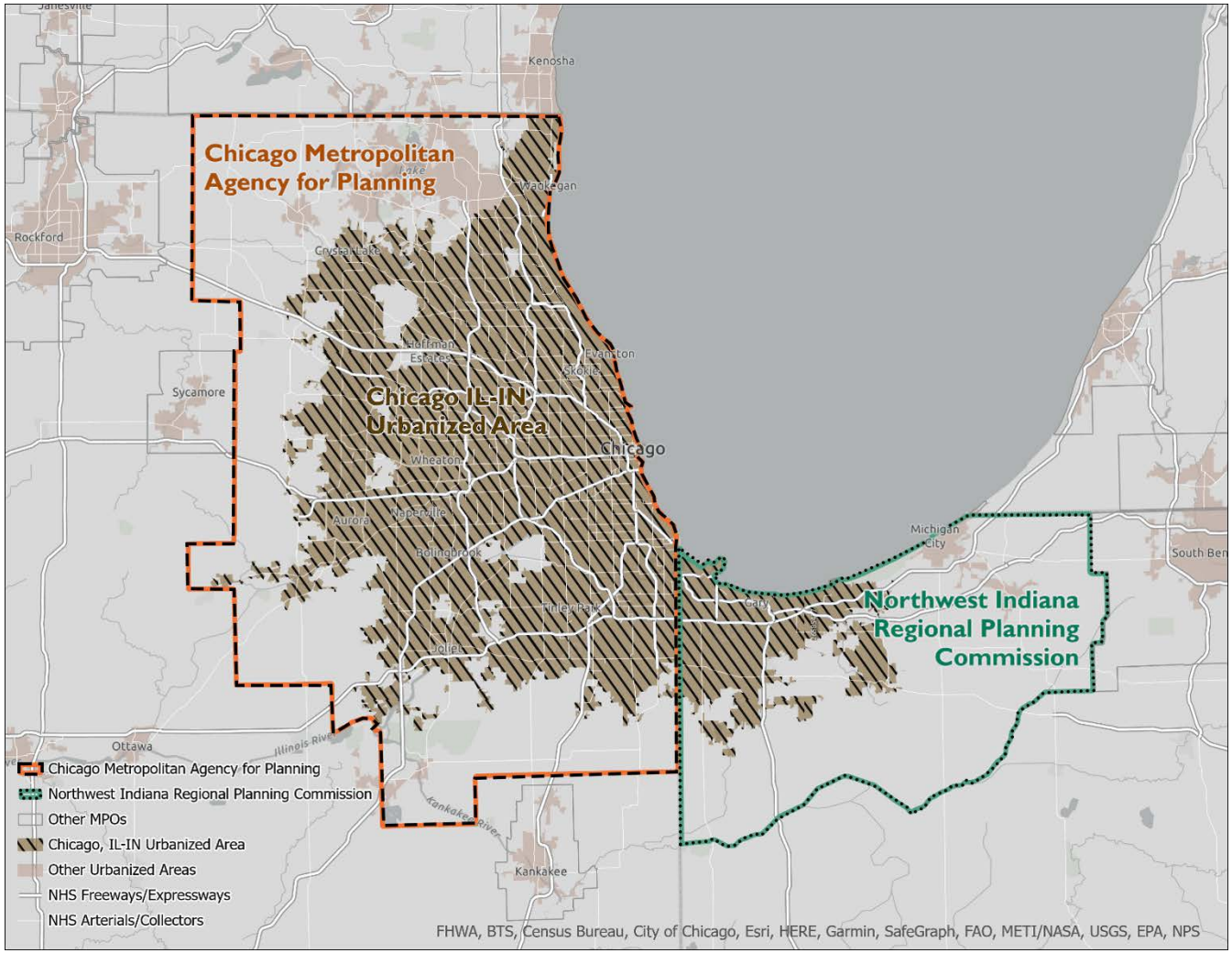
§ 490.105(f)(10): MPO Joint UZA Targets

For UZAs that are overlapped by the MPA boundaries of two or more MPOs:

- MPOs collectively establish a **single joint 4-year target** for the UZA.
- Target must be **declining**.
- Must be a **quantifiable** target. Cannot adopt State DOT target.
- Target is in addition to each MPO's individual MPA target.

Timeline: established **no later than 180 days after** State DOT target establishment.

Example: Urbanized Area with Multiple MPOs



Please Note: This map is for illustrative purposes.

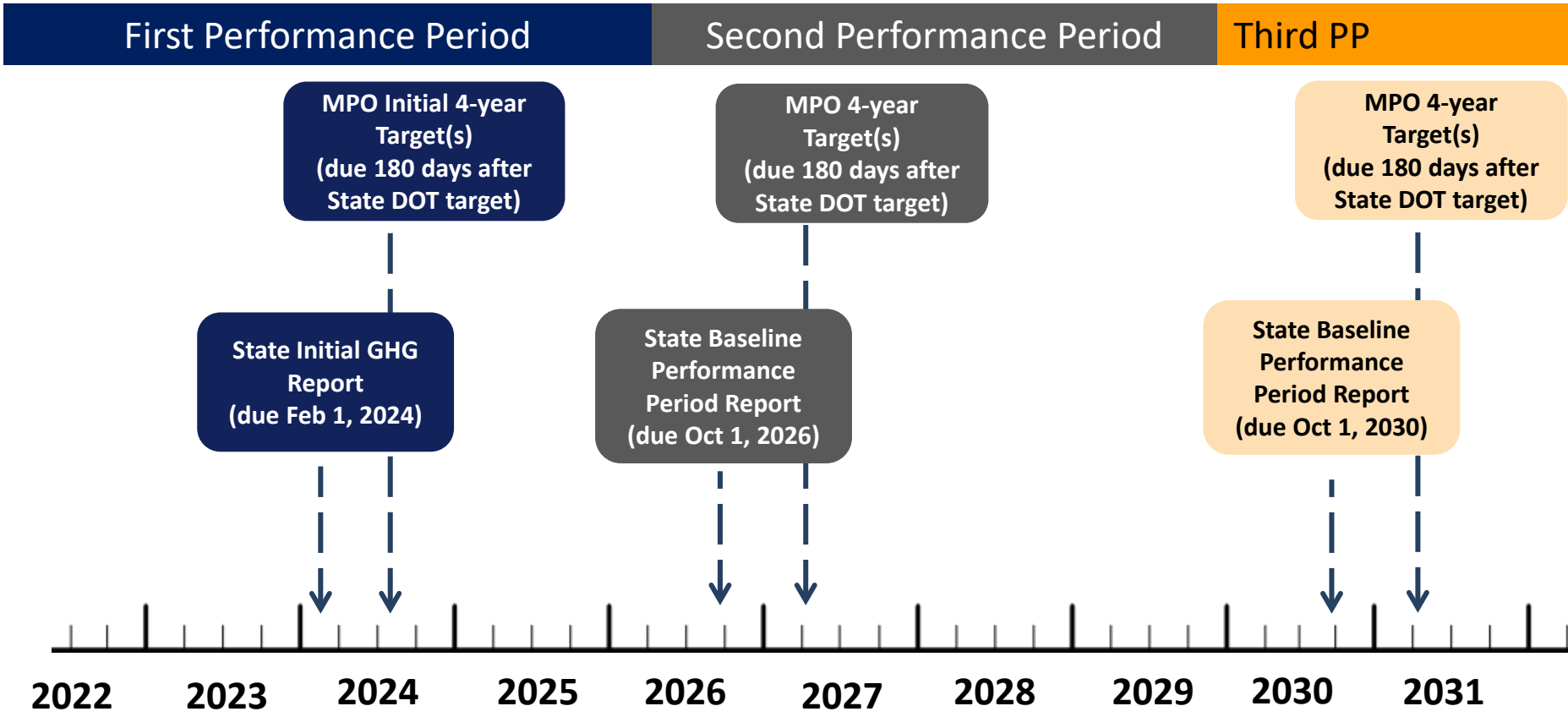
Purpose of Joint MPO Targets

- Help ensure a coordinated approach to addressing GHG emissions in areas where multiple MPOs serve a single urbanized area.
- Encourage collaboration across MPO boundaries through coordinated systems and region-based consideration of GHG emissions.

§ 490.105(f)(10): MPO Joint Target Applicability

- FHWA will provide tables to identify the MPOs that are required to establish joint targets for each applicable UZA.
  - These will be published in advance of each Baseline Performance Period Report.
- Nothing in FHWA's applicability tables supersedes the requirements in the rule, nor are they needed for the MPOs to determine which UZAs require joint targets.
- FHWA will be publishing information on the applicability tables on HEP's website.

MPO Target Timeline



§ 490.511(d): MPO Metric Calculation Methods

- MPOs have flexibility in how to calculate metric (annual total tailpipe CO_2 emissions on the NHS).
  - MPO share of the State's VMT.
  - VMT estimates with model emission factors from EPA's Motor Vehicle Emissions Simulator (MOVES) model.
  - FHWA's Energy and Emissions Reduction Policy Analysis (EERPAT) tool.
  - Other method with valid and useful results for CO_2 measurement.

§ 490.107(c): MPO Reporting Requirements

Existing Framework

- As with other NHPP measures, MPOs report established targets to their respective State DOT in a manner that is documented and mutually agreed upon by both parties.
- Metropolitan Transportation Plan (MTP) shall include:
  - Performance measures and targets.
  - Baseline performance and progress towards achievement of targets.

Additional Reporting Requirements

- Calculation of annual tailpipe CO_2 emissions for the NHS.
- Description of metric calculation method(s) used.
  - If the MPO has established a unique quantifiable target and is using a method not-specified in § 490.511(d), the MPO must demonstrate how the method has valid and useful results for measuring transportation related CO_2.
- Report on each required joint target.

Performance-Based Planning and Programming (PBPP) Requirements

- Two years from the effective date of the rule establishing the GHG performance measure, required Planning documents (LRTP, S/TIP) must include the GHG measure to meet PBPP requirements of the planning and performance measure rules.

  [23 CFR 450.226 and 450.340]

Part 4

FHWA's Significant Progress Determination (SPD) for State DOTs

U.S. Department of Transportation
Federal Highway Administration

TPM
HOW WE GET THERE

§ 490.109(e): FHWA Significant Progress Determination

Process is consistent with other NHPP and NHFP measures.

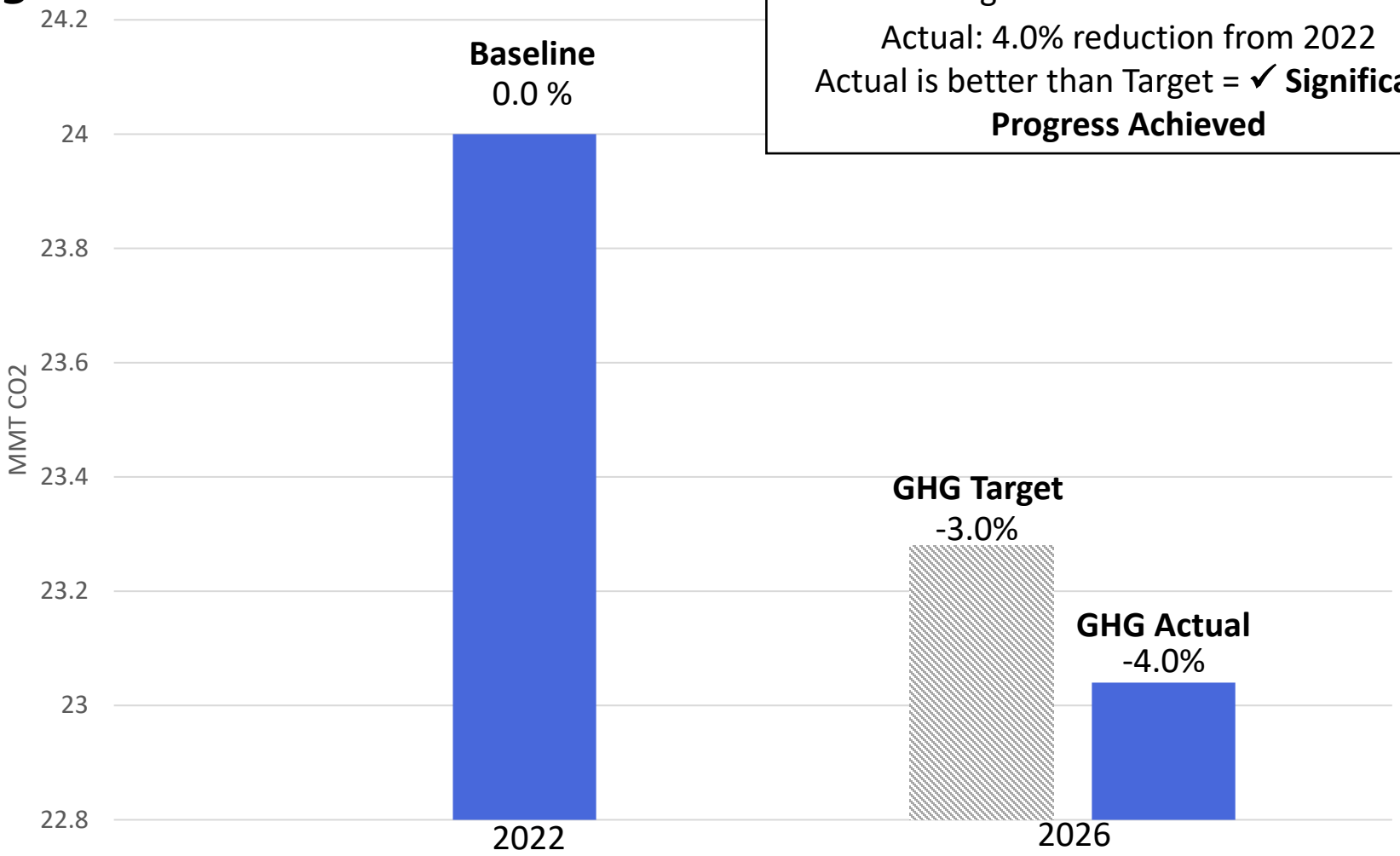
- Determination made by FHWA after the Mid and Full performance period progress reporting.
- Applies to State DOTs only.
- Significant Progress made if:
  - Actual performance level is better than baseline OR
  - Actual performance level is equal to or better than the established target.

Significant Progress Example: Equal to/Better than Target

4 Year Target: 3.0% reduction from 2022

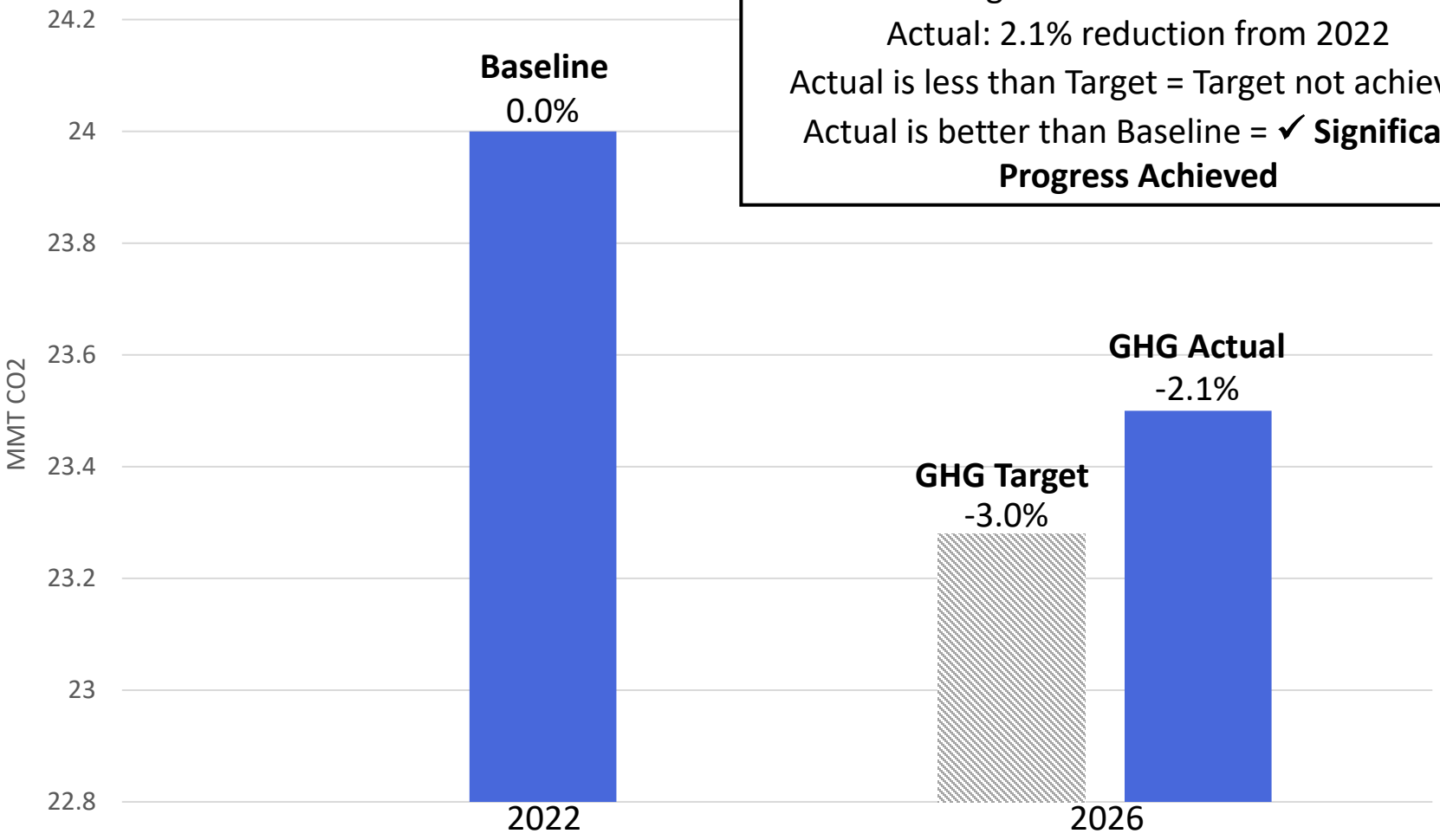
Actual: 4.0% reduction from 2022

Actual is better than Target = ✓ **Significant Progress Achieved**



Significant Progress Example: Performance Better than Baseline

4 Year Target: 3.0% reduction from 2022
Actual: 2.1% reduction from 2022
Actual is less than Target = Target not achieved
Actual is better than Baseline = ✓ **Significant Progress Achieved**



§ 490.109(d): Data Sources to Calculate GHG Metric for Significant Progress

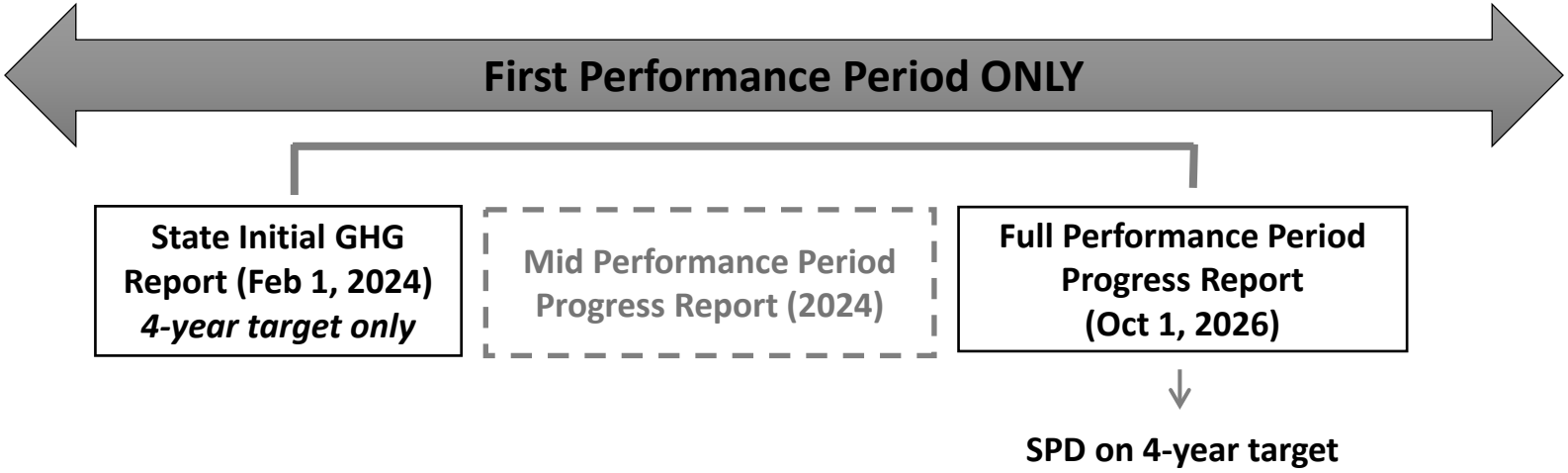
Data Input	Data Source	Description
Annual Fuel Sales Information	Fuels and Financial Analysis System-Highways (Fuels & FASH)	Total gallons of fuel consumed by fuel type, based on fuel sales data as of August 15th of the year in which the significant progress determination is made.
CO_2 emission factor	FHWA-supplied emission factors	Posted on FHWA website no later than August 15th of each reporting year.
Annual vehicle miles traveled (VMT)	Highway Performance Monitoring System (HPMS)	Estimates of VMT on NHS and all public roads **as of November 30** of the year in which the significant progress determination is made. The reference year shall use HPMS data as of November 30, 2023.

§ 490.109(f): Significant Progress Determination

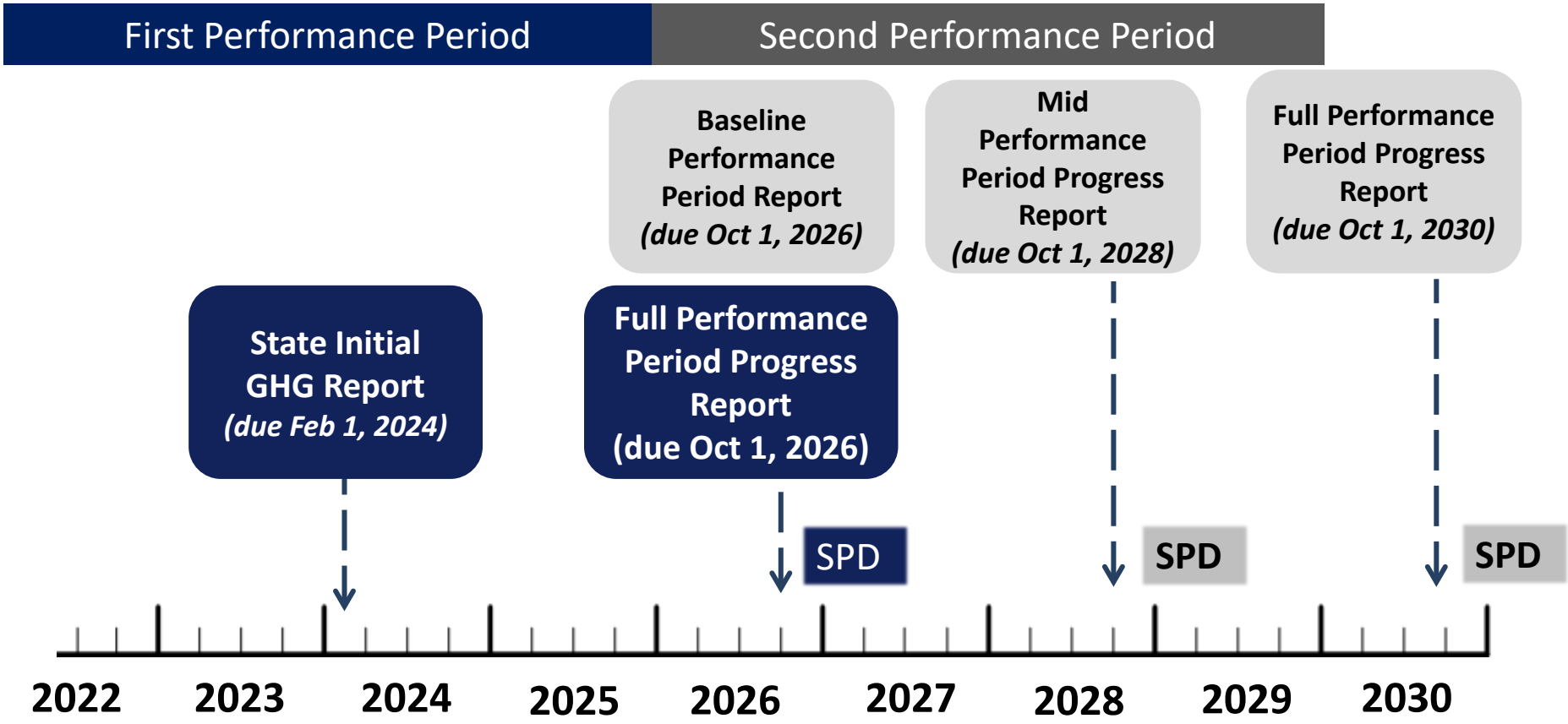
If significant progress is not made for the proposed GHG measure

State DOT must document the actions it will take to achieve its target in the future

§ 490.109(e)(6): Phase-In - Significant Progress Determination



Timing of Significant Progress Determination



Part 5

Resources

GHG Analysis Resources – Evaluation Tools

Model	Analysis Scale	Application
EPA MOVES + travel estimates	System-or Project-level	• Forecasts of tailpipe GHG emissions. • Evaluation of some GHG reduction strategies (depending on travel model sensitivity).
EERPAT and VisionEval	System-level	• Analysis of emissions reduction pathways in support of GHG targets.
CMAQ Emissions Calculator Toolkit	Individual CMAQ Projects	• Calculates GHG emissions reductions for specific project types, in addition to criteria pollutant emissions.

Additional resources are available on the USDOT Climate Center's GHG Analysis Tools and Resources.

GHG Analysis Resources – Publications

Document	Organization	Description
A Performance-Based Approach to Addressing Greenhouse Gas Emissions through Transportation Planning	FHWA	Discusses approaches for integrating GHG performance measures into transportation decisionmaking.
Handbook for Estimating Transportation Greenhouse Gases for Integration into Planning Process	FHWA	Step-by-step guide for State DOTs and MPOs for estimating GHG emissions and setting targets. Includes information on tools / methods / data.
Reducing Greenhouse Gas Emissions: A Guide for State DOTs	NCHRP*	Discusses approaches that State DOTs can use to assess GHG emissions and evaluate GHG reduction opportunities.

*National Cooperative Highway Research Program

Websites with Additional Information

- FHWA Greenhouse Gas Performance Measure
  - https://www.fhwa.dot.gov/environment/ghg_measure/
- FHWA Transportation Performance Management
  - https://www.fhwa.dot.gov/tpm/
- U.S. DOT Climate Change Center
  - https://www.transportation.gov/priorities/climate-and-sustainability/greenhouse-gas-analysis-resources-and-tools

The final rule implementing the GHG measure was published in the Federal Register (88 FR 85364) December 7, 2023. https://www.federalregister.gov/documents/2023/12/07/2023-26019/national-performance-management-measures-assessing-performance-of-the-national-highway-system

Thank you!

Date:	January 22, 2024
Continued From:	N/A
Action Requested:	Information

To:	Technical Advisory Committee
From:	Mr. Nirav Ved, Data and Operations Manager
Agenda Item:	5
Subject:	Discussion on Environmental Protection Agency (EPA) Area Designation Process for Ozone National Ambient Air Quality Standards (NAAQS)

RECOMMENDATION

None. This item is for information only.

PURPOSE AND EXECUTIVE SUMMARY

The Clean Air Act of 1990 established standards for acceptable concentrations of six principal pollutants, including ozone. Areas that demonstrated meeting the standards were considered in attainment of them and areas that exceeded them were considered non-attainment. For ozone, the current standard is 70 parts per billion (ppb) and is a result of the rolling three-year average of a region's 4th highest value. For the years of 2021-2023, the CAMPO region had a value of 71, thus exceeding the NAAQS for ozone.

FINANCIAL IMPACT

None.

BACKGROUND AND DISCUSSION

Exceeding the NAAQS does not automatically result in a non-attainment designation by EPA. That only happens after the EPA initiates a review of its standard for a pollutant. This review will result in the EPA Administrator deciding to keep or revise the standard. On August 21, 2023, EPA initiated such a review for ozone.

The path from exceeding the NAAQS to getting designated as non-attainment can by lengthy. For example, once the current standard for ozone became finalized in 2015, Bexar County received its designation as non-attainment three years later.

Once designated, the efforts an MPO need to undertake to meet the standard depend on how far it exceeds the standard. For an MPO that exceeds the standard by less than 10 ppb, additional work includes items such as:

- Ensuring the RTP and TIP do not increase emissions
- Implementing Transportation Control Measures
- Determining conformity with the RTP and TIP
- Respond to significant comments on RTP and TIP conformity documents

SUPPORTING DOCUMENTS

None.

Date:	January 22, 2024
Continued From:	N/A
Action Requested:	Information

To:	Technical Advisory Committee
From:	Mr. Nirav Ved, Data and Operations Manager
Agenda Item:	6
Subject:	Discussion on Federal Performance Measure Target Updates

RECOMMENDATION

None. This item is for information only.

PURPOSE AND EXECUTIVE SUMMARY

As part of the performance-based transportation planning process the Transportation Policy Board (TPB) has adopted performance targets for Safety (PM1), Pavement and Bridge Conditions (PM2), System Performance and Freight Performance Measures (PM3) as well as Transit Asset Management (TAM) and Transit Safety. As part of this process, the TPB must adopt PM1, TAM, and Transit Safety annually. PM2 and PM3 are adopted in response to TxDOT's target updates which typically occur every two years.

The updated PM1 targets have been received from TxDOT; staff is currently waiting for the updated target information for the other measures from TxDOT and area transit providers. Once received, the 2024 Performance Measure Report will be updated and provided to the Technical Advisory Committee for recommendation and TPB for approval.

FINANCIAL IMPACT

None.

BACKGROUND AND DISCUSSION

The use of a performance-based transportation planning process is required in the development of the Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP) including the adoption of performance targets in key areas. On an annual basis, the TPB adopts updated performance measure targets included in the Performance Measure Report, which are then incorporated into the programming and planning processes.

SUPPORTING DOCUMENTS

Attachment A – *TxDOT 2024 Safety Performance Measure Targets*

Performance Measures and Target Setting – The Texas Transportation Commission (TTC) adopted Minute Order 115481 in May of 2019, directing the Texas Department of Transportation (TxDOT) to work toward the goal of reducing the number of deaths on Texas roadways by half by the year 2035 and to zero by the year 2050. TxDOT has modified its performance measures and target calculations accordingly.

Performance Targets:

Target: Total number of traffic fatalities

2024 Target: To decrease the expected rise of fatalities to not more than a five-year average of 3,567 fatalities in 2024. The FY 2024 Targets expressed as a 5-year average, would be as follows:

Year	Target or Actual Data
2020	3,874
2021	4,486
2022	3,272
2023	3,159
2024	3,046
2024 Target expressed as 5-year avg.	**3,567**

As noted in the table above, the calendar year target for 2024 would be 3,046 fatalities.

Target: Total number of serious injuries

2024 Target: To decrease the expected rise of serious injuries to not more than a five-year average of 17,062 serious injuries in 2024. The FY 2024 Targets expressed as a 5-year average, would be as follows:

Year	Target or Actual Data
2020	14,659
2021	19,434
2022	17,539
2023	17,819
2024	18,242
2024 Target expressed as 5-year avg.	**18,096**

As noted in the table above, the calendar year target for 2024 would be 18,242 serious injuries. The five-year average increases but based on the BIL requirements – the targets are to remain the same or decrease from the previous year. That said, the 2024 Target expressed as 5-year avg. remains 17,062.

Target: Fatalities per 100 million vehicle miles traveled

2024 Target: To decrease the expected rise of fatalities per 100 MVMT to not more than a five-year average of 1.36 fatalities per 100 MVMT in 2024. The 2024 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data
2020	1.49
2021	1.70
2022	1.25
2023	1.20
2024	1.14
2024 Target expressed as 5-year avg.	**1.36**

As noted in the table above, the calendar year target for 2024 would be 1.14 fatalities per 100 MVMT.

Target: Serious Injuries per 100 million vehicle miles traveled

2024 Target: To decrease the serious injuries per 100 MVMT to not more than a five-year average of 6.39 serious injuries per 100 MVMT in 2024. The 2024 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data
2020	5.63
2021	7.35
2022	6.70
2023	6.77
2024	6.77
2024 Target expressed as 5-year avg.	**6.64**

As noted in the table above, the calendar year target for 2024 would be 6.77 serious injuries per 100 MVMT. The five-year average increases but based on the BIL requirements – the targets are to remain the same or decrease from the previous year. That said, the 2024 Target expressed as 5-year avg. remains 6.39.

Target: Total number of non-motorized fatalities and serious injuries

2024 Target: To decrease the expected rise of non-motorized fatalities and serious injuries to not more than a five year average of 2,357 non-motorized fatalities and serious injuries in 2024. The 2024 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data
2020	2,206
2021	2,628
2022	2,321
2023	2,340
2024	2,360
2024 Target expressed as 5-year avg.	**2,371**

As noted in the table above, the calendar year target for 2023 would be 2,360 non-motorized fatalities and serious injuries. The five-year average increases but based on the BIL requirements – the targets are to remain the same or decrease from the previous year. That said, the 2024 Target expressed as 5-year avg. remains 2,357.