



**Kern Council
of Governments**

III.D TPPC

November 15, 2018

TO: Transportation Planning Policy Committee

FROM: Ahron Hakimi,
Executive Director

By: Ed Flickinger, *EF*
Regional Planner

SUBJECT: TPPC AGENDA ITEM: III:D
FEDERAL TRANSPORTATION PERFORMANCE MANAGEMENT -
FIRST ANNUAL REPORT

DESCRIPTION:

Under the federal transportation bill, Kern COG is required to make available online the Federal Performance Management Annual Report (<http://www.kerncog.org/category/docs/performance-monitoring>). This item is a summary of previous board actions in February and September 2018.

DISCUSSION:

On February 15, 2018, Transportation Planning Policy Committee approved the 2018 Kern Performance Management (PM) 1 targets and on September 20, 2018 also approved Kern PM 2 and 3 targets consistent with federal methodology.

Transportation Performance Management

Federal transportation bills Moving Ahead for Progress-21st Century (MAP-21) and Fixing America's Surface Transportation (FAST Act) require Metropolitan Planning Organizations (MPOs) to conduct performance based planning and focus on achieving performance outcomes. The Federal Highway Administration (FHWA) defines Transportation Performance Management (TPM) as a strategic approach that uses system information to make investment and policy decisions to achieve national performance goals. TPM's key characteristics can be summarized as follows:

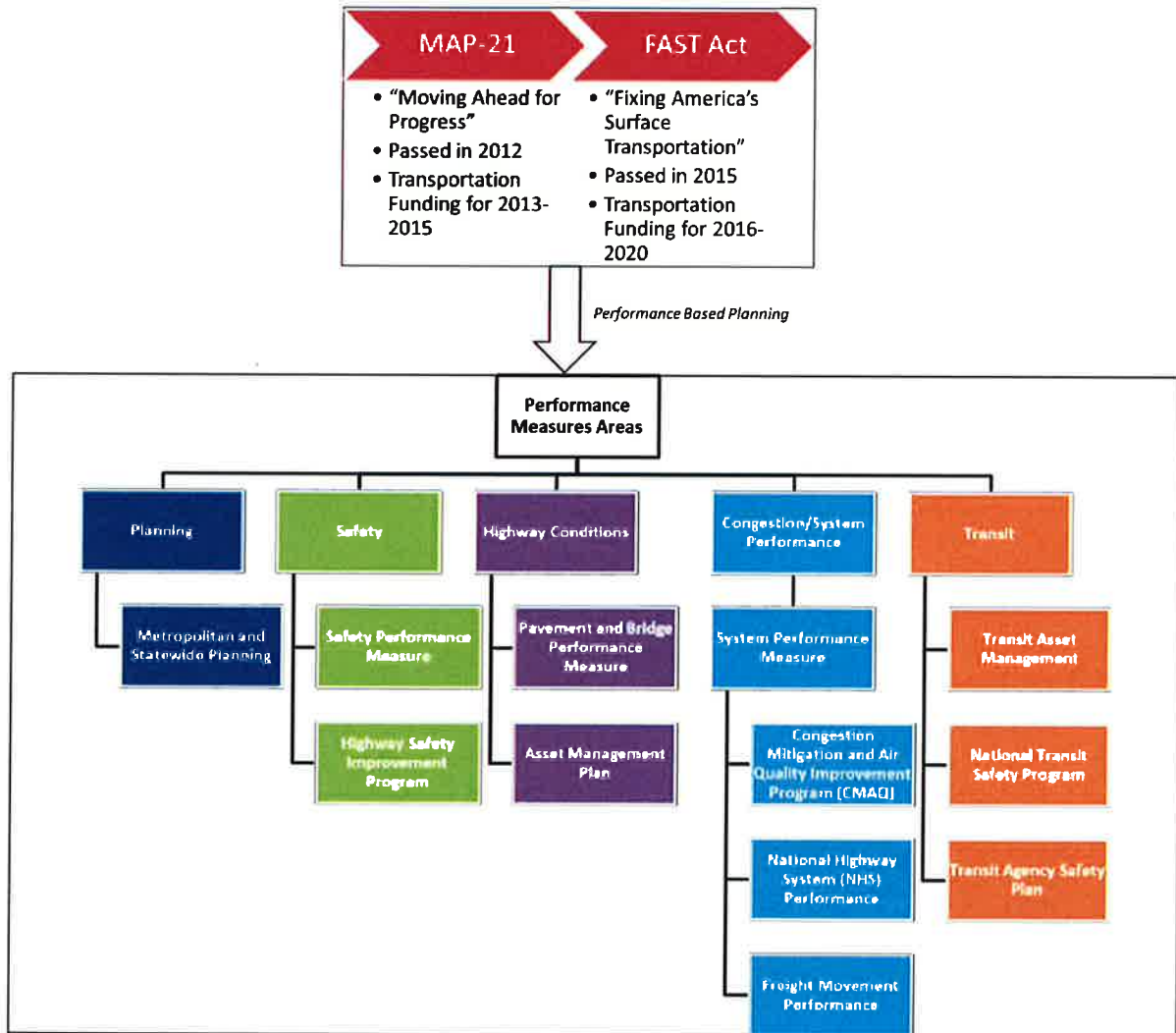
- Is systematically applied; a regular, ongoing process
- Provides key information to help decision makers, allowing them to understand the consequences of investment decisions across transportation assets or modes
- Improving communications among decision makers, stakeholders and the traveling public.
- Ensuring targets and measures are developed in cooperative partnerships and based on data and objective information

The national transportation performance goals established by MAP-21 are as follows:

- **Safety:** achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- **Infrastructure Condition:** maintain the highway infrastructure asset system in a state of good repair.
- **Congestion Reduction:** achieve a significant reduction in congestion on the National Highway System.
- **System Reliability:** improve the efficiency of the surface transportation system
- **Freight Movement and Economic Vitality:** improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- **Environmental Sustainability:** enhance the performance of the transportation system while protecting and enhancing the natural environment.
- **Reduced Project Delivery Delays:** reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

To achieve the above national goals, transportation performances are managed through different metrics, including safety, bridge and pavement conditions, congestion/system performance and transit asset management, as shown in Figure 1.

Figure 1 - Transportation Performance Management Areas



The Statewide and Non-metropolitan Transportation Planning and Metropolitan Planning Final Rule establishes that States and MPOs must coordinate their respective targets with each other to ensure consistency to the maximum extent practical. The State Department of Transportation (DOTs) and MPOs are expected to use information and data generated as a result of the regulations to inform their transportation planning and programming decisions. The transportation performance management (TPM) will provide a means to achieve the national transportation goals as identified above and increase the accountability and transparency of Federal-aid programs and improve project decision making through performance-based planning and programming.

States and MPOs must integrate performance-based planning and programming into the long range transportation plans. The Regional Transportation Plans shall include the performance measures and targets as well as a description of progress made towards the targets. The 2018 RTP includes a reference to the website where the annual report is posted, providing internal consistency between the RTP and this annual report. In addition, the Transportation Improvement Program shall provide a description on how investment in the TIP will contribute towards achieving the transportation performance targets set in the RTP.

State DOTs and MPOs must also establish written agreements for a metropolitan area describing roles and responsibilities for performance-based planning and programming including:

- Coordination on target setting
- Data collection
- Data analysis
- Reporting on progress toward target achievement
- Data collection for the NHS asset management plan

The following table provides the timeline for the three major groups of Performance Measures:

Table 1 - Performance Based Planning & Programming Implementation Timeline

Final Rule	Effective Date	States Set Targets By	MPOs Set Targets By	LRSTP, MTP, STIP and TIP Inclusion
Safety Performance Measures (PM1)	April 14, 2016	Aug. 31, 2017	Up to 180 days after the State sets targets, but not later than Feb. 27, 2018	Updates or amendments on or after May 27, 2018
Pavement/ Bridge Performance Measures (PM2)	May 20, 2017	May 20, 2018	No later than 180 days after the State(s) sets targets	Updates or amendments on or after May 20, 2019
System Performance Measures (PM3)	May 20, 2017	May 20, 2018	No later than 180 days after the State(s) sets targets	Updates or amendments on or after May 20, 2019

Based on the above timeline, the 2018 RTP, which was adopted in the summer of 2018, includes PM1 targets and a description of the baseline system performance. PM2 and PM3 targets will be established after the adoption of the 2018 RTP and will be documented in the 2022 RTP.

Performance Management 1 (PM1)

- Performance Measures:
 - Number of Fatalities
 - Rate of Fatalities per 100 million VMT
 - Number of Serious Injuries
 - Rate of Serious Injuries per 100 million VMT
 - Number of Non-motorized Fatalities and Non-motorized Serious Injuries

Performance Management 2 (PM2)

- Performance Measures:
 - Pavement
 - Percentage of Interstate pavements in Good condition
 - Percentage of Interstate pavements in Poor condition
 - Percentage of non-Interstate NHS pavements in Good condition
 - Percentage of non-Interstate NHS pavements in Poor condition
 - Bridge
 - Percentage of NHS bridges in Good condition
 - Percentage of NHS bridges in Poor condition

Performance Management 3 (PM3)

- Performance Measures:
 - Percent of reliable person-miles traveled on the Interstate
 - Percent of reliable person-miles traveled on the Non-Interstate NHS
 - Percentage of Interstate system mileage providing for reliable truck travel time (Truck Travel Time Reliability Index)
 - Total emissions reductions by applicable pollutants under the CMAQ program
 - Annual hours of peak hour excessive delay per capita
 - Percent of non-single occupancy vehicle travel which includes travel avoided by telecommuting
 - Percent change in tailpipe CO₂ (GHG measure) compared to 2017

Attachment – Kern PM 1, 2, and 3 2018 target setting process and approvals.

ACTION:

Information

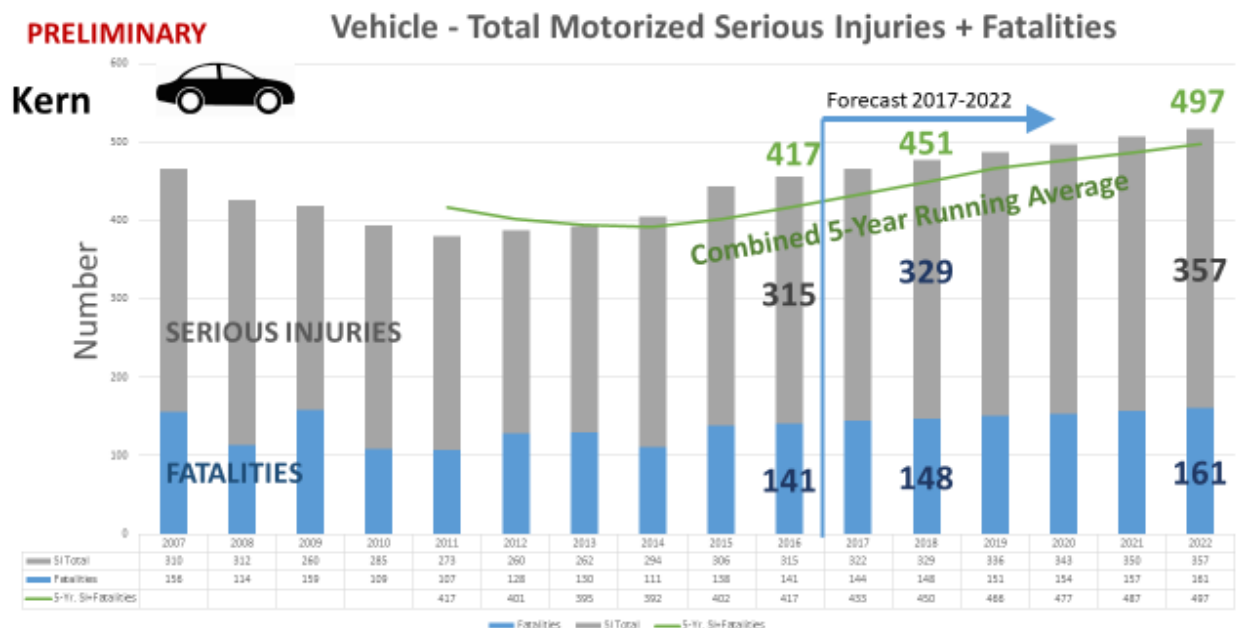
Safety Targets – Federal Performance Measure 1 (PM-1)

Under the requirements of the federal transportation spending bill, MAP-21, states and metropolitan planning organizations (MPOs) like Kern COG are required to annually monitor safety performance measure progress through the statewide and metropolitan planning process. Failure to meet safety targets set by the state and/or MPO could result in redistribution of Active Transportation Program (ATP) funding at the state level into the federal Highway Safety Improvement Program (HSIP). FHWA will review how MPOs are addressing and achieving their targets (or assisting the state in achieving targets) as they conduct Transportation Management Area (TMA) Certification Reviews (only for MPOs with more than 200,000 in population). The TMA Certification Review requires the U.S. Secretary of Transportation to certify at least once every four years whether the metropolitan planning process of an MPO serving as a TMA meets federal requirements. Kern's next four year review is in 2019.

Rules and guidance are still being established by FHWA (see https://safety.fhwa.dot.gov/hsip/spm/policy_and_guidance.cfm). Workshops have been sponsored by Caltrans over the past year and a draft statewide target has been submitted to FHWA (see <http://dot.ca.gov/trafficops/shsp/target.html>). MPOs that do not submit a target by February 18, 2018, will be required to adhere to the state target which is consistent with the methodology proposed by Kern COG staff.

The attached presentation uses data and a methodology consistent with the state safety target methodology. The methodology uses California Highway Patrol (CHP) historical accident data for Kern County and a 5 year running average to forecast future accidents. In addition Kern COG uses travel model data to tie the forecast to local assumed growth. Targets are essentially being set to show improvement over the previous 5-year accident data. As accidents improve, the targets will improve automatically. Member agencies are encouraged to promote projects and policies that will help the region to perform better than the national targets for our region. It is anticipated that new national safety technology standards will help drive down these targets as well when they become widely adopted.

FHWA staff has indicated that this is the first year of this national performance measure effort and that more guidance and best practice examples will be forthcoming.



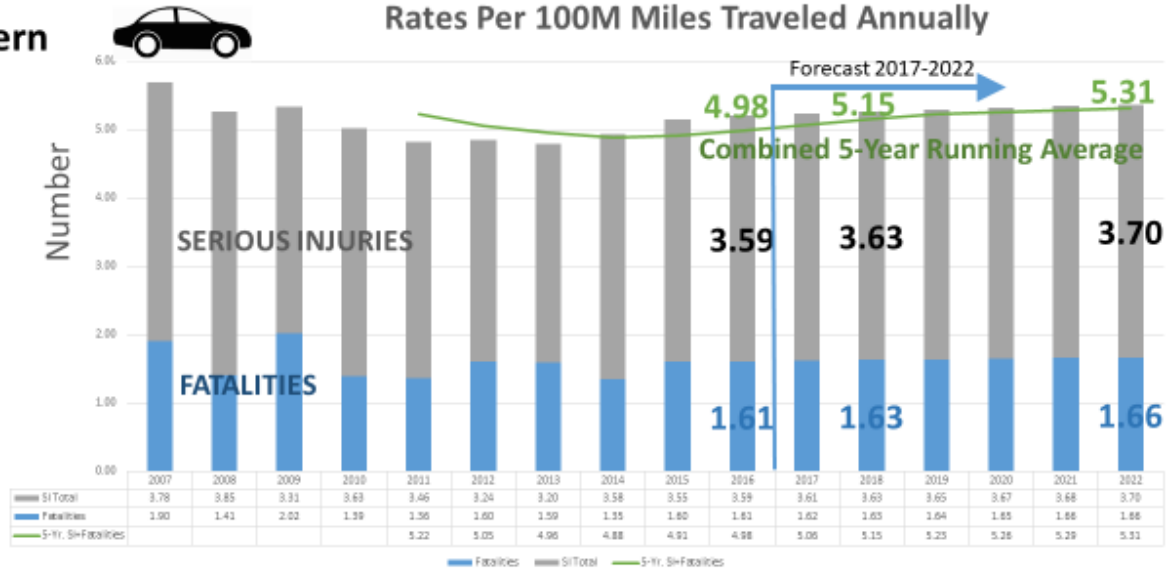
Forecast years assume 2015 fatality rates per mile of travel (VMT) stay same.

Target assumes we will do better than the base year model rate.

PRELIMINARY

Vehicle - Rate of Motorized Serious Injuries + Fatalities Rates Per 100M Miles Traveled Annually

Kern



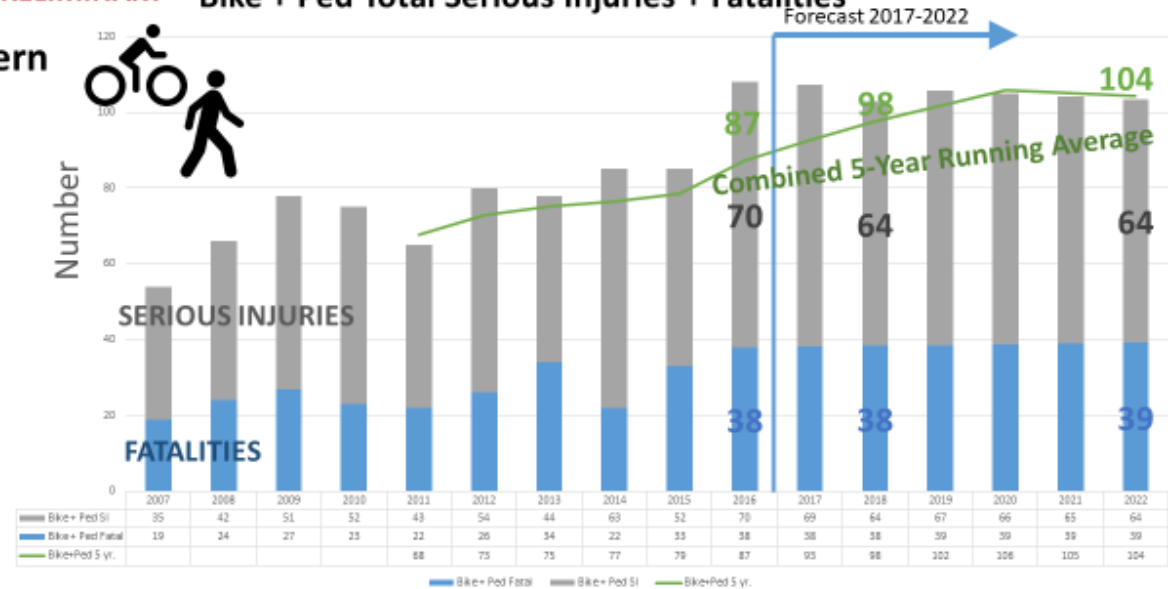
Forecast years assume 2015 fatality rates per mile of travel (VMT) stay same.
Target assumes we will do better than the base year model rate.

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PRELIMINARY

Bike + Ped Total Serious Injuries + Fatalities

Kern

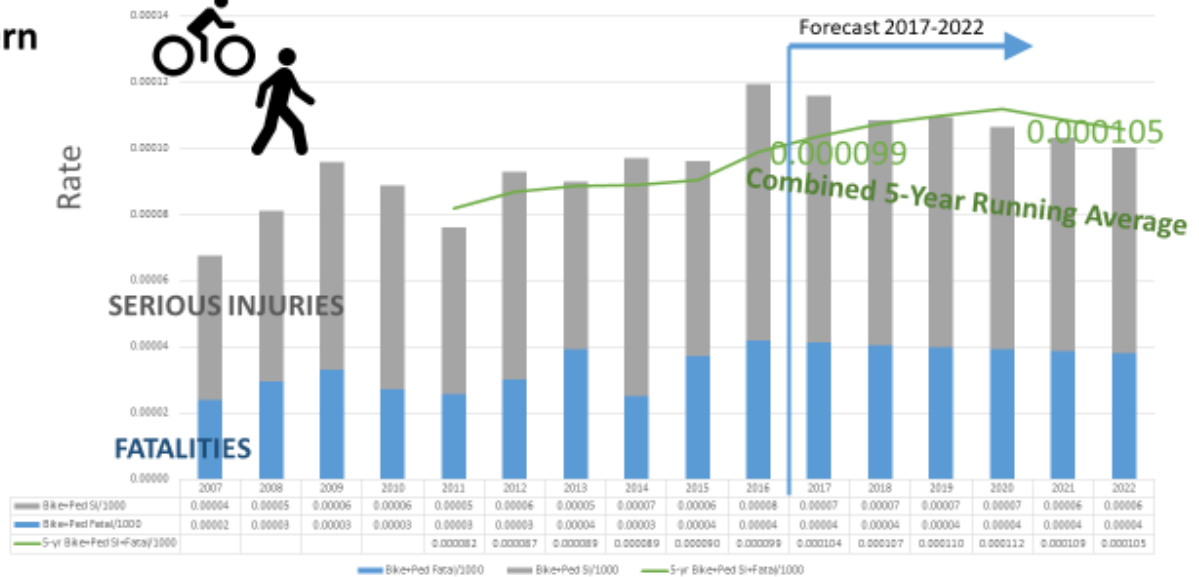


Forecast years assume 2015 fatality rates per mile of travel (VMT) stay same.
Target assumes we will do better than the base year model rate.

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PRELIMINARY Ped + Bike Injuries + Fatalities Rate Per 1000 Population

Kern



Forecast years assume 2015 fatality rates per mile of travel (VMT) stay same.

Table D-20: Federal Safety Performance Measures (PM1)

SAFETY PERFORMANCE MANAGEMENT TARGET SETTING	
PRELIMINARY	
Statewide	<u>The Five Performance Targets for 2018 (5-Yr)</u>
	Number of Fatalities = <u>3590.8</u>
	Rate of Fatalities per 100 Million VMT = <u>1.029</u>
	Number of Serious Injuries = <u>12,823.4</u>
	Rate of Serious Injuries per 100 Million VMT = <u>3.831</u>
	Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries (Bicycles and Pedestrians) = <u>4271.1</u>
Kern	<u>Five Performance Targets for 2018 (5-yr)</u>
	Number of Fatalities = <u>148</u> (4.1% of the State)
	Rate of Fatalities per 100 Million VMT = <u>1.63</u>
	Number of Serious Injuries = <u>329</u> (2.6% of the State)
	Rate of Serious Injuries per 100 Million VMT = <u>3.63</u>
	Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries (Bicycles and Pedestrians) = <u>98</u> (2.3% of the State)

Bridge and Pavement Condition Targets – Federal Performance Measure 2 (PM-2)

Under the requirements of the federal transportation spending bill, MAP-21, states and metropolitan planning organizations (MPOs) like Kern COG are required to annually monitor bridge and pavement condition. In consultation with Kern COG Staff, Caltrans has established statewide and Kern regional targets. Kern COG worked with the affected member agencies to provide weighted average conditions to help Caltrans with target setting. An informative Caltrans webinar on this methodology is online at http://www.dot.ca.gov/assetmgmt/documents/PM2_Pavement_and_Bridge_Target_Setting_Webinar.mp4 along with slides http://www.dot.ca.gov/assetmgmt/documents/Webinar_Slides.pdf. MPOs have until November 16, 2018 to accept the state target or develop their own. A Caltrans frequently asked Question and Answer section is attached.

If California does not achieve the established statewide aggregate 2 and 4-year targets then the state is required to develop an improvement plan in consultation with the MPOs. In addition, the Federal Highways Administration (FHWA) will review how MPOs are addressing and achieving their targets (or assisting the state in achieving targets) during their 4-year Federal Certification Review. Maintaining Federal MPO Certification is a prerequisite to receiving federal funding. Kern's next four year review is in 2019. At that review Kern COG intends to report the long-time and successful use of Regional Surface Transportation Program (RSTP) and Highway Bridge Programs by our member agencies for state of good repair projects on federal aid system routes including the NHS. In addition, the Kern COG board has an adopted policy for approving a regional RSTP project that could be used to for prioritizing maintenance projects on local NHS routes should Caltrans monitoring demonstrate failure to meet the targets in Kern. Kern COG can also consider project delivery policies that help prioritize bridge and pavement maintenance on the NHS.

As bridge and pavement conditions improve on the local NHS routes, the targets will improve automatically. Member agencies are encouraged to promote projects and policies that improve the NHS routes in their jurisdictions to help the region to perform as good or better than targets for our region.

FHWA staff has indicated that this is the first year of this national performance measure effort and that more guidance and best practice examples will be forthcoming.

Attachments –

- A. 2 year and 4 year bridge and pavement condition targets with letter
- B. Question and Answer section
- C. Kern's NHS Pavement and Bridge conditions

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*Making Conservation
a California Way of Life.*

May 21, 2018

California Regional Transportation Planning Agencies:

In accordance with Federal Regulation (23 U.S.C. 150), the California Department of Transportation (Caltrans) hereby establishes the California statewide National Highway System (NHS) 2 and 4-year pavement and bridge condition targets.

Information provided by the California Metropolitan Planning Organizations (MPOs) and Regional Transportation Planning Agencies (RTPAs) was combined with targets for the state owned NHS to develop the results shown in the table below. Statewide targets were calculated using a quantity weighted approach that considers Caltrans and regional agency condition expectations in statewide aggregate targets. The agency specific targets submitted by each MPO/RTPA are shown in the attached spreadsheet.

Statewide Targets				
Pavement and Bridge Performance Measures	2-Year NHS Targets		4-Year NHS Targets	
	(1/1/2018 - 12/31/2019)		(1/1/2020 - 12/31/2021)	
	Good	Poor	Good	Poor
Pavements on the NHS				
Interstate	45.1%	3.5%	44.5%	3.8%
Non-Interstate	28.2%	7.3%	29.9%	7.2%
Bridges on the NHS	69.1%	4.6%	70.5%	4.4%

With the availability of Senate Bill 1 (SB1) and local measure funds, the California Transportation Asset Management Plan (TAMP) anticipates improved condition over the next 10-year time horizon. Given the project planning, design and construction timeframes involved, in a number of cases, this improved performance falls outside of the 2 and 4-year window being reported. The full benefits of this additional funding is expected to be realized beyond a 4-year time horizon in many cases.

California Regional Transportation Planning Agencies

May 21, 2018

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Regional planning agencies have until November 16, 2018, to either support the statewide targets or establish their own. Agencies adopting the aggregate statewide condition targets are agreeing to plan and program projects to achieve the respective condition levels submitted by each agency as shown in the attached spreadsheet. Additional information will be forthcoming for agencies to make their designation to adopt statewide targets or adopt their own.

Any questions related to the establishment of these targets can be addressed to Dawn Foster at Dawn.Foster@dot.ca.gov.

Sincerely,



MICHAEL B. JOHNSON
Asset Management Engineer

Enclosures

California 2016 Pavement Conditions (NHS)
Target Calculator Tool

Jurisdiction	2016 Lane Miles (LM)	2016 Pavement Condition (%)		2 Year Pavement Condition Targets					4 Year Pavement Condition Targets					% Impact to Statewide Lane Miles
		Good(G)	Poor(P)	2019 Lane Miles	Good (LM)	% Target (G)	Poor (LM)	% Target (P)	2021 Lane Miles	Good (LM)	% Target (G)	Poor (LM)	% Target (P)	
State Interstate NHS	14,159	47.9%	3.1%	14,159	6,381	45.1%	490	3.5%	14,159	6,303	44.5%	544	3.8%	25.2%
Non-Interstate NHS	22,490	43.5%	2.5%	22,490	10,584	47.1%	678	3.0%	22,490	11,100	49.4%	787	3.5%	40.1%
Other Non-Interstate NHS	54	16.7%	1.9%	54	9	16.7%	1	1.9%	54	9	16.7%	1	1.9%	0.1%
Local**	19,373	4.6%	12.5%	19,447	1,250	6.4%	2,385	12.3%	19,614	1,483	7.6%	2,265	11.5%	34.5%
Butte (BCAG)	69	7.3%	12.6%	69	14	20.3%	9	12.6%	69	14	20.3%	9	12.6%	0.1%
Fresno (FCOG)	479	13.4%	4.2%	479	67	13.9%	20	4.1%	479	107	22.4%	19	3.9%	0.9%
Glenn CTC	6	9.7%	0.0%	6	1	9.7%	-	0.0%	6	1	9.7%	-	0.0%	0.0%
Humboldt CAG	35	100.0%	0.0%	35	35	100.0%	-	0.0%	35	35	100.0%	-	0.0%	0.1%
Kern (KCOG)	586	19.3%	4.1%	586	176	30.0%	29	5.0%	586	182	31.0%	23	4.0%	1.0%
Kings (KCAG)	35	16.2%	0.0%	35	6	16.2%	-	0.0%	35	6	16.2%	-	0.0%	0.1%
Lassen CTC	8	100.0%	0.0%	8	8	100.0%	-	0.0%	8	7	92.8%	-	0.0%	0.0%
Madera (MCTC)	3	0.0%	0.0%	3	-	0.0%	-	0.0%	3	-	0.0%	-	0.0%	0.0%
Merced (MCAG)	87	2.1%	15.2%	87	2	2.1%	13	15.2%	87	2	2.1%	13	15.2%	0.2%
Metropolitan (MTC)	2,995	1.7%	11.1%	2,995	200	6.7%	333	11.1%	2,995	225	7.5%	333	11.1%	5.3%
Monterey (AMBAG)	218	7.6%	8.1%	218	17	7.6%	18	8.1%	231	30	13.0%	18	7.6%	0.4%
Sacramento (SACOG)	1,149	3.2%	14.4%	1,149	37	3.2%	166	14.4%	1,149	50	4.4%	164	14.3%	2.0%
San Diego (SANDAG)	991	2.1%	8.8%	991	21	2.1%	87	8.8%	1,015	45	4.4%	89	8.8%	1.8%
San Joaquin (SJCOG)	545	7.1%	6.8%	548	40	7.2%	36	6.6%	548	50	9.0%	26	4.8%	1.0%
San Luis Obispo (SLOCOG)	43	10.4%	11.5%	39	16	41.9%	2	6.1%	39	15	39.6%	3	7.4%	0.1%
Santa Barbara (SBCAG)	131	3.8%	7.9%	131	11	8.4%	11	8.4%	131	11	8.4%	15	11.4%	0.2%
Southern California (SCAG)	11,658	3.7%	14.4%	11,718	468	4.0%	1,620	13.8%	11,840	553	4.7%	1,509	12.7%	20.8%
Shasta (SRTA)	9	13.3%	15.5%	9	8	91.1%	1	8.9%	9	9	100.0%	-	0.0%	0.0%
Stanislaus (StanCOG)	219	13.2%	13.2%	219	93	42.5%	38	17.4%	219	96	43.8%	39	17.8%	0.4%
Tahoe (TMPO)	5	97.1%	0.0%	5	5	97.1%	-	0.0%	5	5	97.1%	-	0.0%	0.0%
Tulare (TCAG)	102	14.2%	2.0%	117	27	23.1%	2	1.7%	125	41	32.8%	5	4.0%	0.2%
Grand Total NHS	56,075	30.4%	6.1%	56,150	18,224	32.5%	3,554	6.3%	56,317	18,895	33.6%	3,597	6.4%	100.0%
2018 TAMP Total NHS	56,075	30.4%	6.1%											
Grand Total Non-Interstate NHS	41,917			41,991	11,843	28.2%	3,064	7.3%	42,158	12,592	29.9%	3,053	7.2%	
2018 TAMP Total Non-I NHS	41,917	25.5%	7.1%											
Grand Total Interstate NHS	14,159	47.9%	3.1%		6,381	45.1%	490	3.5%	14,159	6,303	44.5%	544	3.8%	

**Red indicates MPOs responses to Caltrans

Note: 1) Highlighted yellow indicates the NHS Interstate and Non-Interstate NHS 2 and 4-Year Pavement Targets

2) Distributed missing Lane Miles from HPMS based on proportion of inventory owned. Excludes bridge lane miles and State Highway System lane miles

California 2017 NBI Bridge Conditions (NHS) as of 8-15-2017
Target Calculator Tool

Jurisdiction**	Number of Bridges	Deck Area (SF)	2017 Bridge Health (%)		2 Year Bridge Condition Targets					4 Year Bridge Condition Targets					% Impact to Statewide Deck Area
			Good(G)	Poor(P)	2019 Deck Area	Good (SF)	% Target (G)	Poor (SF)	% Target (P)	2021 Deck Area	Good (SF)	% Target (G)	Poor (SF)	% Target (P)	
State	9,196	210,774,774	69.4%	3.7%	210,774,774	151,918,378	72.1%	7,416,201	3.5%	210,774,774	154,642,877	73.4%	7,235,488	3.4%	90.0%
Local	1,629	23,511,109			23,503,769	9,895,180	42.1%	3,362,179	14.3%	23,506,522	10,420,181	44.3%	3,102,017	13.2%	10.0%
Butte (BCAG)	7	40,085	23.3%	0.0%	40,085	9,322	23.3%	-	0.0%	40,085	9,322	23.3%	-	0.0%	0.0%
Fresno (FCOG)	33	389,427	31.2%	0.8%	389,427	132,031	33.9%	3,321	0.9%	389,427	130,846	33.6%	3,272	0.8%	0.2%
Humbolt CAG	2	5,113	0.0%	0.0%	5,113	-	0.0%	-	0.0%	5,113	-	0.0%	-	0.0%	0.0%
Kern (KCOG)	70	859,612	63.2%	4.9%	859,612	575,940	67.0%	42,981	5.0%	859,612	558,748	65.0%	42,981	5.0%	0.4%
Merced (MCAG)	10	52,958	33.3%	1.7%	52,958	17,653	33.3%	893	1.7%	52,958	17,653	33.3%	893	1.7%	0.0%
Metropolitan (MTC)	288	4,641,759	45.6%	20.9%	4,641,759	2,117,924	45.6%	971,639	20.9%	4,641,759	2,117,924	45.6%	971,639	20.9%	2.0%
Monterey (AMBAG)	11	121,969	11.1%	0.0%	121,969	13,577	11.1%	-	0.0%	121,969	13,577	11.1%	-	0.0%	0.1%
Sacramento (SACOG)	97	1,272,986	51.9%	3.5%	1,272,986	661,840	52.0%	44,767	3.5%	1,272,986	661,840	52.0%	44,767	3.5%	0.5%
San Diego (SANDAG)	68	1,265,363	33.7%	20.6%	1,265,363	426,427	33.7%	260,766	20.6%	1,265,363	451,735	35.7%	248,011	19.6%	0.5%
San Joaquin (SJCOG)	33	539,939	77.8%	9.8%	539,939	420,169	77.8%	53,044	9.8%	539,939	420,169	77.8%	53,044	9.8%	0.2%
San Luis Obispo (SLOCOG)	5	33,497	0.0%	0.0%	32,888	13,468	41.0%	-	0.0%	32,888	16,738	50.9%	-	0.0%	0.0%
Santa Barbara (SBCAG)	27	167,659	48.1%	18.2%	159,552	77,555	48.6%	26,812	16.8%	159,552	104,258	65.3%	109	0.1%	0.1%
Southern California (SCAG)	963	13,766,178	36.1%	14.8%	13,767,555	5,216,634	37.9%	1,930,324	14.0%	13,770,308	5,706,841	41.4%	1,709,669	12.4%	5.9%
Shasta (SRTA)	3	133,860	94.1%	0.0%	133,860	133,860	100.0%	-	0.0%	133,860	133,860	100.0%	-	0.0%	0.1%
Stanislaus (StanCOG)	9	188,185	24.6%	14.7%	188,185	46,264	24.6%	27,631	14.7%	188,185	44,154	23.5%	27,631	14.7%	0.1%
Tulare (TCAG)	3	32,518	100.0%	0.0%	32,518	32,518	100.0%	-	0.0%	32,518	32,518	100.0%	-	0.0%	0.0%
Grand Total NHS Bridges**	10,825	234,285,883	66.5%	4.8%	234,278,543	161,813,558	69.1%	10,778,380	4.6%	234,281,296	165,063,058	70.5%	10,337,505	4.4%	100.0%

** Red indicates MPO responses to Caltrans

Note: Highlighted yellow are the 2 and 4-Year NHS Bridge Targets

National Highway System Pavement and Bridge Target Setting (PM2)

Q&A

- 1. What are the target setting requirements, and what options are available for Metropolitan Planning Organizations (MPOs) and Regional Transportation Planning Agencies (RTPAs) in reporting condition on locally owned National Highway System (NHS) pavement and bridges?**

Federal regulations require the State Department of Transportation to establish statewide 2 and 4-year condition targets by May 20, 2018. Targets are required for NHS pavement and bridges in California irrespective of ownership. Caltrans has reached out to all MPOs to solicit what conditions each agency expects in the 2 and 4-year horizon. Each agency has differing starting conditions, available funding, project portfolios and impact on the statewide targets as detailed in the attached tables. Caltrans' approach to statewide target setting utilizes a quantity weighted average condition to reflect the aggregate expectations of all reporting agencies. If an agency elects to adopt the statewide targets, they are agreeing to the agency specific targets shown in the attached table that aggregate to the statewide target.

Federal regulation allows MPOs to adopt the States 4-year targets or set their own. Agencies who opt to set their own 4-year targets are given until November 16, 2018, to submit the required information to the State Department of Transportation (DOT). A template for this submittal is being developed. The template will require information related to finances, condition, deterioration rates, project accomplishments, and justification for the agency targets.

- 2. What happens if MPOs and RTPAs fail to meet or exceed the statewide NHS pavement and bridge 2 and 4-year targets?**

The statewide NHS targets for pavement and bridges were developed based on State and MPO/RTPA estimated conditions. In order to achieve the established statewide aggregate targets, regional agencies would be required to plan and program projects to achieve the expected condition targets reported by each agency. There is no penalty for achieving a condition that is better than the agency established target.

If Caltrans or MPOs/RTPAs do not meet their individual targets, it may have a negative impact on the statewide NHS accomplishments. Federal regulation requires that the State develop an improvement plan if California does not achieve the established statewide aggregate 2 and 4-year targets. Federal regulations provide no provisions for MPOs to provide improvement plans to FHWA. If the state of California had to produce an improvement plan, Caltrans will coordinate these efforts with MPOs/RTPAs.

- 3. If MPOs and RTPAs choose to set their own targets for pavement and bridges on the NHS, what extent of the system should be included?**

Caltrans is requesting that local agencies opting to set their own condition targets consider only the portion of the NHS within the agencies jurisdiction that they have ownership or maintenance responsibility for. In light of action by the California Transportation Commission adopting condition targets for the pavement and bridges on the State Highway System (SHS), Caltrans is not expecting regional agencies to include the NHS and SHS owned and maintained by Caltrans in their targets.

- 4. Who is responsible for reporting NHS pavement and bridge targets to the Federal Highway Administration (FHWA)?**

State DOTs are responsible for reporting statewide NHS 2 and 4-year targets to FHWA by October 1, 2018.

- 5. If the State submits NHS 2 and 4-year targets to FHWA on or before October 1, 2018, and MPOs/RTPAs are not required to accept or establish their own targets until November 2018, is there an opportunity for the State to adjust the statewide target after October 1, 2018?**

Caltrans will work with FHWA if this happens, but at this time, it is expected that California will be held to these 2 and 4-year NHS pavement and bridge targets.

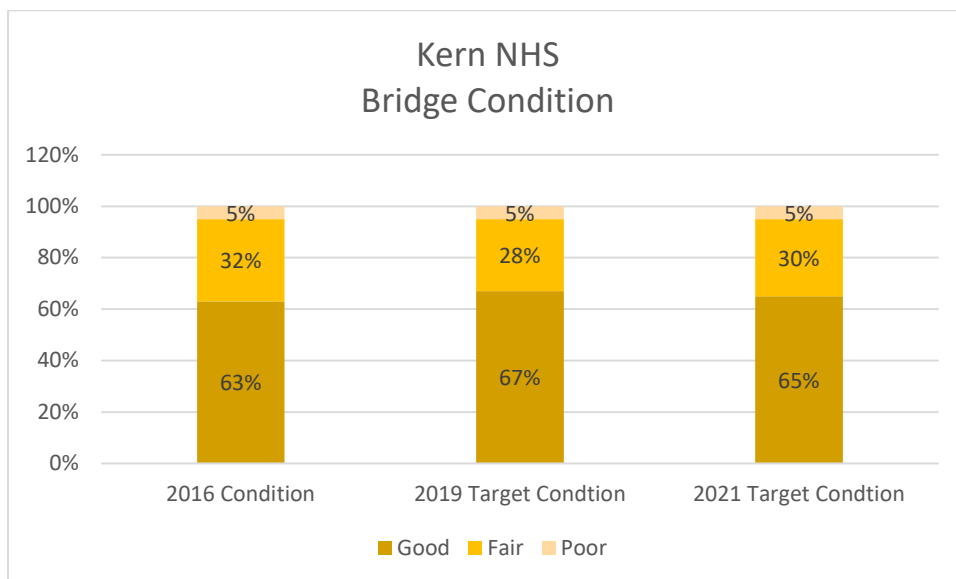
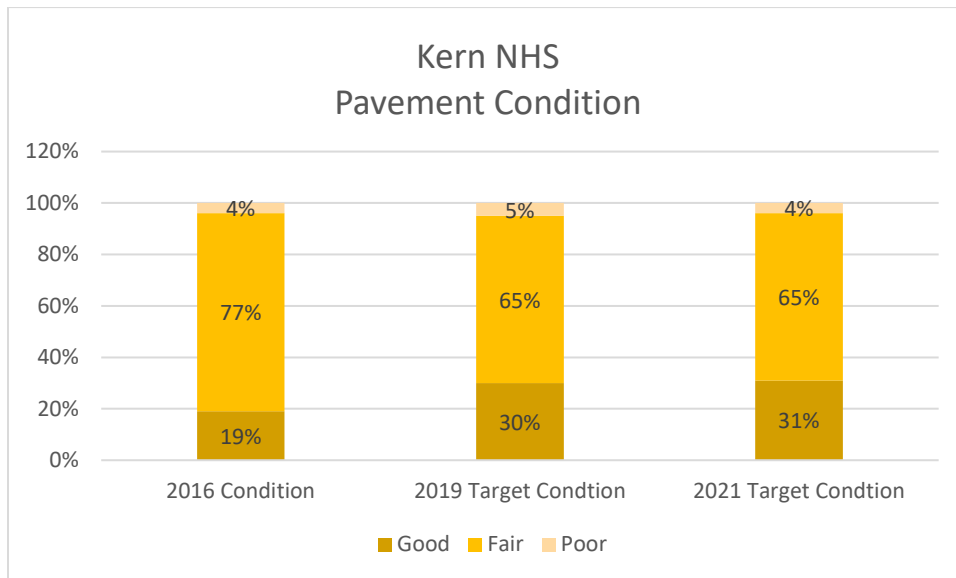
- 6. Will Caltrans have follow-up webinars to inform regional agencies of the statewide target results and next steps?**

Caltrans will hold a follow-up webinar to discuss the results and next steps.

- 7. Why are pavement and bridge interstate targets included in the NHS target table, since regional agencies do not have jurisdiction on interstates?**

Federal regulations require the State of California to establish pavement and bridge interstate targets. The condition of the interstate is the responsibility of Caltrans and is reported for information only.

Attachment C



Travel Time Reliability Targets – Federal Performance Measure 3 (PM-3)

Under the requirements of the federal transportation spending bill, MAP-21, states and metropolitan planning organizations (MPOs) like Kern COG are required to annually monitor travel time reliability performance measure progress through the statewide and metropolitan planning process. Failure to meet travel time reliability targets will require Caltrans to explain why to FHWA. In addition, FHWA will review how MPOs are addressing and achieving their targets (or assisting the state in achieving targets) as they conduct the 4-Year Certification Reviews. Maintaining Federal MPO Certification is a prerequisite to receiving federal funding. Kern's next four year review is in 2019. At that review Kern COG intends to report the existing travel-time performance measures in the RTP and the Project Delivery Policy and Procedures.

Caltrans has established statewide and Kern COG targets using the National Performance Management Research Data Set (NPMRDS) with travel time data from INRIX propriety cell phone data for Kern's NHS routes. An informative link on the federal performance measure process for travel time reliability is https://ops.fhwa.dot.gov/perf_measurement/reliability_measures/index.htm and https://ops.fhwa.dot.gov/publications/tt_reliability/.

Travel time reliability for a segment = (80%tile travel time)/(50%tile travel time). It is described in the attached travel time reliability overview. Caltrans considers Travel time reliability <1.5 as reliable. Attached is a travel time reliability map using that method. The analysis using this method indicates that Kern is meeting the PM3 Target Caltrans developed.

MPOs have until November 16, 2018 to accept the state targets. Staff recommends the use of the State/Federal methodology for the travel time reliability performance measures and target process rather than developing a separate one for our MPO. Development of a separate method would be a duplicative effort with no identifiable benefit.

Member agencies are encouraged to promote projects and policies that will help the region's NHS routes to perform as good or better than targets for our region.

FHWA staff has indicated that this is the first year of this national performance measure effort and that more guidance and best practice examples will be forthcoming.

Attachments –

- A. 4 year travel time reliability targets with letter
- B. 2018 travel time reliability maps.
- C. Travel time reliability overview and NHS Map

DEPARTMENT OF TRANSPORTATION**PLANNING AND MODAL PROGRAMS**

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*Making Conservation
a California Way of Life.*

May 20, 2018

Dear California Transportation Partners:

I would like to thank you for helping to establish the California statewide two- and four-year targets that the California Department of Transportation (Caltrans) will use to report the performance of the Interstate and non-Interstate National Highway System, as required by Federal Regulation (23 U.S.C. 150).

The information provided by the California Metropolitan Planning Organizations (MPOs) was used to collaboratively establish targets for six of the performance measures, and individual discussions were held with each MPO with an urbanized area over one million to establish single, unified targets for two of the performance measures, as noted in the attached document.

With the availability of Senate Bill 1 and local measure funds, Caltrans holistically anticipates improved conditions over a four-year performance period. Given the project planning, design and construction timeframes involved, in a number of cases, this improved performance falls outside of the two- and four-year window being reported. The full benefits of this additional funding investment is expected to be realized beyond a four-year time horizon in many cases.

As stated in Federal Regulation (23 C.F.R. 490), you now have up to 180 days from the date of this letter to document with Caltrans whether you either support the statewide targets, or establish your own for your respective metropolitan planning areas.

Please review the two- and four-year targets, and submit your targets in the forthcoming template to Caltrans by Friday, November 16, 2018, via email to pm3@dot.ca.gov. For questions, contact Nick Deal at (916) 654-4853, or via email at Nicholas.Deal@dot.ca.gov.

Sincerely,

A handwritten signature in blue ink, reading "Coco Briseño", is positioned above the typed name.

COCO BRISEÑO
Deputy Director
Planning and Modal Programs

Attachment

Performance Measure	2017 Baseline Data	2-year Target	4-year Target
Percent of Reliable Person-Miles Traveled on the Interstate ¹	64.6%	65.1% (+0.5%)	65.6% (+1%)
Percent of Reliable Person-Miles Traveled on the Non-Interstate NHS ¹	73.0%	N/A	74.0% (+1%)
Percentage of Interstate System Mileage Providing Reliable Truck Travel Time (Truck Travel Time Reliability Index) ¹	1.69	1.68 (-0.01)	1.67 (-0.02)
Total Emissions Reductions by Applicable Pollutants under the CMAQ Program ²			
VOC (kg/day)	951.83	961.35 (+1%)	970.87 (+2%)
CO (kg/day)	6,863.26	6,931.90 (+1%)	7,000.54 (+2%)
NOx (kg/day)	1,753.36	1,770.89 (+1%)	1,788.43 (+2%)
PM10 (kg/day)	2,431.21	2,455.52 (+1%)	2,479.83 (+2%)
PM2.5 (kg/day)	904.25	913.29 (+1%)	922.34 (+2%)
*Annual Hours of Peak-Hour Excessive Delay Per Capita ¹	State and MPO must coordinate on a single, unified 4-year target.		
Sacramento UA	14.9 Hours	N/A	14.7 (-1.0%)
San Francisco-Oakland UA	31.3 Hours	N/A	30.0 (-4.0%)
San Jose UA	27.5 Hours	N/A	26.4 (-4.0%)
Los Angeles-Long Beach-Anaheim UA	51.7 Hours	N/A	51.2 (-1.0%)
Riverside-San Bernardino UA	16.3 Hours	N/A	16.1 (-1.0%)
San Diego UA	18.4 Hours	N/A	18.0 (-2.0%)
*Percent of Non-Single Occupancy Vehicle (SOV) Travel ³	State and MPO must coordinate on a single, unified 2-year and 4-year target.		
Sacramento UA	22.8%	23.3% (+0.5%)	23.8% (+1%)
San Francisco-Oakland UA	44.3%	45.3% (+1%)	46.3% (+2%)
San Jose UA	24.5%	25.5% (+1%)	26.5% (+2%)
Los Angeles-Long Beach-Anaheim UA	25.6%	26.1% (+0.5%)	26.6% (+1%)
Riverside-San Bernardino UA	22.7%	23.2% (+0.5%)	23.7% (+1%)
San Diego UA	23.8%	24.8% (+1%)	25.2 (+1.4%)
Percent Change in Tailpipe CO ₂ Emissions on the NHS Compared to the Calendar Year 2017 Level (Greenhouse Gas performance measure) ⁴	TBD	TBD	TBD

*Pending final MPO approval.

¹ Source: NPMRDS Analytics Tool (<https://npmrds.ritis.org/analytics/>)

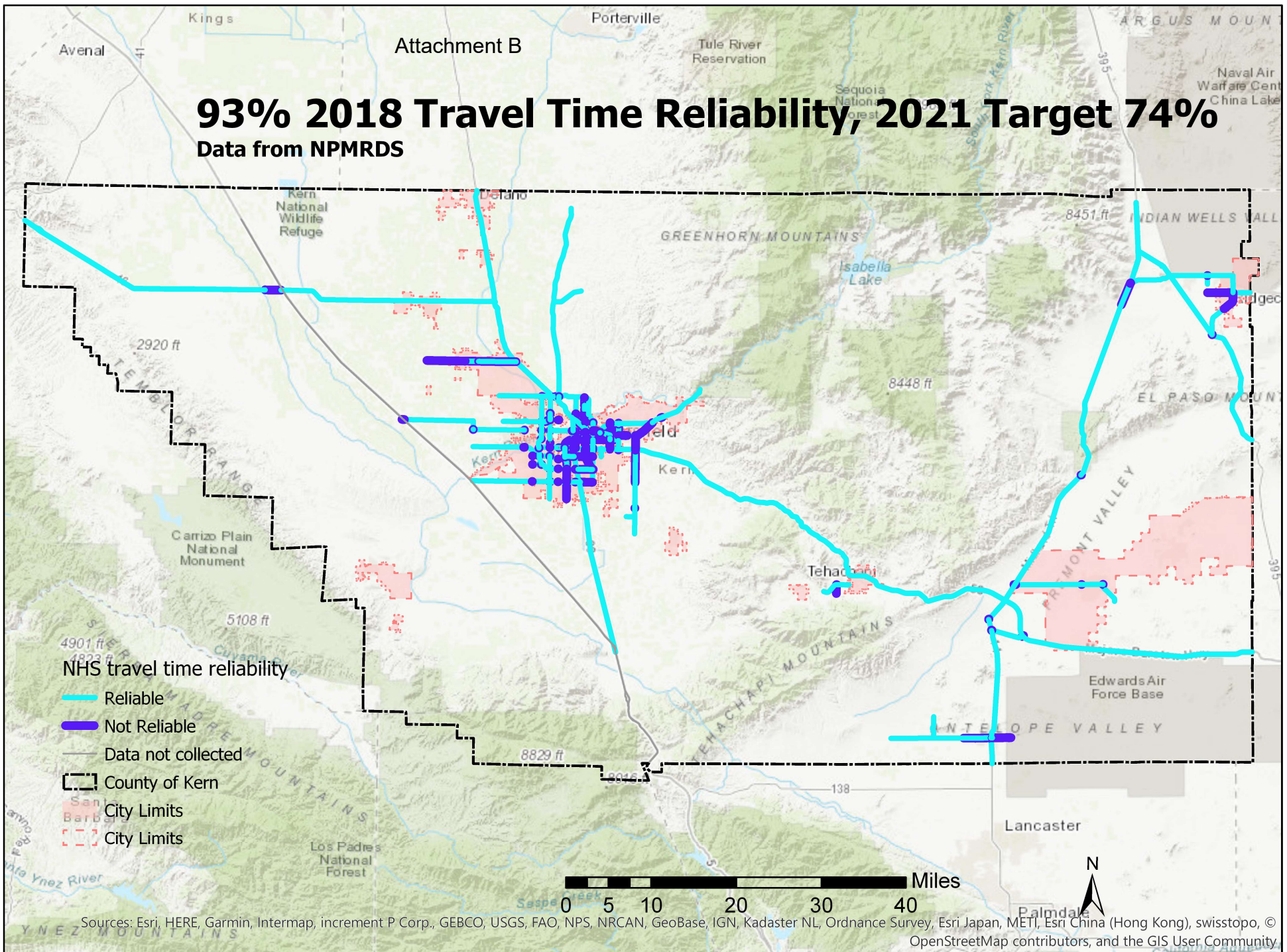
² Source: CMAQ Public Access System (https://fhwaapps.fhwa.dot.gov/cmaq_pub/)

³ Source: U.S. Census Bureau, 2012-2016 American Community Survey 5-Year Estimates

⁴ State must establish target no later than September 28, 2018

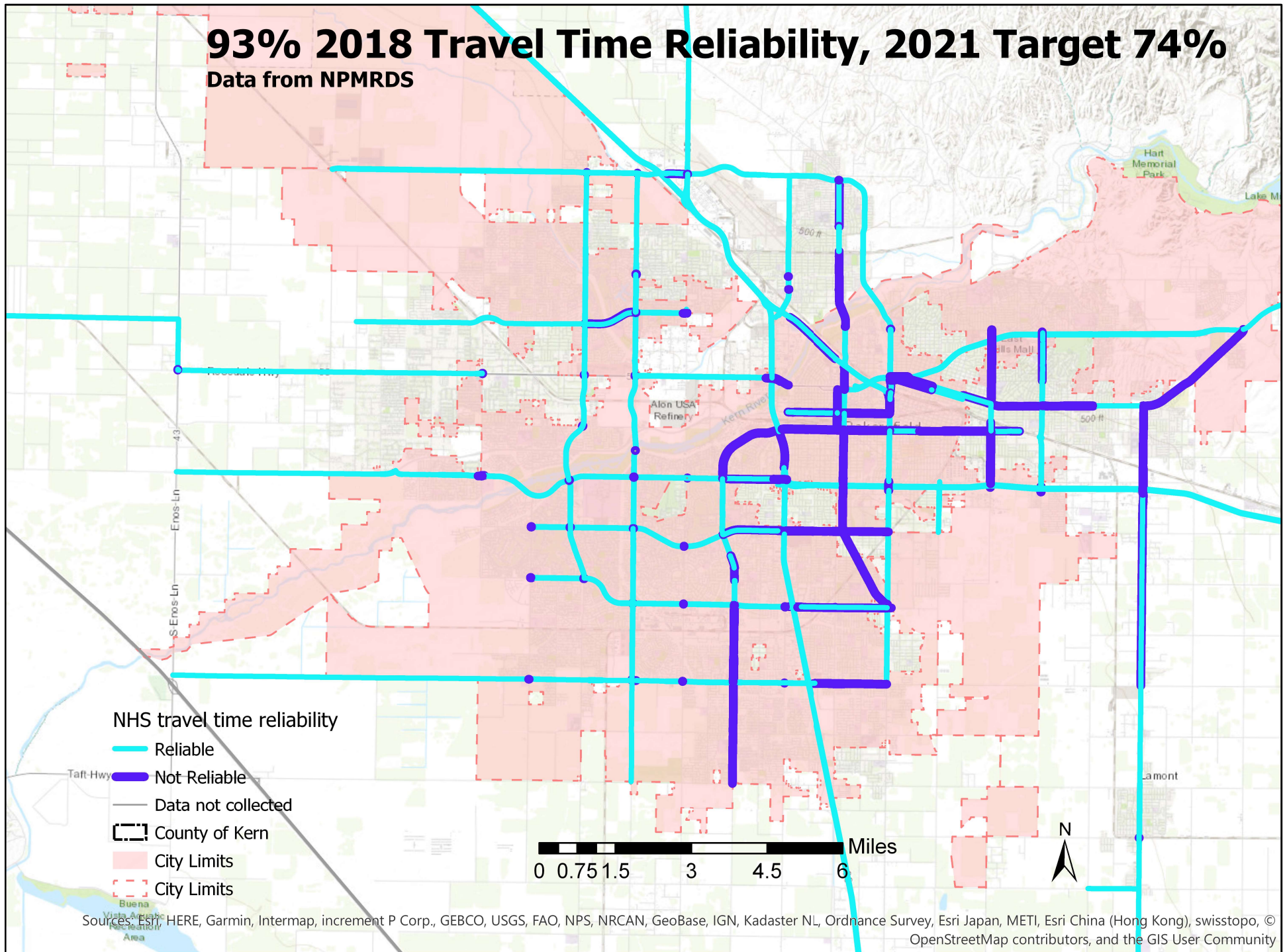
93% 2018 Travel Time Reliability, 2021 Target 74%

Data from NPMRDS



93% 2018 Travel Time Reliability, 2021 Target 74%

Data from NPMRDS



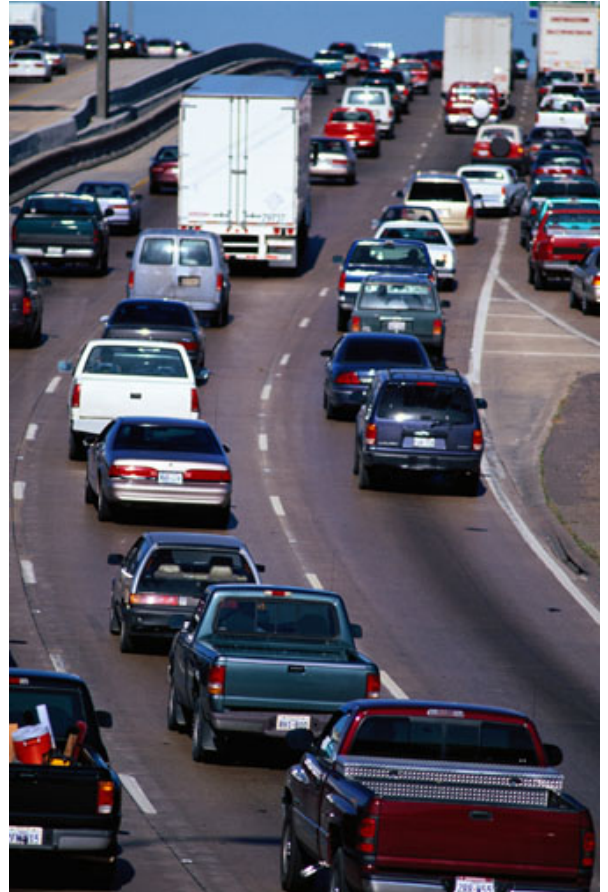
TRANSPORTATION PERFORMANCE MANAGEMENT

The Federal Highway Administration (FHWA) has finalized six interrelated performance rulemakings to implement the TPM framework established by the Moving Ahead for Progress in the 21st Century Act (MAP-21) and the Fixing America's Surface Transportation (FAST) Act.

Collectively, the rules address challenges facing the U.S. transportation system, including:

- improving safety
- maintaining infrastructure condition
- reducing traffic congestion
- improving efficiency of the system and freight movement
- protecting the environment and
- reducing delays in project delivery.

The rules establish national performance measures; State Departments of Transportation (DOTs)



and metropolitan planning organizations (MPOs) will establish targets for applicable measures. New and existing plans will document the strategies and investments used to achieve the targets; progress toward the targets will be reported through new and existing mechanisms.

Learn more at the FHWA TPM web site:

[\(http://www.fhwa.dot.gov/tpm/\)](http://www.fhwa.dot.gov/tpm/)



NHS Travel Time Reliability Measures



WHAT: Measurement of travel time reliability on the Interstate and non-Interstate National Highway System (NHS). Read the final rule in the [Federal Register](#) [82 FR 5970 (January 18, 2017)].

WHO: State DOTs, as well as MPOs with Interstate and/or non-Interstate NHS within their metropolitan planning area.

WHY: Through MAP-21, Congress required FHWA to establish measures to assess performance in 12 areas, including performance on the Interstate and non-Interstate NHS. [See 23 CFR 490.507(a)]

WHEN: Implementation differs for the Interstate and non-Interstate NHS measures for the first performance period. State DOTs must establish 2- and 4-year targets for the Interstate, but only a 4-year target for the non-Interstate NHS, by **May 20, 2018**. Those targets will be reported in the State's baseline performance period report due by **October 1, 2018**. The State DOTs have the option to adjust 4-year targets in their mid performance period progress report, due **October 1, 2020**. For the first performance period only, there is no requirement for States to report baseline condition/performance or 2-year targets for the non-Interstate NHS before the mid performance period progress report. This will allow State DOTs to consider more complete data. The process will align for both Interstate and non-Interstate measures with the beginning of the second performance period on **January 1, 2022**.

MPOs must either support the State target or establish their own quantifiable 4-year targets within 180 days of the State target establishment.

HOW: Level of Travel Time Reliability (LOTTR) is defined as the ratio of the longer travel times (80th percentile) to a "normal" travel time (50th percentile), using data from FHWA's National Performance Management Research Data Set (NPMRDS) or equivalent. Data are collected in 15-minute segments during all time periods between 6 a.m. and 8 p.m. local time. The measures are the percent of person-miles traveled on the relevant portion of the NHS that are reliable. Person-miles take into account the users of the NHS. Data to reflect the users can include bus, auto, and truck occupancy levels.

Note: The FHWA is preparing guidance on how all rules should be implemented.



