



## IV.G TPPC

January 21, 2021

TO: Transportation Planning Policy Committee

FROM: Ahron Hakimi,  
Executive Director

By: Ed Flickinger,  
Regional Planner

SUBJECT: TPPC CONSENT AGENDA ITEM: IV.G  
FEDERAL SAFETY PERFORMANCE MEASUREMENT (PM1) "TOWARD  
ZERO" 2021 TARGET UPDATE

### DESCRIPTION:

Required federal process to annually monitor transportation safety performance measure progress, including encouragement of member agencies to improve safety on our streets with their transportation expenditures. The Transportation Technical Advisory Committee (TTAC) has reviewed this item.

### DISCUSSION:

**Background** - On February 15, 2018, the Kern COG Transportation Planning Policy Committee approved their first federal "Toward Zero" deaths and accidents safety targets using the federal recommended methodology that employs a 5-year running average, consistent with the methodology recommend by Caltrans Division of Traffic Operations staff at that time.

On August 24, 2018 Caltrans management changed the state methodology using a more aspirational method that uses a fixed target dubbed "Vision Zero" where the target assumes a steady decline to zero accidents using set percentages per year. The state methodology is soon to be made available on line at: <https://dot.ca.gov/programs/traffic-operations/shsp/target>.

Kern COG staff is recommending continued use of the 2018 "Toward Zero" target methodology adopted by Kern COG in 2018 which is consistent with the federal rule methodology but different than the current state methodology. Maintaining the same process allows for better comparability with prior targets with minimal consequences.

**Consequences of not meeting the targets** – Consequences of roadway accidents can be catastrophic to those who are involved. Everyone agrees that all appropriate countermeasures to reduce accidents should be taken. In addition, minor regulatory and funding consequences exist if the federal targets are not achieved. However, consequences of not adopting, monitoring, and encouraging progress toward the target, in accordance with federal rules, can ultimately result in loss of all federal transportation funding to the region though de-certification of the agency.

Under the requirements of the recent federal transportation spending bills, 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 the minor consequence of redistribution of Caltrans Active Transportation Program (ATP) funding at the state level into the federal Highway Safety Improvement Program (HSIP). Many of the projects in the ATP program improve safety for bike and pedestrians, and would likely still be eligible under HSIP.

The Federal Highways Administration (FHWA) will review how MPOs are working to achieve their targets, in accordance with the federal rules, as they conduct MPO Certification Reviews every 4 years. Failure to adequately address target performance measure requirements could eventually result in loss of the MPO's federal certification along with access to federal transportation funds. The 2018 Kern COG federal target compliance documentation is available here: <http://www.kerncog.org/federal-performance-measures/>, and was accepted at the federal certification review.

Rules and guidance for federal performance measure targets are still being established by FHWA. See [https://safety.fhwa.dot.gov/hsip/spm/policy\\_and\\_guidance.cfm](https://safety.fhwa.dot.gov/hsip/spm/policy_and_guidance.cfm). A couple of workshops have been given by Caltrans over the past 2 years and a draft statewide target has been submitted to FHWA. See <https://dot.ca.gov/programs/safety-programs/shsp>. MPOs that do not submit a safety target update by February 27, 2021, will be required to adhere to the 2021 state target which is NOT consistent with the methodology proposed by Kern COG staff.

**The “Toward Zero” methodology** - The attached presentation demonstrates the Kern COG “Toward Zero” methodology which is consistent with the original 2018 state safety target methodology originally recommended by the Caltrans Division of Traffic Operations engineers. In addition, the Kern methodology was prepared under the supervision of a certified engineer. The methodology uses California Highway Patrol (CHP) historical accident data for Kern County. The data is extrapolated using a 5-year running average to forecast future accidents and fatalities. In addition, travel model data is used 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 with each annual update on a trajectory “Toward Zero.”

### Countywide monitoring results summary

#### 2012-2019 7-Year Change in 5-Year Running Average Accident Rate

**8% increase** in vehicle related fatality rates from 1.55 to 1.68 per 100M miles traveled.

**16% increase** in vehicle related serious injury rates from 3.5 to 4.06 per 100M miles traveled.

**33% increase** in combined bike and pedestrian related injury/fatality rates from .000087 to .000116 per 1000 population.

#### 2018-2019 1-Year Change in Annual Accident Rates

**3% increase** in vehicle related fatality rates from 1.63 to 1.68 per 100M miles traveled.

**5% increase** vehicle related serious injury rates from 4.06 to 3.88 per 100M miles traveled.

**No Change** in combined bike and pedestrian related injury/fatality rates from .000011 to .000011 per 1000 population.

Source: 2009-2018 CHP SWITRS data which only contains accidents reported to the CHP.

Longer term historic trends show that vehicle accidents track with economic fluctuations. In Kern, recent temporary rebound in oil prices resulted in an increase to both the economy and roadway accidents. The recent drop in bike and pedestrian accidents in the last year of the data may be in part due to extensive investment in safer bike and pedestrian facilities identified in recent bike/complete street plans adopted for the region back 2012, as well as the 2017 Active Transportation Plan.

**What your agency can do to accelerate attainment of the federal safety targets** - Kern COG's member agencies are encouraged to promote projects and policies that will help the region to perform better than the targets proposed for our region. The Caltrans Strategic Highway Safety Plan proposes four countermeasures to improve safety: engineering, education, enforcement and emergency services. Projects such as countdown pedestrian signals, buffered bike lanes, roundabouts, and establishing extra safety corridor patrols where spikes in accident activity occur, should be considered wherever appropriate. Since 2007 the Kern Region has seen over \$20M invested in the HSIP program alone (see Attachment 2). In addition, state and federal programs as well as Kern COG's project delivery policies give extra points for projects that improve safety, including:

Highway Safety and Improvement Program (HSIP) – local & state road safety projects  
State Highway Operation and Protection Program (SHOPP) – state highway safety projects  
Regional Surface Transportation Program (RSTP) – local road maintenance & safety projects  
Active Transportation Program (ATP) – (58%-78% pts. for safety & need depending on size)  
Regional Transportation Improvement Program (RTIP) – (50% of points safety/congestion)  
Congestion Mitigation and Air Quality (CMAQ) – (40% of points for safety/congestion)  
Kern Motorist Aid Authority (KMAA) – Travel info., safety roadside cleanup, safety corridors

Zero fatalities on our streets is everyone's goal and it is anticipated that emerging safety technology standards such as autonomous vehicles will eventually help drive down these safety targets "Toward Zero." This report will be updated annually.

#### **Attachment**

- 1) Presentation – Towards Zero: Draft Safety Performance Target Update - Kern Region
- 2) Kern HSIP Projects 2007-2018

#### **ACTION:**

**Approve the 2021 Kern "Toward Zero" safety targets consistent with federal methodology and direct staff to work with member agencies and stakeholders to develop projects that will accelerate attainment of the targets.**

# **TOWARDS ZERO: DRAFT SAFETY PERFORMANCE TARGET UPDATE Kern Region**



## **FEDERAL Requirements: MPOs Evaluated During 4-Year Review**

- Metropolitan Planning Organizations (MPOs) will be held accountable for safety progress through the statewide and metropolitan planning process. 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) 4-year Certification Reviews (only for large MPOs with more than 200,000 population). The TMA Certification Review requires the Secretary to certify whether the metropolitan planning process of an MPO serving as a TMA meets requirements, including the requirements of 23 USC 134 and other applicable Federal law.




### **FEDERAL Requirements: State Failure = More HSIP Safety Funding**

- If a State DOT does not meet or make significant progress toward meeting its HSIP targets, the State shall use obligation authority equal to the HSIP apportionment for the fiscal year prior to the target year only for HSIP projects and submit an HSIP Implementation Plan to FHWA. For example, if a State DOT does not meet or make significant progress towards meeting its 2019 safety targets, in Fiscal Year (FY) 2022, the State DOT must use obligation authority equal to the FY 2018 HSIP apportionment only for HSIP projects and submit an HSIP Implementation Plan by June 30, 2021.

3

### **Five Performance Targets Under New Federal Regulations +1**

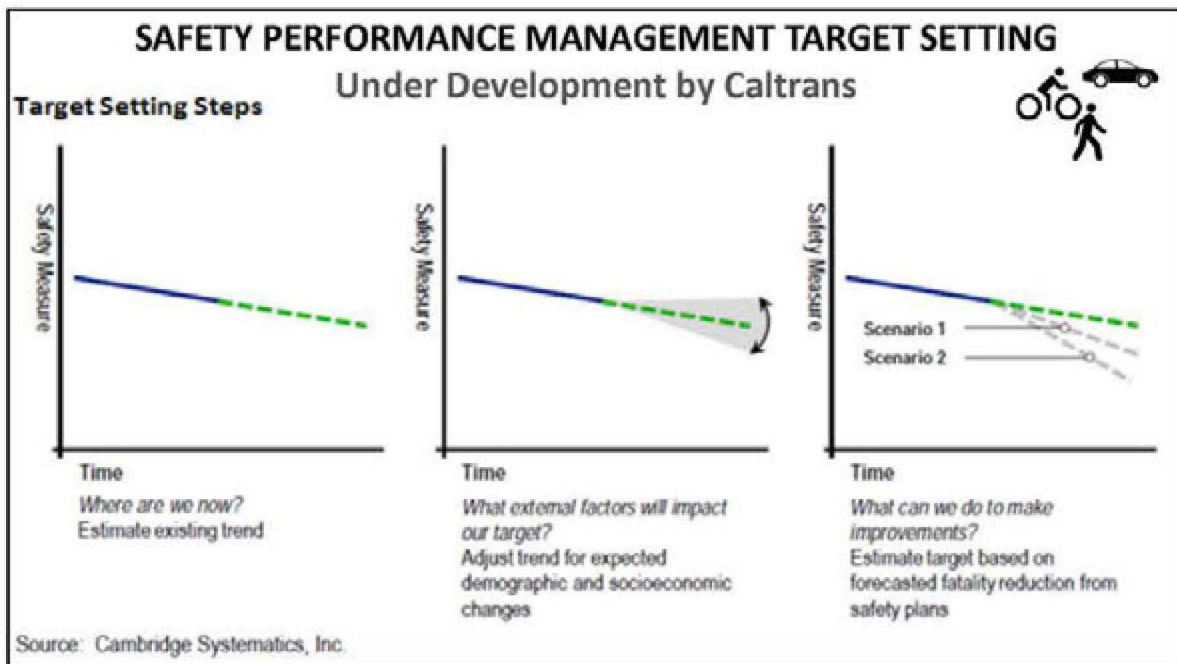
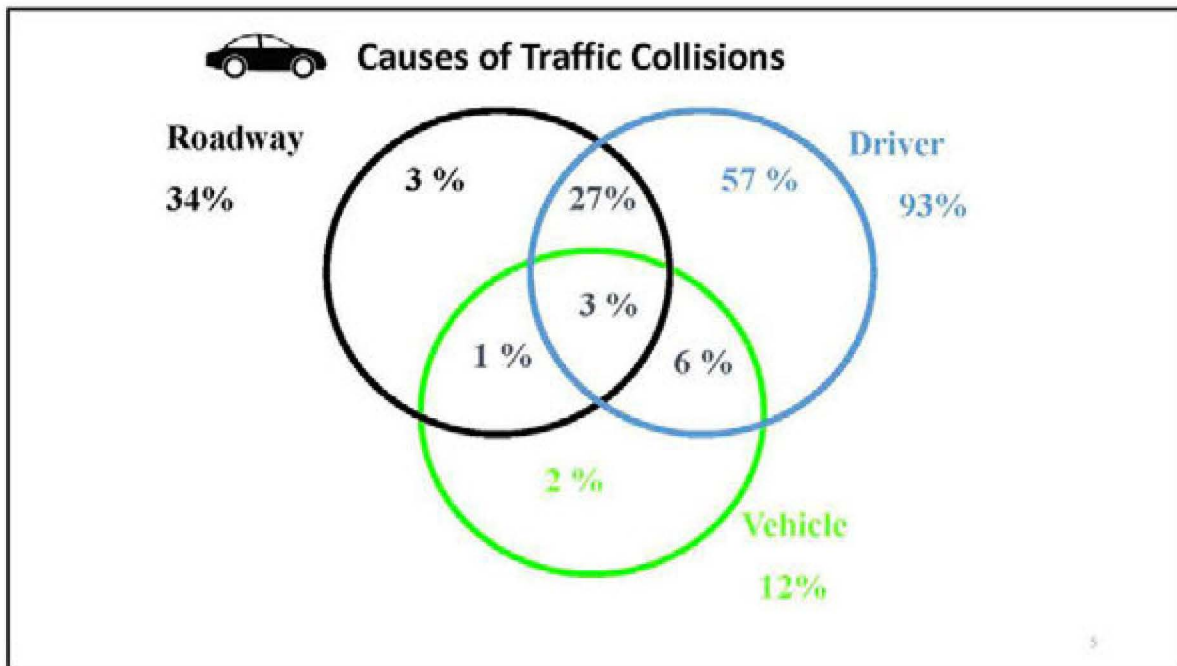
#### **Motorized Vehicles**

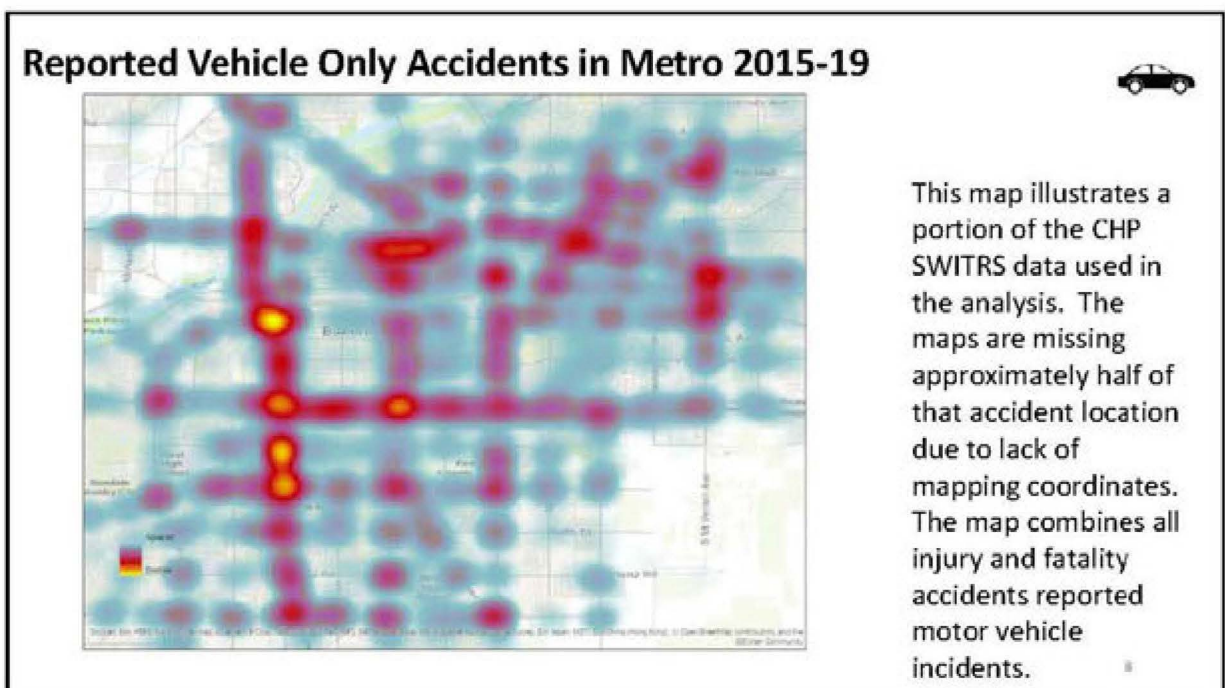
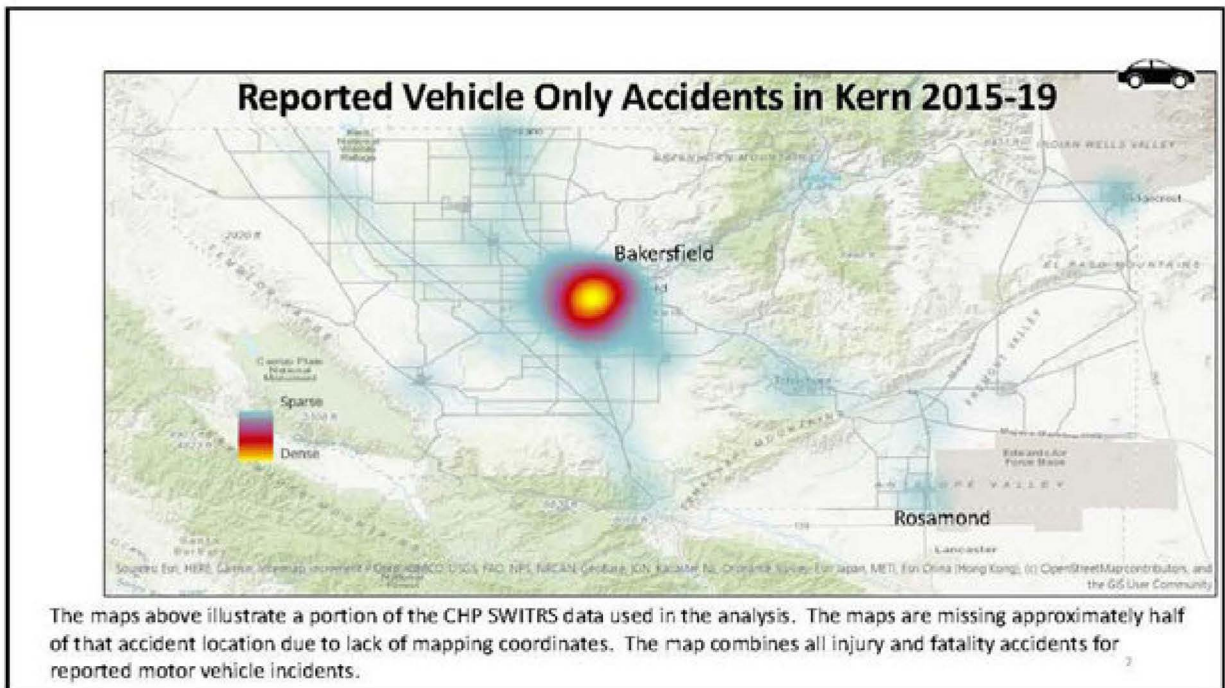
-  Number of Fatalities (SWITRS)
-  Rate of Fatalities per 100 Million VMT (SWITRS & HPMS)
-  Number of Serious Injuries (SWITRS)
-  Rate of Serious Injuries per 100 Million VMT (SWITRS & HPMS)

#### **Non-Motorized**

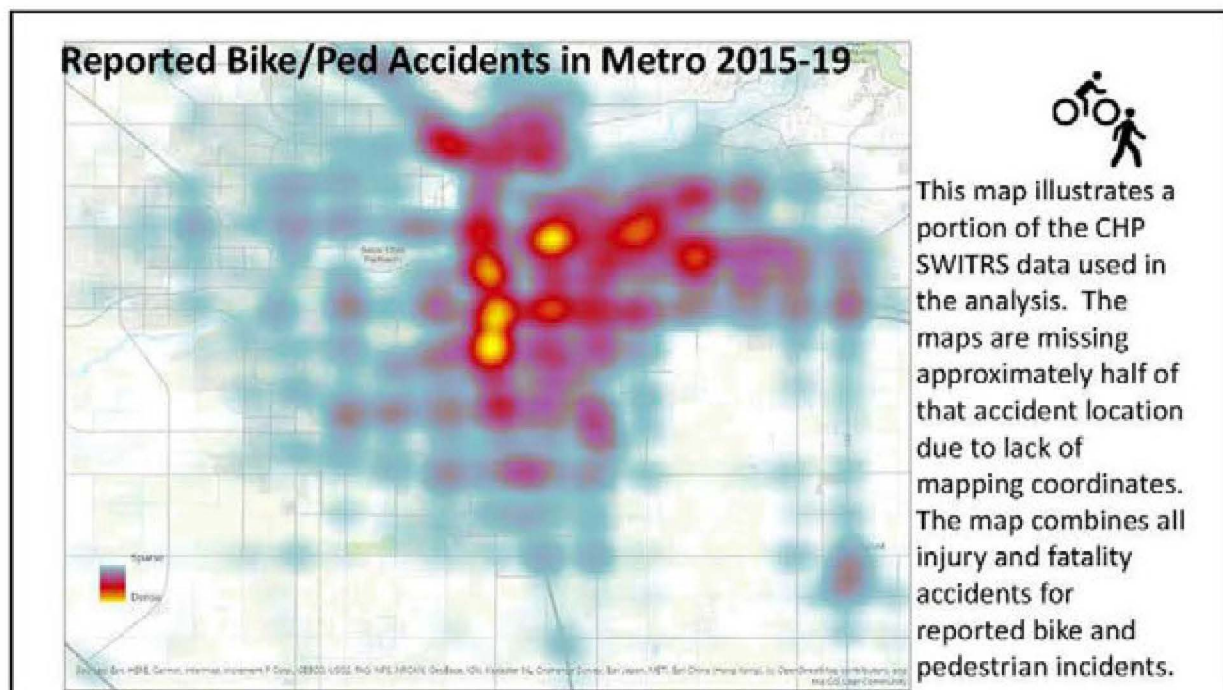
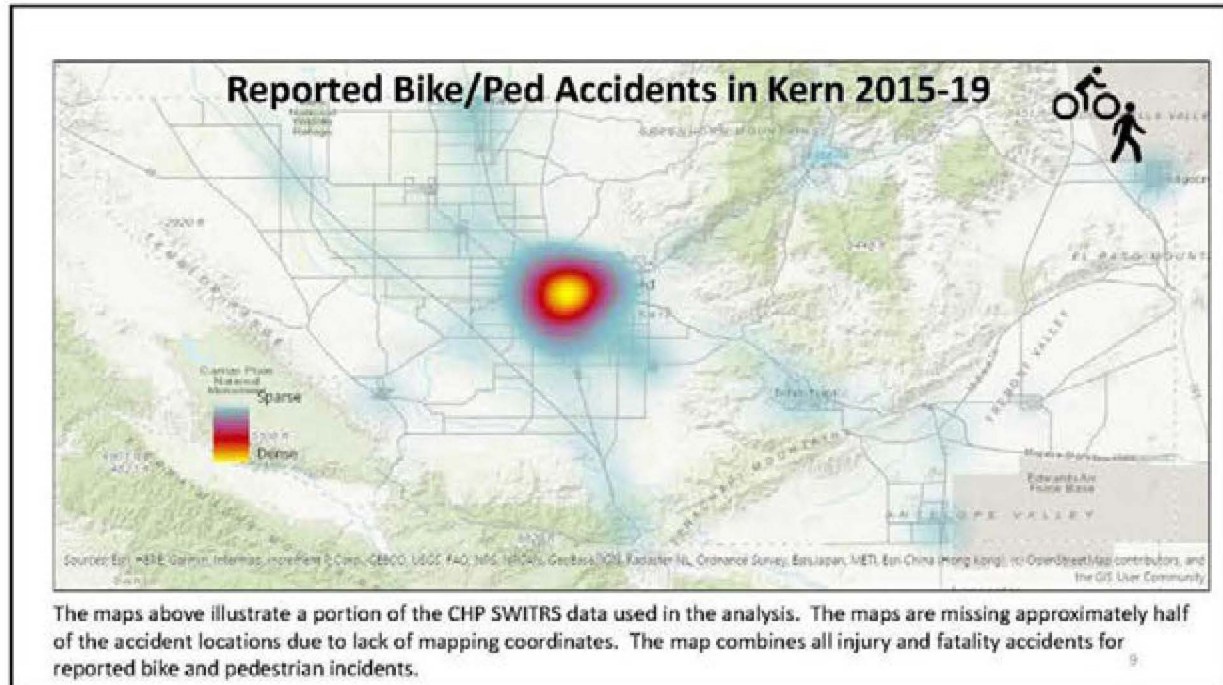
-  Number of Non-Motorized Fatalities and Serious Injuries (Bicycles and Pedestrians) (SWITRS)
-  Rate of Non-Motorized Fatalities and Serious Injuries (SWITRS & Travel Model) (This is not required but provided for information)

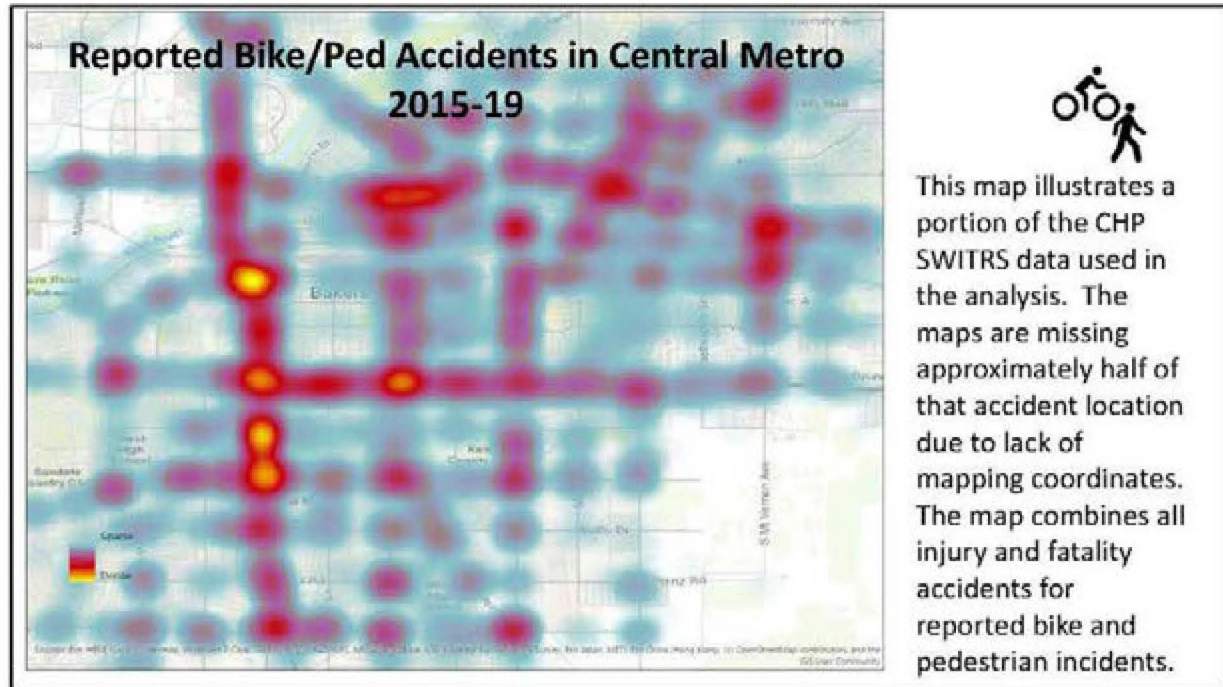
4













## Countywide Accident Rate Monitoring Results

### 2011-2018 7-Year Change in 5-Year Running Average Accident Rates



**1% decrease** in vehicle related fatality rates from 1.62 to 1.6 per 100M miles traveled.



**7% increase** in vehicle related serious injury rates from 3.61 to 3.86 per 100M miles traveled.



**32% increase** in combined bike and pedestrian related injury/fatality rates from .000082 to .000108 per 1000 population.

### 2017-2018 1-Year Change in Annual Accident Rates



**30% decrease** in vehicle related fatality rates from 2 to 1.54 per 100M miles traveled.



**33% increase** vehicle related serious injury rates from 3.77 to 5 per 100M miles traveled.



**No change** in combined bike and pedestrian related injury/fatality rates from .000011 to .000011 per 1000 population.

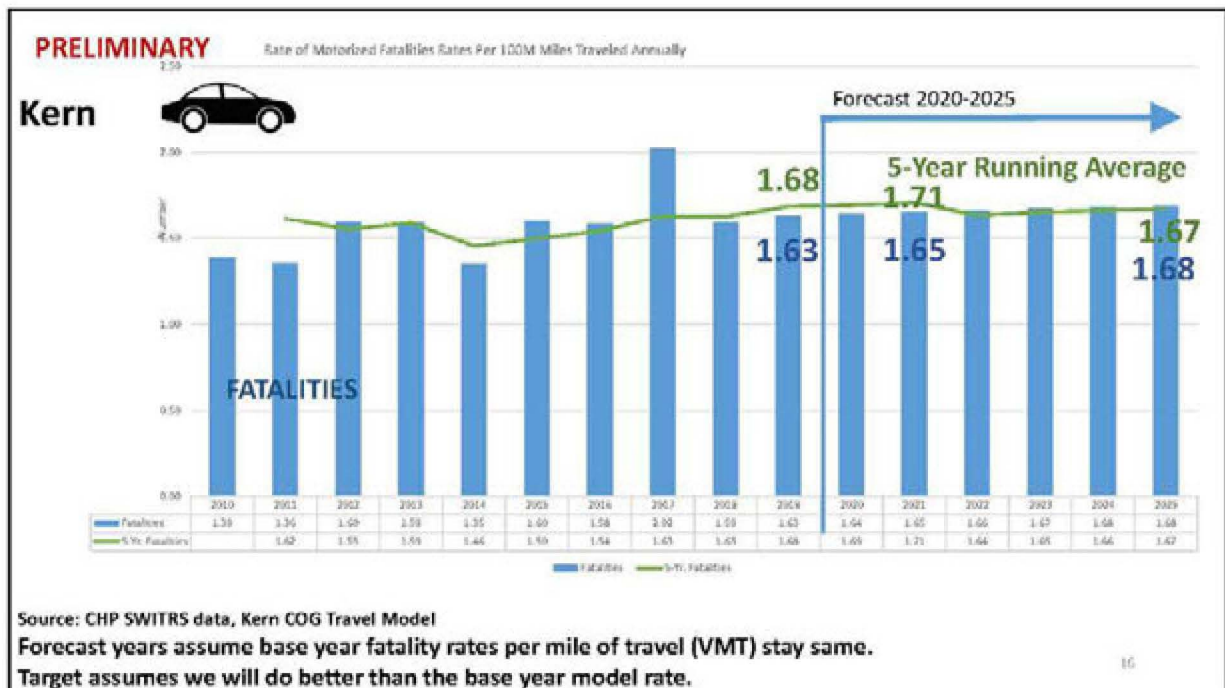
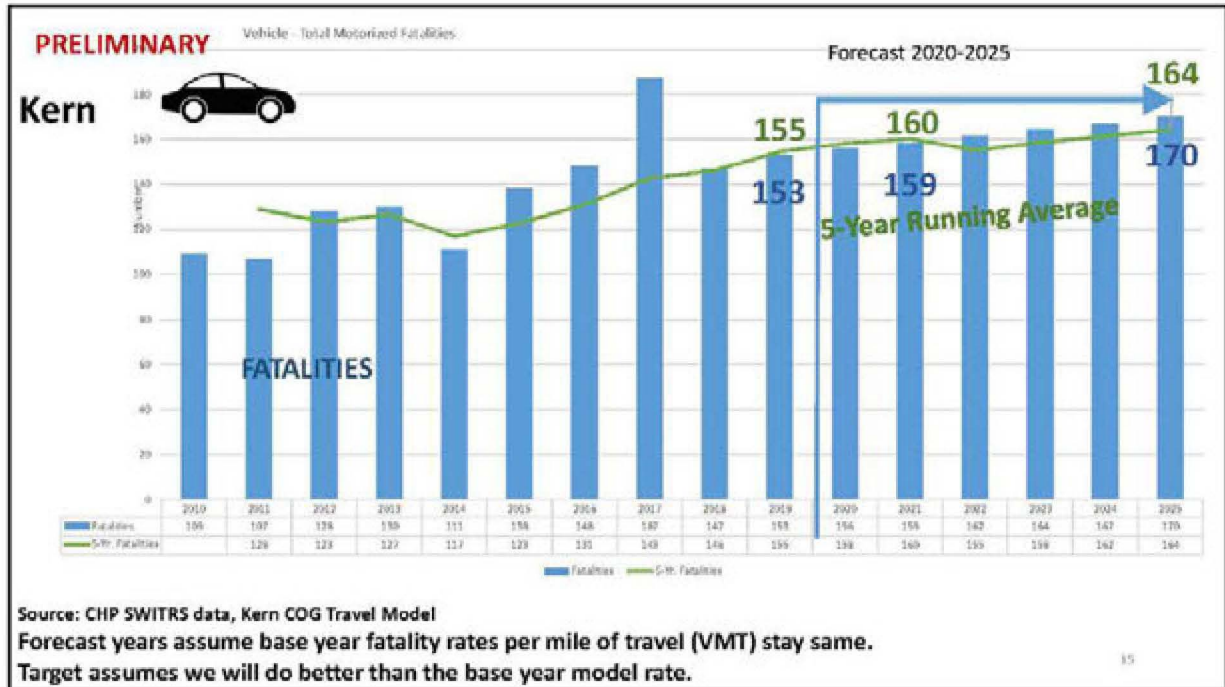
15

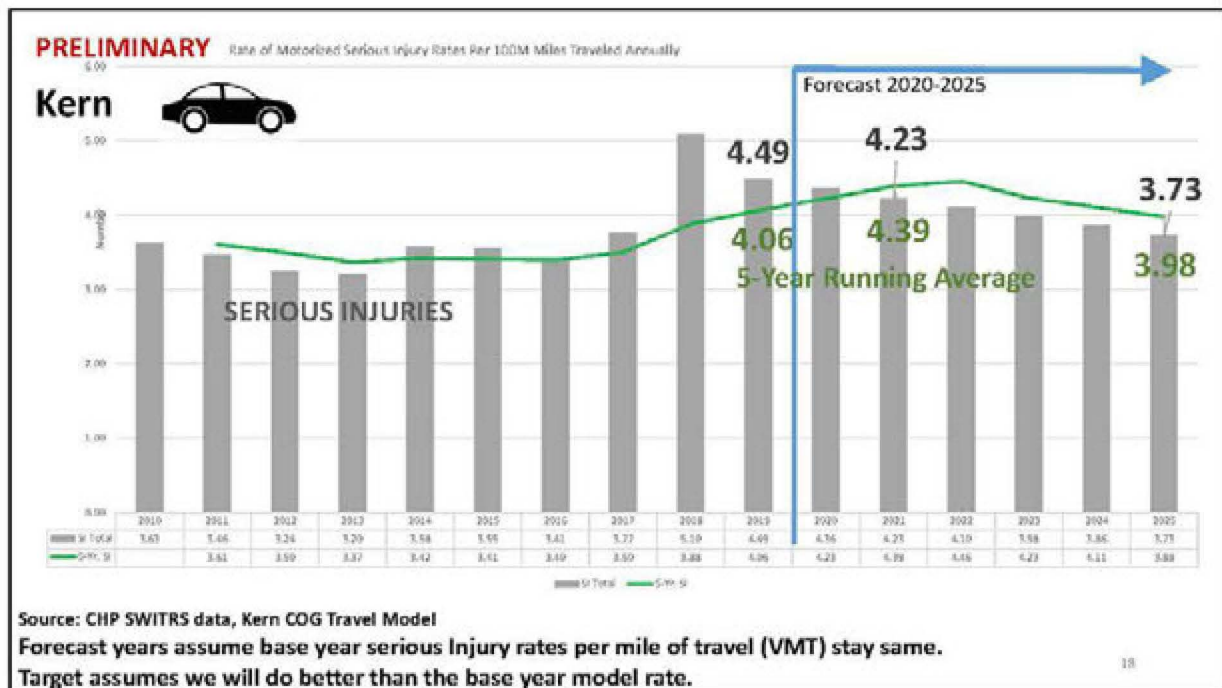
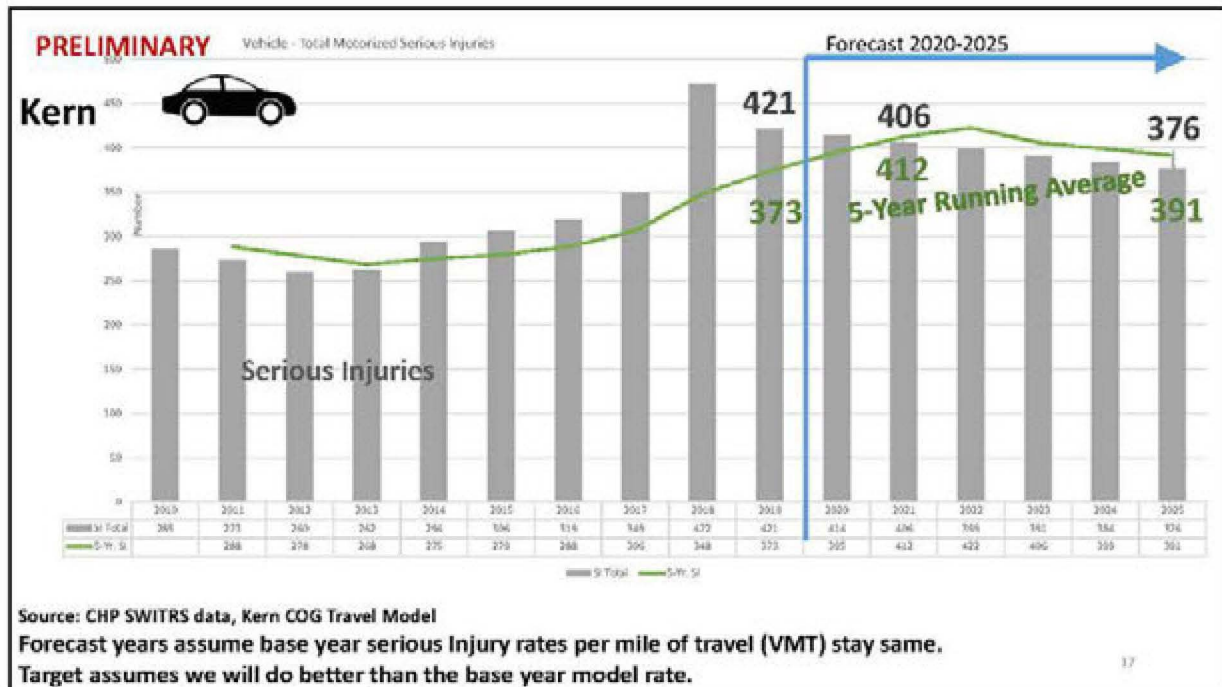
## SAFETY PERFORMANCE MANAGEMENT TARGET SETTING

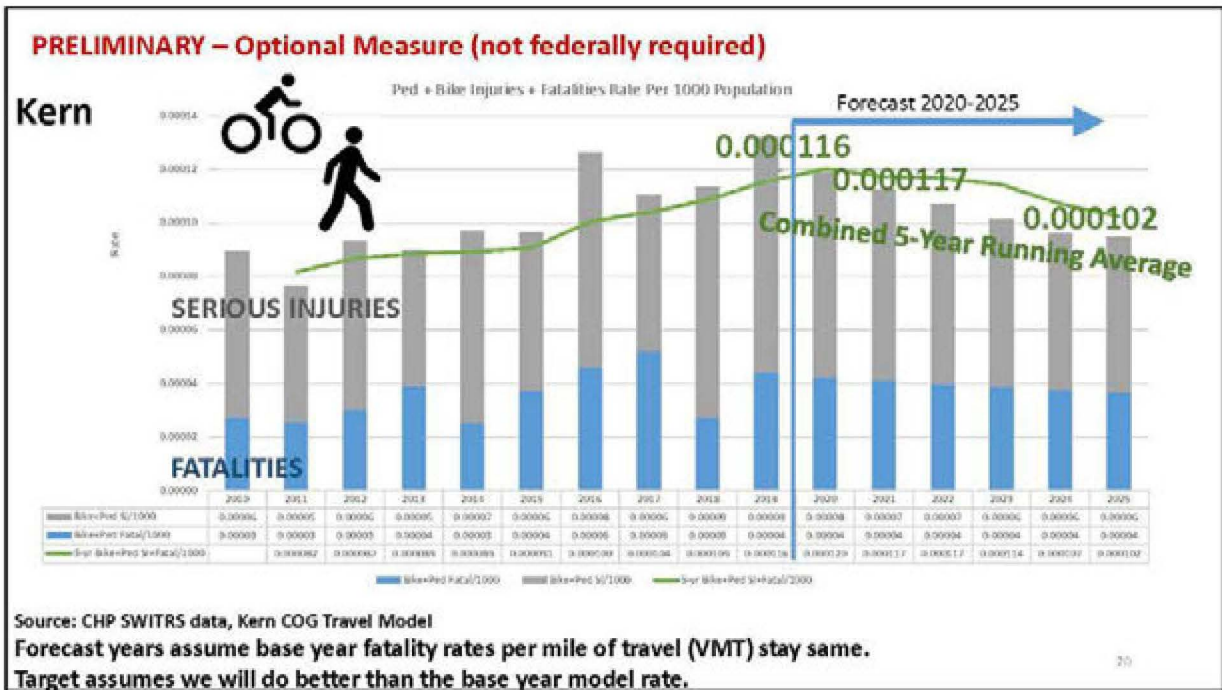
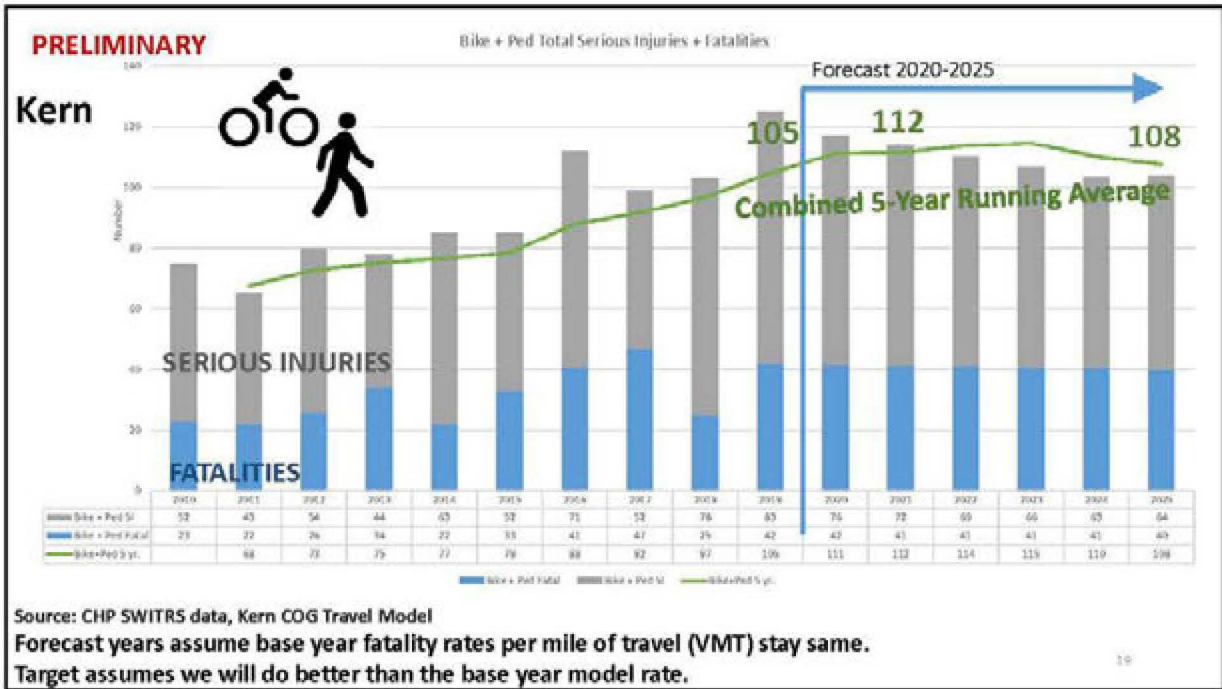
### Statewide

### Economic Determinism (1998-2016)















<b>PRELIMINARY 2020 FEDERAL TARGETS UPDATE – Statewide &amp; Kern</b>			
<b>Statewide</b>		<b>New</b>	<b>Old</b>
<b>Five Performance Targets</b>		<b>for 2021 (5-vr)</b>	<b>for 2020 (5-vr)</b>
	Number of Fatalities =	<u>3624.8</u>	<u>3518</u>
	Rate of Fatalities per 100 Million VMT =	<u>1.044</u>	<u>1.023</u>
	Number of Serious Injuries =	<u>15419</u>	<u>13740.4</u>
	Rate of Serious Injuries per 100 Million VMT =	<u>4.423</u>	<u>3.994</u>
	Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries (Bicycles and Pedestrians) =	<u>4340.8</u>	<u>4147.4</u>
<b>Kern</b>		<b>for 2021 (5-vr)</b>	<b>for 2020 (5-vr)</b>
<b>Five Performance Targets</b>			
	Number of Fatalities =	<u>160</u> (4.4% of the State*)	<u>154</u>
	Rate of Fatalities per 100 Million VMT =	<u>1.71</u>	<u>1.64</u>
	Number of Serious Injuries =	<u>412</u> (2.7% of the State*)	<u>405</u>
	Rate of Serious Injuries per 100 Million VMT =	<u>4.39</u>	<u>4.31</u>
	Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries (Bicycles and Pedestrians) =	<u>112</u> (2.6% of the State**) <sub>21</sub>	<u>103</u>

\*Kern accounts for 2.7% of the state VMT in 2018. \*\*Kern accounts for 2.3% of the state population in July 2018.

## Toward Zero – What your agency can do:

The Caltrans Strategic Highway Safety Plan proposes four countermeasures to improve safety: engineering, education, enforcement and emergency services. Projects such as: **countdown pedestrian signals, buffered bike lanes, roundabouts, and establishing extra safety corridor enforcement**, where spikes in accident activity occur, should be considered where appropriate. In addition, state and federal **funding programs** as well as Kern COG's project delivery policies give extra points for projects that improve safety, including:

- Highway Safety and Improvement Program (HSIP) – local & state road safety projects
- State Highway Operation and Protection Program (SHOPP) – state highway safety projects
- Regional Surface Transportation Program (RSTP) – local road maintenance & safety projects
- Active Transportation Program (ATP) – (58%-78% pts. for safety & need depending on size)
- Regional Transportation Improvement Program (RTIP) – (50% of points safety/congestion)
- Congestion Mitigation and Air Quality (CMAQ) – (40% of points for safety/congestion)
- Kern Motorist Aid Authority (KMAA) – Travel info., safety roadside cleanup, safety corridors



# 2007-2018 Highway Safety and Improvement Program (HSIP) – Kern Region

Agency Name	Year	Unique Project ID	Location of Work	Description of Work	Project Cost	Federal Funds
Arvin	2018	H9-06-001	Various existing intersection locations throughout the City of Arvin with an emphasis on locations adjacent to parks and schools.	Install new striped pedestrian crosswalks, stop bars, striping and a few curb ramps.	\$ 249,900	\$ 249,900
Arvin	2013	HSIP6-06-001	Bear Mountain Blvd (SR 223)/Derby St	Install traffic signals, railroad crossings, upgrade and install new pavement, striping and pavement markers	\$724,400	\$651,700
Bakersfield	2018	H9-06-002	Calloway Drive in front of Norris Middle School at existing crosswalk near Manhattan Drive; Monitor Street in front of Palla Elementary School at existing crosswalk near Kyner Avenue.	Install flashing yellow beacons near crosswalks.	\$ 246,100	\$ 246,100
Bakersfield	2016	H8-06-001	Fifty-seven (57) signalized intersections within the north west portion of the City of Bakersfield.	Remove existing pedestrian walk/don't walk signal heads and install new pedestrian countdown timer modules for all pedestrian crossings.	\$ 124,400	\$ 111,960
Bakersfield	2016	H8-06-002	Eighty-eight (88) signalized intersections within the south west portion of the City of Bakersfield.	Remove existing pedestrian walk/don't walk signal heads and install new pedestrian countdown timer modules for all pedestrian crossings.	\$ 211,200	\$ 190,080
Bakersfield	2015	HSIP7-06-004	Various Locations - 62 signalized intersections within the north east portion of the City of Bakersfield	Install pedestrian countdown head at each signalized intersection	\$ 194,000	\$ 174,600
Bakersfield	2015	HSIP7-06-005	Various Locations - 50 signalized intersections within the south east portion of the City of Bakersfield	Install pedestrian countdown head at each signalized intersection	\$ 168,000	\$ 151,200
Bakersfield	2013	HSIP6-06-002	60 intersections throughout the City of Bakersfield	Install pedestrian countdown signal heads	\$190,000	\$171,000
Bakersfield	2012	HSIP5-06-001	Twenty (20) intersections within the city	Install pedestrian countdown heads	\$129,000	\$116,000
Bakersfield	2011	HSIP4-06-007	Various locations throughout the city	Install pedestrian countdown heads	\$126,000	\$113,400
Bakersfield	2008	6340	INSTALL FLASHING BEACONS AND CURB RAMPS.	BENTON STREET BETWEEN MING AVE. AND WILSON RD.	\$40,100	\$36,090
Delano	2018	H9-06-004	Twenty-two (22) uncontrolled pedestrian crossing locations throughout the City of Delano.	Install pedestrian crossings at uncontrolled locations; install/upgrade larger intersections warning/regulatory signs.	\$ 249,300	\$ 249,300
Delano	2015	HSIP7-06-006	32 non-signalized crosswalk locations throughout the City of Delano.	Install pedestrian actuated warning systems; Install Advanced Yield Markings, and Install Pedestrian Crossing Signs	\$ 437,900	\$ 437,900
Delano	2013	HSIP6-06-004	Cecil Ave/Albany St	Upgrade traffic signals; Install protected left-turn phasing	\$320,600	\$288,500
Delano	2008	6375	INSTALL TRAFFIC SIGNAL	CECIL AVE. AND HIETT AVE. INTERSECTION	\$350,000	\$315,000
Kern County	2018	H9-06-010	Eighty-two (82) crosswalk locations at 79 intersections throughout Kern County.	Install continental crosswalks, intersection warning signs, reflective signs, pedestrian crossing signs, ADA curb ramps, street lighting, cross drains, and AC tie-ins.	\$ 5,196,300	\$ 5,120,300
Kern County	2018	H9-06-011	The intersections of Roberts Lane at Sequoia Drive, Norris at Manor, and Manor at China Grade Loop.	Upgrade signals from pedestal to overhead mast arms.	\$ 787,600	\$ 787,600
Kern County	2018	H9-06-012	Various signalized intersections throughout the unincorporated Bakersfield, Oildale, Wheeler Ridge, Lake Isabella, and Rosamond communities of Kern County.	Construct intersection improvements, including replacing signal hardware at 30 intersections, installing raised pavement markers/striping at 22 intersections, and upgrading existing ADA-accessible curb ramps.	\$ 1,567,200	\$ 1,567,200
Kern County	2018	H9-06-013	San Diego Street between Hall Road and Burgundy Avenue, in the unincorporated community of Lamont, Kern County.	Install continental crosswalks and lighting at four existing uncontrolled pedestrian crossing areas.	\$ 250,000	\$ 227,700
Kern County	2016	H8-06-007	Intersection of Mount Vernon Ave at Quincy St	Convert signal to mast arm for east/west bound traffic on Quincy St and install pedestrian countdown signal heads	\$ 219,100	\$ 219,100
Kern County	2016	H8-06-008	Intersection of Airport Dr at Norris Rd	install additional signal heads at north, west and east bound directions on the near side of the intersection.	\$ 219,100	\$ 219,100
Kern County	2016	H8-06-009	Various locations in unincorporated Bakersfield and Rosamond areas.	Installation of pedestrian countdown signal heads.	\$ 272,000	\$ 250,000
Kern County	2016	H8-06-010	Various locations throughout the County of Kern.	Upgrade existing guardrails.	\$ 1,200,000	\$ 1,200,000
Kern County	2015	HSIP7-06-007	South Union Ave between Taft Highway and Ming Avenue.	Construct left turn channelization	\$ 1,134,300	\$ 1,020,870
Kern County	2012	HSIP5-06-014	Patton Way between Hageman Rd. and Snow Rd.	Modify traffic signals; install two-way left-turn lane	\$180,000	\$144,000
Kern County	2012	HSIP5-06-015	Roberts Ln./Oildale Dr.	Construct left-turn lanes; modify traffic signals; install pedestrian countdown heads	\$139,000	\$109,000

2007-2018 Highway Safety and Improvement Program (HSIP) – Kern Region

Agency Name	Year	Unique Project ID	Location of Work	Description of Work	Project Cost	Federal Funds
Kern County	2011	HSIP4-06-013	Mount Vernon Ave. between Kentucky St. and Niles Pl.	Modify raised medians; relocate crosswalk; construct curb ramps	\$213,000	\$191,000
Kern County	2008	6370	UPGRADE TRAFFIC SIGNALS	SOUTH UNION AVENUE AND PACHECO RD	\$231,000	\$207,900
Kern County	2008	6369	UPGRADE TRAFFIC SIGNALS; CONSTRUCT CURB RAMPS	BERNARD ST. AND ALTA VISTA DR. INTERSECTION	\$165,000	\$148,500
Kern County	2008	6371	UPGRADE TRAFFIC SIGNALS; CONSTRUCT CURB RAMPS	SOUTH UNION AVE. AND FAIRVIEW RD. INTERSECTION	\$231,000	\$207,900
Kern County	2007	5435	UPGRADE TRAFFIC SIGNALS; REMOVE FIXED OBJECTS; CONSTRUCT CURB RAMPS.	INTERSECTION OF FLOWER ST. AND HALEY ST.	\$303,600	\$273,240
Mcfarland	2016	H8-06-012	Various stop controlled intersections along Garzoli Avenue, and Perkins Ave and 5th Street.	Upgrade signing with new Solar flashing LED Stop signs, traffic striping and markings, solar Speed Limit warning flashing beacon signs with radar speed feedback, crosswalk with In Roadway warning lights and upgrade ADA curb ramps.	\$ 212,400	\$ 212,400
Shafter	2015	HSIP7-06-008	Lerdo Highway between Cherry Ave. and Zerker Rd.	Install guardrail	\$ 1,081,800	\$ 1,081,800
Shafter	2011	HSIP4-06-006	Lerdo Hwy. between Cherry Ave. and Driver Rd.	Install median guardrail, signs, striping, and pavement markings	\$1,260,800	\$900,000
Taft	2016	H8-06-013	Kern Street between 1st Street and Hillard Street.	Remove existing roadway luminaires and install high performance cobra heads LED Roadway Luminaries, install Radar Speed Feed Back Signs, re-design pedestrians crosswalks, repaint and add markings.	\$ 432,000	\$ 432,000
Wasco	2018	H9-06-021	Various locations on local roadways throughout Wasco.	Upgrade roadway signs and various intersections as recommended in 2017 City of Wasco Roadway Safety Signs Audit Project Report.	\$ 114,023	\$ 114,023
Wasco	2016	H8-06-015	Various locations around Barker Park	Install Rectangular Rapid Flashing Beacons (RRFBs), high visibility crosswalks, infill sidewalk, and ADA curb ramps.	\$ 178,800	\$ 160,920
Wasco	2015	HSIP7-06-009	Various locations within the Wasco city limits	Roadway Safety Sign Audit and sign upgrade/installation project	\$ 143,900	\$ 143,900
Wasco	2010	HSIP3-06-041	Palm Ave. between SR 46 and 9th Place	Construct ADA compliant curb, gutter, sidewalk, and curb ramps	\$232,900	\$184,000
Wasco	2008	6366	BICYCLE/PEDESTRIAN IMPROVEMENTS	7TH STREET BETWEEN BROADWAY AND PALM AVENUES	\$235,100	\$211,590
Wasco	2007	5441	INSTALL IN-PAVEMENT CROSSWALK LIGHTS.	MID-BLOCK CROSSWALK ON POSO DRIVE BETWEEN GRIFFITH AVE. AND POPLAR AVE.	\$55,000	\$49,500
Wasco	2007	5442	INSTALL IN-PAVEMENT CROSSWALK LIGHTS.	INTERSECTION OF PALM AVE. AND 9TH PLACE.	\$189,700	\$170,730
<b>HSIP - Kern Total 2007-2018</b>					<b>\$20,205,523</b>	<b>\$19,057,003</b>



## IV.F TPPC

January 21, 2021

TO: Transportation Planning Policy Committee

FROM: Ahron Hakimi,  
Executive Director

By: Ed Flickinger,  
Regional Planner

SUBJECT: TPPC CONSENT AGENDA ITEM: IV.F  
FEDERAL BRIDGE AND PAVEMENT CONDITION PERFORMANCE MEASUREMENT  
TARGET REQUIREMENT

### DESCRIPTION:

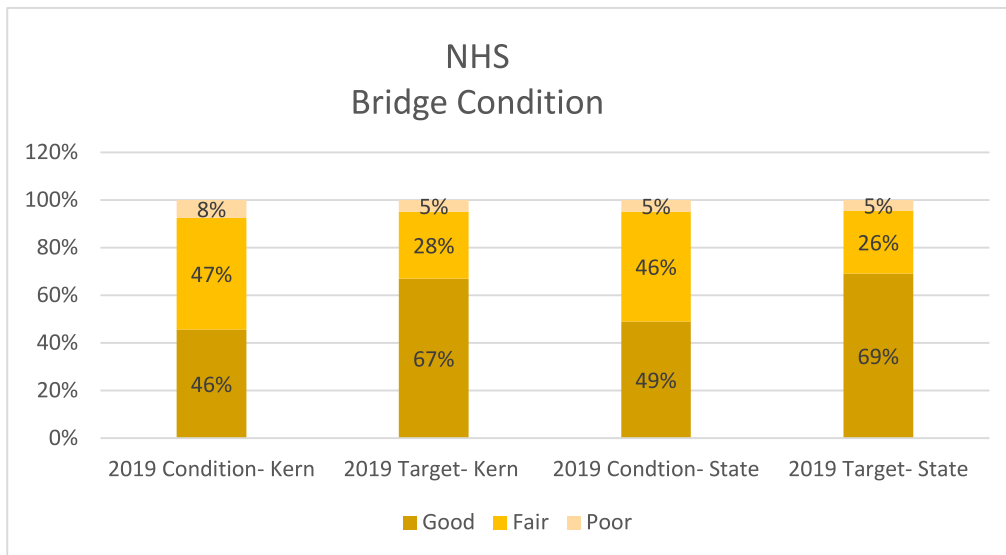
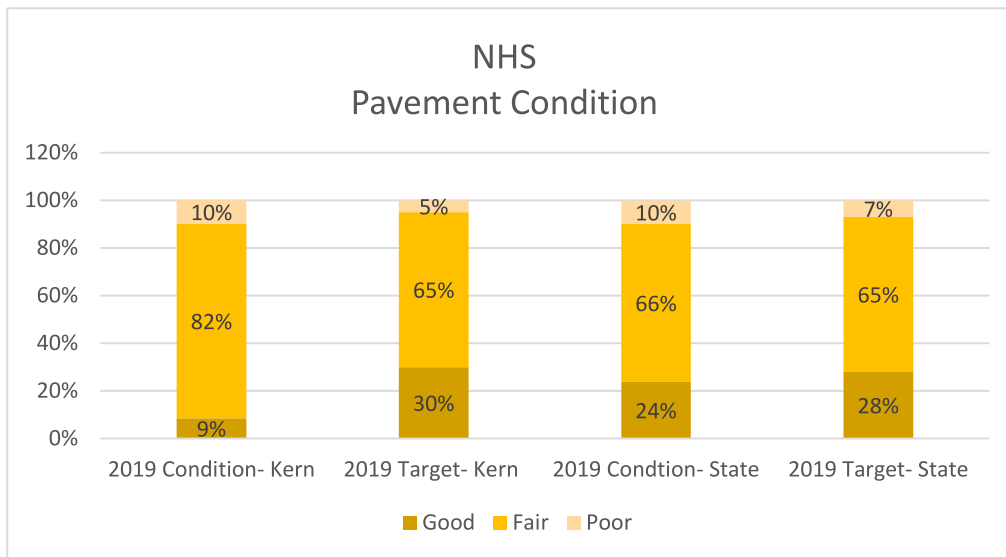
Caltrans has developed federal bridge and pavement condition performance measures (PM2) for jurisdictions with National Highway System (NHS) mileage (Kern, Bakersfield, Shafter, California City, Ridgecrest and Caltrans), consistent with the state targets and the federal methodology. The Transportation Technical Advisory Committee has reviewed this item.

### DISCUSSION:

Under the requirements of the federal transportation spending bill, MAP-21, states and metropolitan planning organizations (MPOs) like Kern COG are required to monitor bridge and pavement condition. In consultation with Kern COG Staff, Caltrans has established statewide and Kern regional targets. In 2018 Kern COG worked with the affected member agencies to provide weighted average conditions to help Caltrans with target setting. An informative Caltrans webinar along with slides on this methodology is online at <https://dot.ca.gov/programs/asset-management/pavement-bridge-performance-management>. MPOs were required to submit to Caltrans by September 17, 2020 a Mid Performance Period (MPP) target form. Kern COG submitted this form by the deadline while having obtained input by the affected member agencies.

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 pre-requisite to receiving federal funding. Kern's next four year review is in 2023. 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.



**ACTION:**

Information.

Attachments –

- A. Copy of local NHS webinar presentation of Mid Performance Period (MPP) dated 8/13/2020
- B. Current and Baseline NHS Pavement and Bridge Condition
- C. Local NHS 2 & 4 Year targets established on 5/20/2018
- D. Mid Performance Period (MPP) Progress Reporting Form

# Pavement and Bridge(PM2)

Mid-Performance Period (MPP)  
Progress Report Webinar





# Welcome and Introductions

**Michael Johnson**

State Asset Management Engineer

California Department of Transportation (Caltrans)



# MPO Roll Call

- Association of Monterey Bay Area Governments (AMBAG)
- Butte County Association of Governments (BCAG)
- Fresno Council of Governments (Fresno COG)
- Kings County Association of Governments (KCAG)
- Kern Council of Governments (KCOG)
- Merced County Association of Governments (MCAG)
- Madera County Transportation Commission (MCTC)
- Metropolitan Transportation Commission (MTC)
- Sacramento Area Council of Governments (SACOG)
- San Diego Association of Governments (SANDAG)
- San Joaquin Council of Governments (SJCOG)
- San Luis Obispo Council of Governments (SLOCOG)
- Santa Barbara County Association of Governments (SBCAG)
- Shasta Regional Transportation Agency (SRTA)
- Southern California Association of Governments (SCAG)
- Stanislaus Council of Governments (StanCOG)
- Tulare County Association of Governments (TCAG)
- Tahoe Metropolitan Planning Organization (TMPO)



# Webinar Objectives

- Review NHS & Pavement and Bridge Target Setting
- Develop a common understanding of the Federal Requirements
- Share Current Condition of NHS Pavement and Bridges and Change from Baseline Performance
- Discuss 4-Year Performance Targets
- Proposed submittal requirements and timeline



# What is the NHS?

- The National Highway System (NHS) is the Interstate Highway System plus additional roads important to the nation's economy, defense and mobility
- MAP-21 expanded the NHS to include all roadways with functional classes of principal arterial or higher
- In California the NHS is over 15,000 miles of roadway owned by the state and local agencies
- The TAMP is required to include the entire NHS



# California NHS



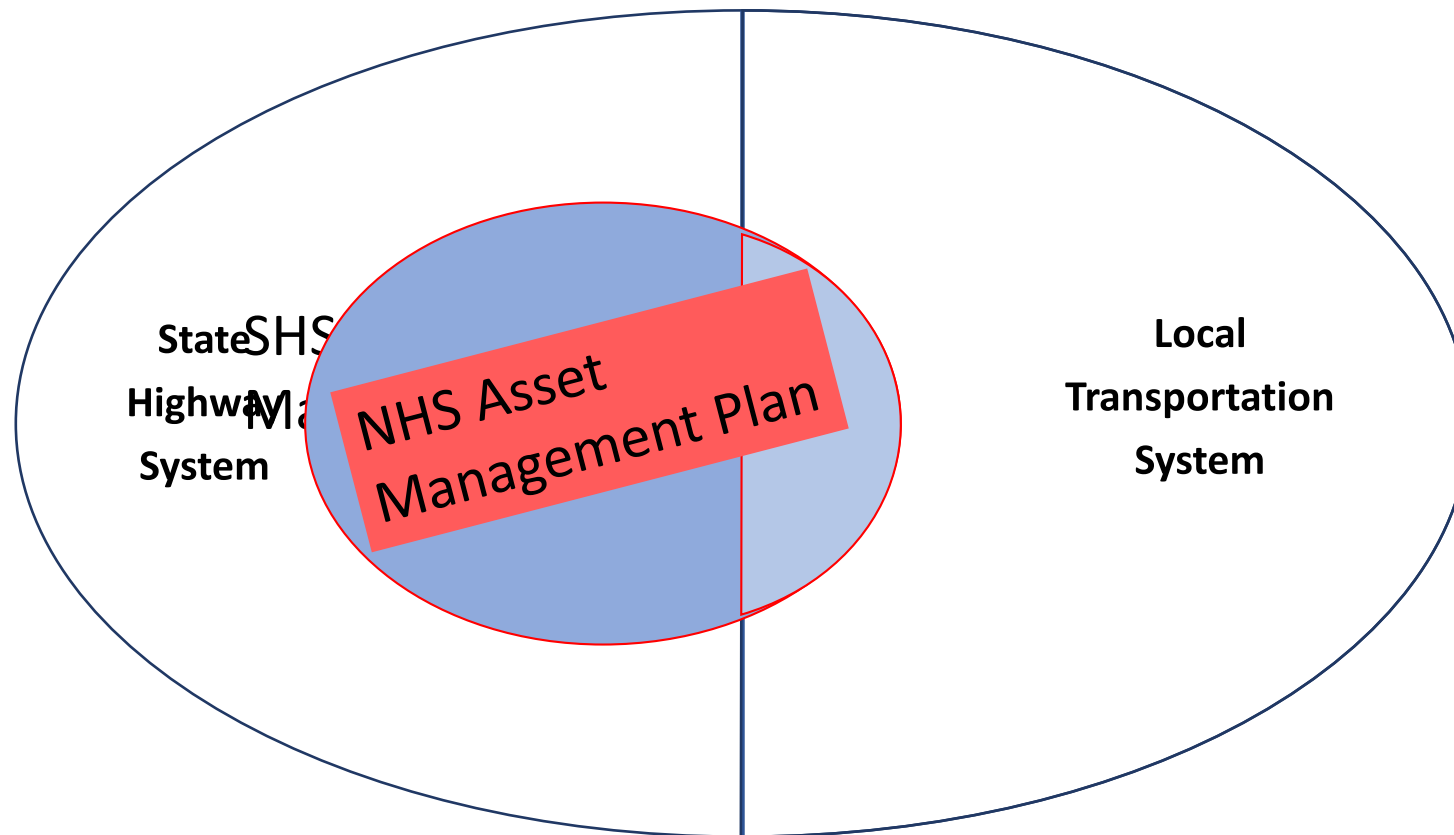


# NHS – Bay Area & Los Angeles Area





# Transportation System included in the TAMP



## Relationship between TAMP/ & Target Setting

- The TAMP Requires the implementation of Performance Management which requires performance targets to be set using the National Measures
- FHWA defines Transportation Performance Management as a strategic approach that uses system information to make investment and policy decisions to achieve national performance goals (targets)



# TAMP Target Setting

- The TAMP utilized a 10 year period for all analysis and 10 year target condition ending 2027/28
- The California TAMP targets reflected the varied starting condition levels
- Agencies have varied funding availability that influenced accomplishments and resulting conditions
- The FHWA requires 2 & 4 year targets to measure progress toward the 10 year goal established in the TAMP
- All MPOs adopted state targets comprised of weighted aggregate of all MPOs



# Federal Performance Measures

## **Pavement Performance of the NHS**

- 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 Performance of the NHS**

- Percentage of NHS bridges in Good condition
- Percentage of NHS bridges in Poor condition

.



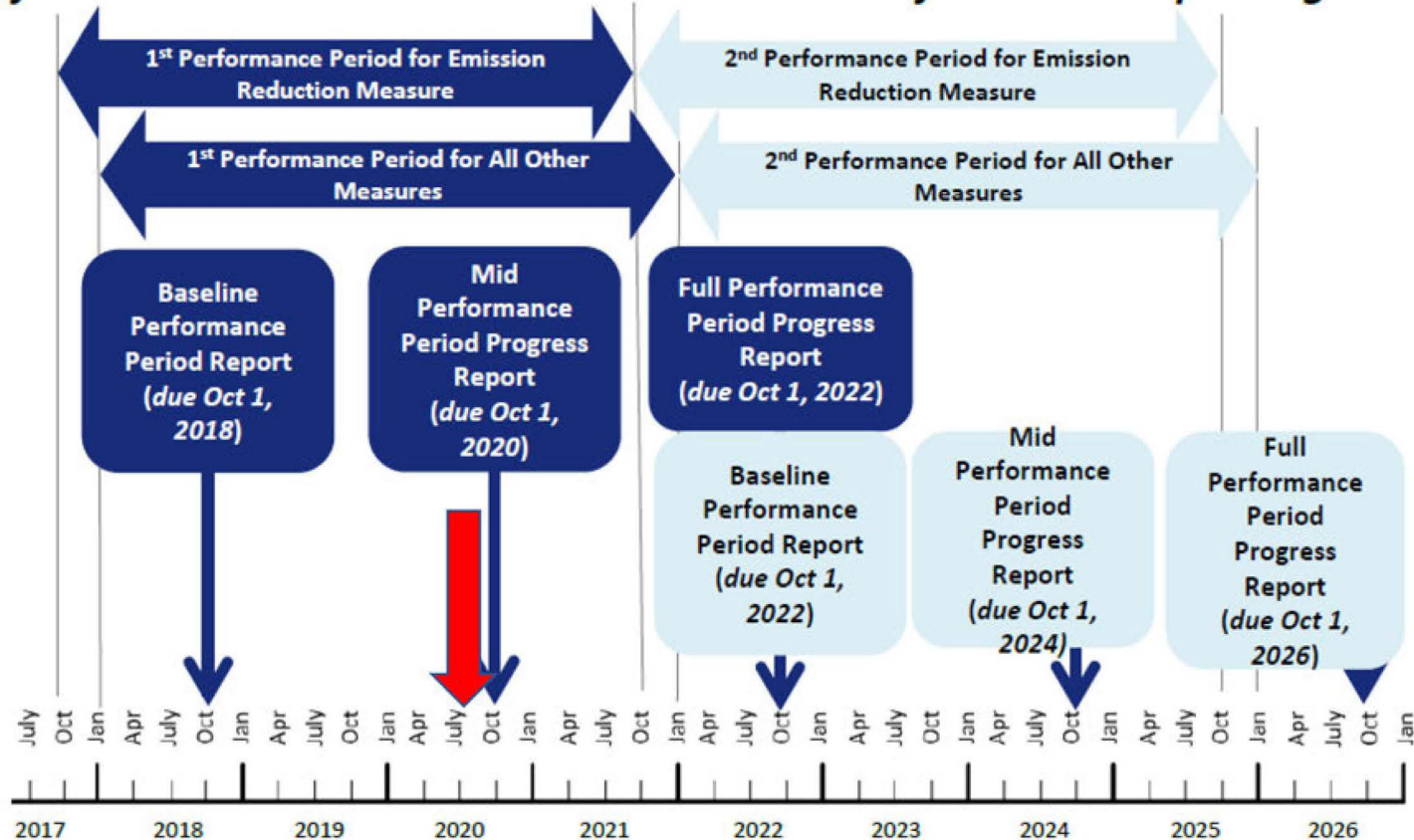
# Adopted Baseline Performance Targets to FHWA October 2018

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
<b>Pavements on the NHS</b>				
Interstate	45.1%	3.5%	44.5%	3.8%
Non-Interstate	28.2%	7.3%	29.9%	7.2%
<b>Bridges on the NHS</b>	69.1%	4.6%	70.5%	4.4%



# Mid Performance Period (MPP) Progress Reporting

## *Performance Period and State DOT Biennial Performance Reporting*





# MPP Reporting Requirements

By October 1, 2020, and  
every 4 years thereafter  
[State DOTs]

State DOTs report their 2-year  
(midpoint performance period)  
progress and adjusted 4-year  
targets (if warranted) to FHWA



# FHWA MPP Reporting (23 CFR 490)

## 2-Year NHS Pavement and Bridge Targets

- Discuss progress made toward achieving the 2-year targets
- Are there any extenuating circumstance(s) beyond the State DOT's control that prevented it from making significant progress toward achieving its 2-year targets?

## 4-Year NHS Pavement and Bridge Targets

- Does State wish to adjust 4-year targets?
- Provide basis for adjustment of 4-year targets and how it supports expectations documented in longer range plans, such as the State asset management plan and the long-range statewide transportation plan
- Provide a summary of prior accomplishments and planned activities that will be conducted during the remainder of the performance period to make significant progress toward achievement of the 4-year target



# Mid Performance Non-Interstate NHS Pavement

MPO/RTPA	County	Total Lane Miles	% of Lane Miles	2019 Pavement Condition			2-Year Change	
				Good	Fair	Poor	Good Percent Change	Poor Percent Change
State_Non-Interstate		22477	51.9%	43.1%	54.4%	2.5%	-0.4%	0.0%
Butte (BCAG)		101	0.2%	4.2%	77.7%	18.2%	-3.1%	5.5%
Fresno (FCOG)		522	1.2%	8.0%	75.4%	16.6%	-5.3%	12.3%
Glenn CTC		6	0.0%	6.2%	80.6%	13.2%	-3.6%	13.2%
Humboldt CAG		36	0.1%	3.0%	86.2%	10.7%	-97.0%	10.7%
Kern (KCOG)		706	1.6%	8.5%	81.6%	10.0%	-10.9%	6.0%
Kings (KCAG)		35	0.1%	5.0%	95.0%	0.0%	-11.2%	0.0%
Lassen CTC		8	0.0%	0.0%	100.0%	0.0%	-100.0%	0.0%
Madera (MCTC)		4	0.0%	0.0%	81.1%	18.9%	0.0%	8.5%
Merced (MCAG)		87	0.2%	0.0%	72.0%	28.0%	-2.1%	12.7%
Metropolitan (MTC)		3121	7.2%	1.7%	85.8%	12.5%	0.1%	1.4%
Monterey (AMBAG)		269	0.6%	7.5%	78.6%	13.9%	-0.3%	5.6%
Sacramento (SACOG)/Tahoe (TRPA)		9.7	0.0%	0.0%	95.9%	4.1%	-74.0%	-16.1%
Sacramento SACOG		1396	3.2%	2.3%	75.8%	21.8%	-0.9%	7.4%
San Diego (SANDAG)		1225	2.8%	1.0%	84.3%	14.7%	-1.1%	6.0%
San Joaquin (SJCOG)		564	1.3%	4.7%	86.4%	8.9%	-2.5%	2.1%
San Luis Obispo (SLOCOG)		47	0.1%	6.8%	86.1%	7.1%	-3.6%	-4.4%
Santa Barbara (SBCAG)		148	0.3%	3.3%	88.7%	8.0%	-0.5%	0.1%
Shasta (SRTA)		10	0.0%	0.0%	81.7%	18.3%	-13.3%	2.9%
Southern California (SCAG)		12170	28.1%	2.7%	76.7%	20.6%	-0.8%	5.9%
Stanislaus (StanCOG)		220	0.5%	13.9%	73.0%	13.1%	0.7%	-0.3%
Tulare (TCAG)		118	0.3%	5.5%	79.5%	15.0%	-8.9%	12.6%
Grand Total		43280.5	100.0%	23.8%	66.2%	9.9%	21.6%	-0.3%

**Notes:**  
% Change difference between 2017 and 2019 HPMS

2 Year condition change percentages were updated after the webinar on 8/14/2020



MPO/RTPA	County	Total Lane Miles	% of Lane Miles	2019 Pavement Condition			2-Year Change	
				Good	Fair	Poor	Good Percent Change	Poor Percent Change
<b>Metropolitan (MTC)</b>		<b>3121</b>	<b>7.2%</b>	<b>1.7%</b>	<b>85.8%</b>	<b>12.5%</b>	<b>0.1%</b>	<b>1.4%</b>
	Alameda	587	1.4%	1.6%	83.3%	15.1%	0.6%	-1.7%
	Contra Costa	452	1.0%	2.5%	85.0%	12.6%	-0.1%	5.4%
	Marin	70	0.2%	1.4%	76.7%	21.9%	-0.6%	10.7%
	Napa	34	0.1%	1.2%	69.0%	29.9%	1.2%	4.6%
	San Francisco	327	0.8%	0.7%	89.2%	10.1%	0.7%	6.7%
	San Mateo	54	0.1%	0.0%	84.8%	15.2%	-1.1%	8.2%
	Santa Clara	1244	2.9%	2.1%	88.2%	9.7%	-0.1%	-0.6%
	Solano	286	0.7%	1.5%	81.5%	17.0%	0.6%	-1.0%
	Sonoma	68	0.2%	0.0%	87.9%	12.1%	-2.6%	-4.0%
<b>Sacramento SACOG</b>		<b>1396</b>	<b>3.2%</b>	<b>2.3%</b>	<b>75.8%</b>	<b>21.8%</b>	<b>-0.9%</b>	<b>7.4%</b>
	Placer	164	0.4%	6.2%	91.3%	2.6%	-4.2%	-0.9%
	Sacramento	1136	2.6%	1.8%	72.9%	25.3%	-0.3%	9.2%
	Yolo	97	0.2%	1.5%	84.4%	14.1%	-3.8%	3.9%
<b>San Diego (SANDAG)</b>		<b>1225</b>	<b>2.8%</b>	<b>1.0%</b>	<b>84.3%</b>	<b>14.7%</b>	<b>-1.1%</b>	<b>6.0%</b>
	San Diego	1225	2.8%	1.0%	84.3%	14.7%	-1.1%	6.0%
<b>Southern California (SCAG)</b>		<b>12170</b>	<b>28.1%</b>	<b>2.7%</b>	<b>76.7%</b>	<b>20.6%</b>	<b>-0.8%</b>	<b>5.9%</b>
	Imperial	288	0.7%	11.7%	62.1%	26.1%	-5.3%	1.5%
	Los Angeles	6451	14.9%	0.9%	71.5%	27.6%	-0.8%	9.1%
	Orange	3059	7.1%	3.9%	85.9%	10.2%	-0.8%	2.5%
	Riverside	678	1.6%	5.3%	79.7%	15.0%	-1.1%	6.1%
	San Bernardino	1156	2.7%	4.9%	79.0%	16.1%	-0.8%	5.0%
	Ventura	538	1.2%	5.0%	86.0%	9.0%	-1.5%	0.6%

**Notes:**

% Change difference between 2017 and 2019 HPMS

2 Year condition change percentages were updated after the webinar on 8/14/2020

## County Level Pavement Condition

MTC, SACOG, SANDAG, and SCAG comprise 86% of the MPO/RTPA NHS pavement assets.





# Mid Plan Performance - NHS Bridge Condition

MPO/County	Total Structures	Total Deck Area (Ft^2)	Total % Deck Area	2020 NHS Bridge Condition			2-Year Change	
				Good	Fair	Poor	Good Condition Change	Poor Condition Change
State	9,263	217,404,048	89.78%	50.6%	45.3%	4.2%	-18.8%	0.5%
Local	1,672	24,741,878	10.22%	37.0%	49.6%	13.4%	-3.8%	-1.4%
Butte (BCAG)	7	39,525	0.02%	31.2%	68.8%	0.0%	8.0%	0.0%
Fresno (FCOG)	31	351,398	0.15%	44.3%	54.9%	0.8%	13.2%	0.0%
Humboldt CAG	2	5,113	0.00%	0.0%	38.1%	61.9%	0.0%	61.9%
Kern (KCOG)	70	860,211	0.36%	45.6%	46.8%	7.6%	-17.6%	2.7%
Merced (MCAG)	10	52,959	0.02%	77.4%	22.6%	0.0%	44.1%	-1.7%
Metropolitan (MTC)	289	4,652,431	1.92%	31.7%	46.5%	21.8%	-8.2%	4.0%
Monterey (AMBAG)	12	144,280	0.06%	25.8%	36.7%	37.5%	14.6%	37.5%
Sacramento SACOG	99	1,347,681	0.56%	41.4%	52.7%	5.9%	-10.5%	2.4%
San Diego (SANDAG)	70	1,342,730	0.55%	21.3%	60.4%	18.3%	-12.1%	-2.4%
San Joaquin (SJCOG)	40	618,709	0.26%	59.3%	26.5%	14.2%	-18.5%	4.4%
San Luis Obispo (SLOCOG)	5	33,498	0.01%	0.0%	100.0%	0.0%	0.0%	0.0%
Santa Barbara (SBCAG)	27	167,790	0.07%	45.5%	39.7%	14.8%	-2.7%	-3.4%
Shasta (SRTA)	3	133,860	0.06%	2.6%	97.4%	0.0%	-91.5%	0.0%
Southern California (SCAG)	988	14,066,403	5.81%	39.3%	48.9%	11.8%	2.9%	-2.6%
Stanislaus (StanCOG)	8	186,292	0.08%	35.9%	18.3%	45.8%	11.3%	31.2%
Tulare (TCAG)	3	32,689	0.01%	0.0%	100.0%	0.0%	-100.0%	0.0%
Grand Total	10,935	242,145,926	100.00%	49.18%	45.70%	5.12%	-19.7%	0.4%

Notes: % Change difference between 2017 and Current NBI

2 Year condition change percentages were updated after the webinar on 8/14/2020



MPO/County	Total Structures	Total Deck Area (Ft^2)	Total % Deck Area	2020 NHS Bridge Condition			2-Year Change	
				Good	Fair	Poor	Good Condition Change	Poor Condition Change
<b>State</b>	<b>9,263</b>	<b>217,404,048</b>	<b>89.78%</b>	<b>50.6%</b>	<b>45.3%</b>	<b>4.2%</b>	<b>-18.8%</b>	<b>0.5%</b>
<b>Local</b>	<b>1,672</b>	<b>24,741,878</b>	<b>10.22%</b>	<b>37.0%</b>	<b>49.6%</b>	<b>13.4%</b>	<b>-3.8%</b>	<b>-1.4%</b>
<b>Metropolitan (MTC)</b>	<b>289</b>	<b>4,652,431</b>	<b>1.92%</b>	<b>31.7%</b>	<b>46.5%</b>	<b>21.8%</b>	<b>-8.2%</b>	<b>4.0%</b>
ALA	49	994,452	0.41%	29.9%	58.1%	11.9%	-16.1%	9.6%
CC	63	678,393	0.28%	31.3%	34.9%	33.8%	-0.6%	4.2%
MRN	1	4,101	0.002%	100.0%	0.0%	0%	99.4%	0.0%
NAP	8	138,823	0.06%	31.1%	51.9%	16.9%	22.8%	-49.6%
SCL	105	1,560,529	0.64%	40.6%	40.7%	18.7%	-16.6%	1.7%
SF	12	247,580	0.10%	40.8%	59.2%	0.0%	-2.7%	0.0%
SM	30	868,345	0.36%	13.7%	45.8%	40.5%	-26.7%	-1.6%
SOL	13	104,656	0.04%	41.6%	58.4%	0.0%	-18.1%	-18.0%
SON	8	55,552	0.02%	38.9%	61.1%	0.0%	-16.1%	0.0%
<b>Sacramento SACOG</b>	<b>99</b>	<b>1,347,681</b>	<b>0.56%</b>	<b>41.4%</b>	<b>52.7%</b>	<b>5.9%</b>	<b>-10.5%</b>	<b>2.4%</b>
PLA	14	202,188	0.08%	30.0%	70.0%	0.0%	-12.6%	0.0%
SAC	79	1,071,684	0.44%	44.5%	52.4%	3.0%	-11.0%	-0.8%
YOL	6	73,809	0.03%	27.2%	8.9%	63.9%	0.0%	55.0%
<b>San Diego (SANDAG)</b>	<b>70</b>	<b>1,342,730</b>	<b>0.55%</b>	<b>21.3%</b>	<b>60.4%</b>	<b>18.3%</b>	<b>-12.1%</b>	<b>-2.4%</b>
SD	70	1,342,730	0.55%	21.3%	60.4%	18.3%	-12.1%	-2.4%
<b>Southern California (SCAG)</b>	<b>988</b>	<b>14,066,403</b>	<b>5.81%</b>	<b>39.3%</b>	<b>48.9%</b>	<b>11.8%</b>	<b>2.9%</b>	<b>-2.6%</b>
IMP	28	82,347	0.03%	10.2%	62.5%	27.3%	10.2%	27.3%
LA	577	8,618,184	3.56%	35.8%	55.3%	8.9%	7.9%	-7.0%
ORA	193	2,916,726	1.20%	54.3%	34.4%	11.4%	-3.0%	6.3%
RIV	78	1,003,659	0.41%	58.1%	33.7%	8.2%	0.6%	-1.4%
SBD	76	906,970	0.37%	15.1%	55.5%	29.4%	-11.1%	-7.0%
VEN	36	538,517	0.22%	23.8%	40.8%	35.4%	-6.2%	9.4%

Notes: % Change difference between 2017 and Current NBI

2 Year condition change percentages were updated after the webinar on 8/14/2020

## 2020 County Level NHS Bridge Condition

MTC, SACOG, SANDAG, and SCAG comprise 87% of the MPO/RTPA NHS bridge assets.



# Open Discussion on Meeting 4-Yr Targets

- COVID-19
- Other financial impacts
- Resources
- Validity of initial target assumptions
- Programming consistent with these targets
- Other



# Local Decision Needed on NHS Targets



- Maintain 4-Yr Pavement and Bridge Targets
- Maintain 4-Yr Pavement and Adjust Bridge Targets
- Adjust 4-Yr Pavement and Bridge Targets
- Adjust 4-Yr Pavement and Maintain Bridge Targets





# PM2 Submittal

## Step 1: Review 2 & 4-Yr Performance Targets

Jurisdiction	4 Year Pavement Condition Targets				
	2021 Lane Miles	Good (LM)	% Target (G)	Poor (LM)	% Target (P)
State Interstate NHS	14,159	6,303	44.5%	544	3.8%
Non-Interstate NHS	22,490	11,100	49.4%	787	3.5%
Other Non-Interstate NHS	54	9	16.7%	1	1.9%
Local**	19,614	1,483	7.6%	2,265	11.5%
Butte (BCAG)	69	14	20.3%	9	12.6%
Fresno (FCOG)	479	107	22.4%	19	3.9%
Glenn CTC	6	1	9.7%	-	0.0%
Humboldt CAG	35	35	100.0%	-	0.0%
Kern (KCOG)	586	182	31.0%	23	4.0%
Kings (KCOG)	35	6	16.2%	-	0.0%
Lassen CTC	8	7	92.8%	-	0.0%
Madera (MCTC)	3	-	0.0%	-	0.0%
Merced (MCAG)	87	2	2.1%	13	15.2%
Metropolitan (MTC)	2,995	225	7.5%	333	11.1%
Monterey (AMBAG)	231	30	13.0%	18	7.6%
Sacramento (SACOG)	1,149	50	4.4%	164	14.3%
San Diego (SANDAG)	1,015	45	4.4%	89	8.8%
San Joaquin (SICOG)	548	50	9.0%	26	4.8%
San Luis Obispo (SLOCOG)	39	15	39.6%	3	7.4%
Santa Barbara (SBCAG)	131	11	8.4%	15	11.4%
Southern California (SCAG)	11,840	553	4.7%	1,509	12.7%
Shasta (SRTA)	9	9	100.0%	-	0.0%
Stanislaus (StanCOG)	219	96	43.8%	39	17.8%
Tahoe (TMPO)	5	5	97.1%	-	0.0%
Tulare (TCAG)	125	41	32.8%	5	4.0%

## Step 2: Fill-out Form and Return to Caltrans



### TARGET REPORTING FORM

Performance Management (PM2)

National Highway System Pavement & Bridge Targets

#### Agency Information

MPO/RTPA

Contact Name

Title

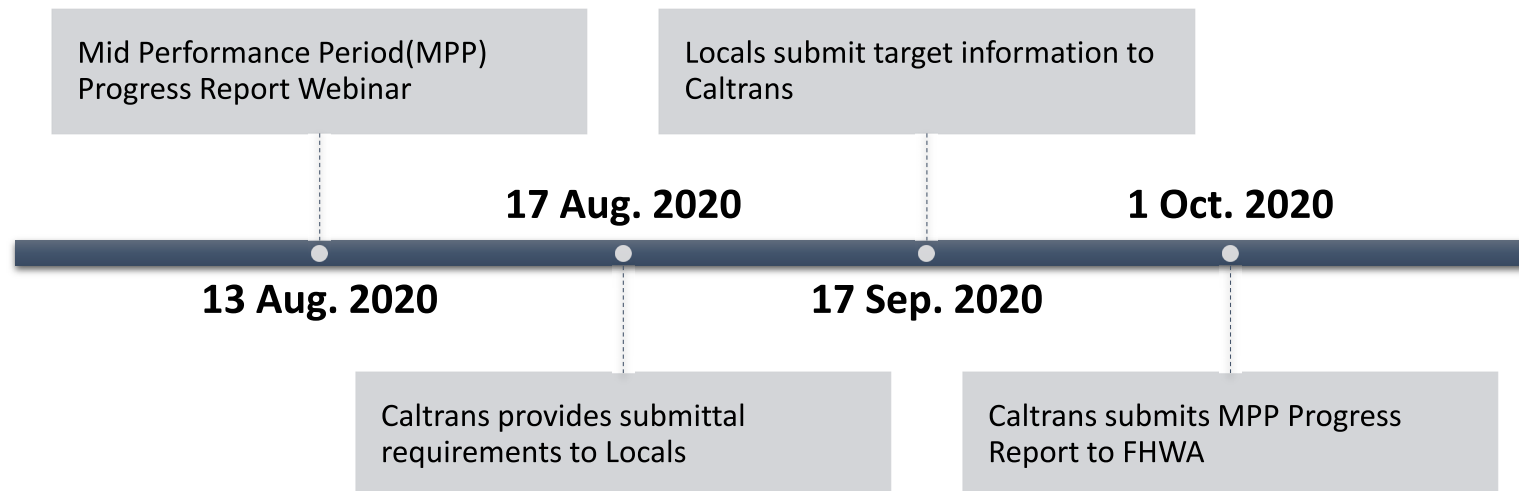
Phone

Email

MAP-21 and subsequent federal rulemaking established federal regulation that requires the development of a Transportation Asset Management Plan (TAMP) and the implementation of Performance Management. These regulations require all states to utilize nationally defined performance measures for pavements and bridges on the National Highway System (NHS). The Bridge and Pavement Performance Management (PM2) Final Federal Rule established six performance measures related to the performance of the Interstate and non-Interstate NHS for the purpose of carrying out the National Highway Performance Program (NHPP); to assess



# Mid Performance Period Timeline



<https://www.fhwa.dot.gov/tpm/rule/timeline.pdf>



# Questions



# Attachment B - Current and Baseline NHS Pavement and Bridge Condition

MID PERFORMANCE PERIOD – NON-INTERSTATE NHS

				2019 Pavement Condition			2017 Pavement Condtion			2-Year Change	
MPO/RTPA	County	Total Lane Miles	% of Lane Miles	Good	Fair	Poor	Good	Fair	Poor	Good Percent Change	Poor Percent Change
State_Non-Interstate		22477	51.9%	43.1%	54.4%	2.5%	43.5%	54.0%	2.5%	-0.4%	0.0%
Butte (BCAG)		101	0.2%	4.2%	77.7%	18.2%	7.3%	80.0%	12.7%	-3.1%	5.5%
	Butte	101	0.2%	4.2%	77.7%	18.2%	7.3%	80.0%	12.7%	-3.1%	5.5%
Fresno (FCOG)		522	1.2%	8.0%	75.4%	16.6%	13.3%	82.4%	4.3%	-5.3%	12.3%
	Fresno	522	1.2%	8.0%	75.4%	16.6%	13.3%	82.4%	4.3%	-5.3%	12.3%
Glenn CTC		6	0.0%	6.2%	80.6%	13.2%	9.8%	90.2%	0.0%	-3.6%	13.2%
	Glenn	6	0.0%	6.2%	80.6%	13.2%	9.8%	90.2%	0.0%	-3.6%	13.2%
Humboldt CAG		36	0.1%	3.0%	86.2%	10.7%	100.0%	0.0%	0.0%	-97.0%	10.7%
	Humboldt	36	0.1%	3.0%	86.2%	10.7%	100.0%	0.0%	0.0%	-97.0%	10.7%
Kern (KCOG)		706	1.6%	8.5%	81.6%	10.0%	19.4%	76.7%	4.0%	-10.9%	6.0%
	Kern	706	1.6%	8.5%	81.6%	10.0%	19.4%	76.7%	4.0%	-10.9%	6.0%
Kings (KCAg)		35	0.1%	5.0%	95.0%	0.0%	16.2%	83.8%	0.0%	-11.2%	0.0%
	Kings	35	0.1%	5.0%	95.0%	0.0%	16.2%	83.8%	0.0%	-11.2%	0.0%
Lassen CTC		8	0.0%	0.0%	100.0%	0.0%	100.0%	0.0%	0.0%	-100.0%	0.0%
	Lassen	8	0.0%	0.0%	100.0%	0.0%	100.0%	0.0%	0.0%	-100.0%	0.0%
Madera (MCTC)		4	0.0%	0.0%	81.1%	18.9%	0.0%	89.6%	10.4%	0.0%	8.5%
	Madera	4	0.0%	0.0%	81.1%	18.9%	0.0%	89.6%	10.4%	0.0%	8.5%
Merced (MCAG)		87	0.2%	0.0%	72.0%	28.0%	2.1%	82.6%	15.3%	-2.1%	12.7%
	Merced	87	0.2%	0.0%	72.0%	28.0%	2.1%	82.6%	15.3%	-2.1%	12.7%
Metropolitan (MTC)		3121	7.2%	1.7%	85.8%	12.5%	1.7%	87.2%	11.1%	0.1%	1.4%
	Alameda	587	1.4%	1.6%	83.3%	15.1%	1.0%	82.2%	16.8%	0.6%	-1.7%
	Contra Costa	452	1.0%	2.5%	85.0%	12.6%	2.6%	90.3%	7.1%	-0.1%	5.4%
	Marin	70	0.2%	1.4%	76.7%	21.9%	2.0%	86.8%	11.2%	-0.6%	10.7%
	Napa	34	0.1%	1.2%	69.0%	29.9%	0.0%	74.7%	25.3%	1.2%	4.6%
	San Francisco	327	0.8%	0.7%	89.2%	10.1%	0.1%	96.5%	3.4%	0.7%	6.7%
	San Mateo	54	0.1%	0.0%	84.8%	15.2%	1.1%	91.9%	7.0%	-1.1%	8.2%
	Santa Clara	1244	2.9%	2.1%	88.2%	9.7%	2.2%	87.6%	10.2%	-0.1%	-0.6%
	Solano	286	0.7%	1.5%	81.5%	17.0%	0.9%	81.1%	18.0%	0.6%	-1.0%
	Sonoma	68	0.2%	0.0%	87.9%	12.1%	2.6%	81.2%	16.2%	-2.6%	-4.0%
Monterey (AMBAG)		269	0.6%	7.5%	78.6%	13.9%	7.7%	84.0%	8.3%	-0.3%	5.6%
	Monterey	186	0.4%	9.0%	77.2%	13.8%	9.9%	82.3%	7.8%	-0.9%	6.0%
	San Benito	16	0.0%	16.2%	83.8%	0.0%	12.3%	86.5%	1.2%	3.9%	-1.2%
	Santa Cruz	66	0.2%	1.2%	81.2%	17.6%	1.5%	87.1%	11.4%	-0.2%	6.2%
Sacramento (SACOG)/Tahoe (TRPA)		9.7	0.0%	0.0%	95.9%	4.1%	74.0%	5.7%	20.3%	-74.0%	-16.1%
	El Dorado	10	0.0%	0.0%	95.9%	4.1%	74.0%	5.7%	20.3%	-74.0%	-16.1%
Sacramento SACOG		1396	3.2%	2.3%	75.8%	21.8%	3.2%	82.4%	14.5%	-0.9%	7.4%
	Placer	164	0.4%	6.2%	91.3%	2.6%	10.4%	86.1%	3.4%	-4.2%	-0.9%
	Sacramento	1136	2.6%	1.8%	72.9%	25.3%	2.1%	81.8%	16.1%	-0.3%	9.2%
	Yolo	97	0.2%	1.5%	84.4%	14.1%	5.4%	84.5%	10.1%	-3.8%	3.9%
San Diego (SANDAG)		1225	2.8%	1.0%	84.3%	14.7%	2.1%	89.2%	8.8%	-1.1%	6.0%
	San Diego	1225	2.8%	1.0%	84.3%	14.7%	2.1%	89.2%	8.8%	-1.1%	6.0%
Southern California (SCAG)		12170	28.1%	2.7%	76.7%	20.6%	3.5%	81.8%	14.6%	-0.8%	5.9%
	Imperial	288	0.7%	11.7%	62.1%	26.1%	17.0%	58.4%	24.6%	-5.3%	1.5%
	Los Angeles	6451	14.9%	0.9%	71.5%	27.6%	1.7%	79.9%	18.4%	-0.8%	9.1%
	Orange	3059	7.1%	3.9%	85.9%	10.2%	4.7%	87.6%	7.7%	-0.8%	2.5%
	Riverside	678	1.6%	5.3%	79.7%	15.0%	6.5%	84.7%	8.8%	-1.1%	6.1%
	San Bernardino	1156	2.7%	4.9%	79.0%	16.1%	5.8%	83.1%	11.1%	-0.8%	5.0%
	Ventura	538	1.2%	5.0%	86.0%	9.0%	6.5%	85.0%	8.5%	-1.5%	0.6%
Stanislaus (StanCOG)		220	0.5%	13.9%	73.0%	13.1%	13.1%	73.4%	13.5%	0.7%	-0.3%
	Stanislaus	220	0.5%	13.9%	73.0%	13.1%	13.1%	73.4%	13.5%	0.7%	-0.3%
Tulare (TCAG)		118	0.3%	5.5%	79.5%	15.0%	14.4%	83.2%	2.4%	-8.9%	12.6%
	Tulare	118	0.3%	5.5%	79.5%	15.0%	14.4%	83.2%	2.4%	-8.9%	12.6%
Grand Total		43280.5	100.0%	23.8%	66.2%	9.9%	2.2%	87.6%	10.2%	21.6%	-0.3%

## MID PERFORMANCE PERIOD – NON-INTERSTATE NHS

MPO/County	Total Structures	Total Deck Area (Ft^2)	Total % Deck Area	2020 NHS Bridge Condition			2017 NHS Bridge Condition			2-Year Change	
				Good	Fair	Poor	Good	Fair	Poor	Good Condition Change	Poor Condition Change
State	9,263	217,404,048	89.78%	50.6%	45.3%	4.2%	69.4%	26.9%	3.7%	-18.8%	0.5%
Local	1,672	24,741,878	10.22%	37.0%	49.6%	13.4%	40.8%	44.4%	14.8%	-3.8%	-1.4%
Butte (BCAG)	7	39,525	0.02%	31.2%	68.8%	0.0%	23.3%	76.7%	0.0%	8.0%	0.0%
BUT	7	39,525	0.02%	31.2%	68.8%	0.0%	23.3%	76.7%	0.0%	8.0%	0.0%
Fresno (FCOG)	31	351,398	0.15%	44.3%	54.9%	0.8%	31.2%	68.0%	0.8%	13.2%	0.0%
FRE	31	351,398	0.15%	44.3%	54.9%	0.8%	31.2%	68.0%	0.8%	13.2%	0.0%
Humboldt CAG	2	5,113	0.00%	0.0%	38.1%	61.9%	0.0%	100.0%	0.0%	0.0%	61.9%
HUM	2	5,113	0.00%	0.0%	38.1%	61.9%	0.0%	100.0%	0.0%	0.0%	61.9%
Kern (KCOG)	70	860,211	0.36%	45.6%	46.8%	7.6%	63.2%	31.9%	4.9%	-17.6%	2.7%
KER	70	860,211	0.36%	45.6%	46.8%	7.6%	63.2%	31.9%	4.9%	-17.6%	2.7%
Merced (MCAG)	10	52,959	0.02%	77.4%	22.6%	0.0%	33.3%	65.0%	1.7%	44.1%	-1.7%
MER	10	52,959	0.02%	77.4%	22.6%	0.0%	33.3%	65.0%	1.7%	44.1%	-1.7%
Metropolitan (MTC)	289	4,652,431	1.92%	31.7%	46.5%	21.8%	39.9%	42.2%	17.8%	-8.2%	4.0%
ALA	49	994,452	0.41%	29.9%	58.1%	11.9%	46.0%	51.7%	2.3%	-16.1%	9.6%
CC	63	678,393	0.28%	31.3%	34.9%	33.8%	31.9%	38.5%	29.6%	-0.6%	4.2%
MRN	1	4,101	0.002%	100.0%	0.0%	0%	0.6%	99.4%	0.0%	99.4%	0.0%
NAP	8	138,823	0.06%	31.1%	51.9%	16.9%	8.3%	25.1%	66.6%	22.8%	-49.6%
SCL	105	1,560,529	0.64%	40.6%	40.7%	18.7%	57.2%	25.8%	17.0%	-16.6%	1.7%
SF	12	247,580	0.10%	40.8%	59.2%	0.0%	43.5%	56.5%	0.0%	-2.7%	0.0%
SM	30	868,345	0.36%	13.7%	45.8%	40.5%	40.4%	17.4%	42.1%	-26.7%	-1.6%
SOL	13	104,656	0.04%	41.6%	58.4%	0.0%	59.7%	22.3%	18.0%	-18.1%	-18.0%
SON	8	55,552	0.02%	38.9%	61.1%	0.0%	55.0%	45.0%	0.0%	-16.1%	0.0%
Monterey (AMBAG)	12	144,280	0.06%	25.8%	36.7%	37.5%	11.1%	88.9%	0.0%	14.6%	37.5%
MON	8	101,321	0.04%	10.2%	36.4%	53.4%	10.1%	89.9%	0.0%	0.0%	53.4%
SBT	1	23,681	0.01%	100.0%	0.0%	0.0%				100.0%	0.0%
SCR	3	19,278	0.01%	16.6%	83.4%	0.0%	16.6%	83.4%	0.0%	0.0%	0.0%
Sacramento SACOG	99	1,347,681	0.56%	41.4%	52.7%	5.9%	51.9%	44.6%	3.5%	-10.5%	2.4%
PLA	14	202,188	0.08%	30.0%	70.0%	0.0%	42.6%	57.4%	0.0%	-12.6%	0.0%
SAC	79	1,071,684	0.44%	44.5%	52.4%	3.0%	55.5%	40.7%	3.8%	-11.0%	-0.8%
YOL	6	73,809	0.03%	27.2%	8.9%	63.9%	27.2%	63.9%	8.9%	0.0%	55.0%
San Diego (SANDAG)	70	1,342,730	0.55%	21.3%	60.4%	18.3%	33.4%	45.9%	20.7%	-12.1%	-2.4%
SD	70	1,342,730	0.55%	21.3%	60.4%	18.3%	33.4%	45.9%	20.7%	-12.1%	-2.4%
San Joaquin (SJCOC)	40	618,709	0.26%	59.3%	26.5%	14.2%	77.8%	12.4%	9.8%	-18.5%	4.4%
SJ	40	618,709	0.26%	59.3%	26.5%	14.2%	77.8%	12.4%	9.8%	-18.5%	4.4%
San Luis Obispo (SLOCOG)	5	33,498	0.01%	0.0%	100.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%
SLO	5	33,498	0.01%	0.0%	100.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%
Santa Barbara (SBCAG)	27	167,790	0.07%	45.5%	39.7%	14.8%	48.1%	33.7%	18.2%	-2.7%	-3.4%
SB	27	167,790	0.07%	45.5%	39.7%	14.8%	48.1%	33.7%	18.2%	-2.7%	-3.4%
Shasta (SRTA)	3	133,860	0.06%	2.6%	97.4%	0.0%	94.1%	5.9%	0.0%	-91.5%	0.0%
SHA	3	133,860	0.06%	2.6%	97.4%	0.0%	94.1%	5.9%	0.0%	-91.5%	0.0%
Southern California (SCAG)	988	14,066,403	5.81%	39.3%	48.9%	11.8%	36.3%	49.2%	14.4%	2.9%	-2.6%
IMP	28	82,347	0.03%	10.2%	62.5%	27.3%	0.0%	100.0%	0.0%	10.2%	27.3%
LA	577	8,618,184	3.56%	35.8%	55.3%	8.9%	27.9%	56.2%	15.9%	7.9%	-7.0%
ORA	193	2,916,726	1.20%	54.3%	34.4%	11.4%	57.3%	37.6%	5.0%	-3.0%	6.3%
RIV	78	1,003,659	0.41%	58.1%	33.7%	8.2%	57.4%	33.0%	9.6%	0.6%	-1.4%
SBD	76	906,970	0.37%	15.1%	55.5%	29.4%	26.2%	37.4%	36.4%	-11.1%	-7.0%
VEN	36	538,517	0.22%	23.8%	40.8%	35.4%	30.0%	43.9%	26.1%	-6.2%	9.4%
Stanislaus (StanCOG)	8	186,292	0.08%	35.9%	18.3%	45.8%	24.6%	60.7%	14.7%	11.3%	31.2%
STA	8	186,292	0.08%	35.9%	18.3%	45.8%	24.6%	60.7%	14.7%	11.3%	31.2%
Tulare (TCAG)	3	32,689	0.01%	0.0%	100.0%	0.0%	100.0%	0.0%	0.0%	-100.0%	0.0%
TUL	3	32,689	0.01%	0.00%	100.00%	0.00%	100.00%	0.00%	0.00%	-100.0%	0.0%
Grand Total	10,935	242,145,926	100.00%	49.18%	45.70%	5.12%	68.9%	26.4%	4.7%	-19.7%	0.4%



**DEPARTMENT OF TRANSPORTATION**

OFFICE OF THE DIRECTOR  
P.O. BOX 942873, MS-49  
SACRAMENTO, CA 94273-0001  
PHONE (916) 653-2572  
FAX (916) 653-5776  
TTY 711  
www.dot.ca.gov



*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
<b>Pavements on the NHS</b>				
Interstate	45.1%	3.5%	44.5%	3.8%
Non-Interstate	28.2%	7.3%	29.9%	7.2%
<b>Bridges on the NHS</b>	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  
Page 2

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](mailto: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



**DEPARTMENT OF TRANSPORTATION**

OFFICE OF THE DIRECTOR  
P.O. BOX 942873, MS-49  
SACRAMENTO, CA 94273-0001  
PHONE (916) 653-2572  
FAX (916) 653-5776  
TTY 711  
www.dot.ca.gov



*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
<b>Pavements on the NHS</b>				
Interstate	45.1%	3.5%	44.5%	3.8%
Non-Interstate	28.2%	7.3%	29.9%	7.2%
<b>Bridges on the NHS</b>	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  
Page 2

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](mailto: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)	
<b>State</b>	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%
<b>Local</b>	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%
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%	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%	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%
<b>Grand Total NHS Bridges**</b>	<b>10,825</b>	<b>234,285,883</b>	<b>66.5%</b>	<b>4.8%</b>	<b>234,278,543</b>	<b>161,813,558</b>	<b>69.1%</b>	<b>10,778,380</b>	<b>4.6%</b>	<b>234,281,296</b>	<b>165,063,058</b>	<b>70.5%</b>	<b>10,337,505</b>	<b>4.4%</b>	<b>100.0%</b>

\*\* Red indicates MPO responses to Caltrans

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



# TARGET REPORTING FORM

Performance Management (PM2) - Mid Performance Period  
Progress

(National Highway System Pavement & Bridge Targets)

Agency Information	
MPO	Kern Council of Governments
Contact Name	Ed Flickinger
Title	Regional Planner
Phone	661-635-2905
Email	eflickinger@kerncog.org

## Overview

MAP-21 and subsequent federal rulemaking established federal regulation that requires the development of a Transportation Asset Management Plan (TAMP) and the implementation of Performance Management. These regulations require all states to utilize nationally defined performance measures for pavements and bridges on the National Highway System (NHS). The Bridge and Pavement Performance Management (PM2) Final Federal Rule established six performance measures related to the performance of the Interstate and non-Interstate NHS for the purpose of carrying out the National Highway Performance Program (NHPP); to assess pavement and bridge condition. The specific performance measures are:

### **Pavement Performance of the NHS**

- 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 Performance of the NHS**

- Percentage of NHS bridges in Good condition
- Percentage of NHS bridges in Poor condition

Caltrans established statewide 2 and 4-year pavement and bridge targets on May 20, 2018. These statewide targets were transmitted to all Metropolitan Planning Organizations (MPOs) on

May 21, 2018. MPO's were notified they had 180 days after Caltrans sets their targets to either support Caltrans targets or establish their own. All MPOs elected to adopt the statewide targets.

The Mid Performance Period Progress Reporting Guidelines, federal regulations [23 CFR 490.105(e)(6) and 23 CFR 490.107(b)(2)(ii)(E)] also require the following:

- Provide progress made toward achieving 2-year NHS pavement and bridge targets
- Option to adjust 4-year NHS pavement and bridge targets and reason for adjustment

### **4-Year Target Evaluation**

After review of current conditions and performance, Caltrans does not intend to adjust the 4-year condition targets for pavement and bridge assets on the state-owned NHS. Because the State of California NHS targets are a weighted aggregate of all MPOs and Caltrans NHS assets, the MPOs have an opportunity to adjust their 4-Year targets if they can provide justification for the changes in accordance with federal regulations.

MPOs are requested to designate their intent to maintain or adjust their 4-year targets using the form below.

Target Options	Target Description
<input checked="" type="checkbox"/> <b>Maintain 4-Yr pavement and bridge targets</b>	Agency chooses to maintain regional targets which will be the basis for an adjusted statewide weighted aggregate of the NHS asset targets from Caltrans and all MPO's in California that own NHS pavement and bridges.
<input type="checkbox"/> <b>Maintain pavement target and adjust regional bridge targets</b>	Agency chooses to maintain regional pavement target and adjust regional bridge target which will be the basis for an adjusted statewide weighted aggregate of the NHS asset targets from Caltrans and all MPO's in California that own NHS pavement and bridges.
<input type="checkbox"/> <b>Maintain bridge target and adjust regional pavement targets</b>	Agency chooses to maintain the regional bridge target and adjust regional pavement target which will be the basis for an adjusted statewide weighted aggregate of the NHS asset targets from Caltrans and all MPO's in California that own NHS pavement and bridges.
<input type="checkbox"/> <b>Adjust regional pavement and bridge targets</b>	Agency chooses to adjust their own regional condition targets for NHS pavement and bridges which will be basis for an adjusted statewide weighted aggregate of the NHS asset targets from Caltrans and MPO's in California that own NHS pavement and bridges

If your Agency opts to change regional targets, report the proposed adjusted 4-Year targets (i.e., condition on December 31, 2021) in the table below.

Adjusted 4-Year NHS Pavement and Bridge Targets (December 31, 2021)		
Regional NHS Assets	Good	Poor
Pavement	%	%
Bridge	%	%

If your Agency chose to maintain 4-year regional targets, no other information is required in this form other than the assessment of progress section and a signed submittal to Caltrans.

If you chose to adjust one or more targets, a justification is required. Please indicate:

- Reasons why your Agency is adjusting 4-year targets.
- How your Agency plans and programs projects so they contribute toward the statewide or regional NHS pavement and bridge targets.
- How the adjusted target supports expectations documented in longer range plans, such as the California Transportation Asset Management Plan (TAMP).
- Include activities or accomplishments undertaken by your Agency in making progress towards 4-Year performance targets and any extenuating circumstances for not making progress.

Explain Reason for Adjusting 4-Year Targets (Attach a separate document, if needed)	
Pavement	
Bridges	



## **Assessment of Progress Towards 2-Year Target (Response required from all)**

In addition to reporting possible changes to 4-Year targets, Caltrans is required to report progress towards 2-Year targets in the Mid Performance Period Progress Report. Current and prior pavement and bridge condition information for your Agency and the Counties have been provided for your information. If your Agency didn't meet or make progress towards 2-Year targets, please provide additional details below.

<b>Explain Reason for Not Making Progress Towards 2-Year Targets</b> <i>(Attach a separate document, if needed)</i>	
<b>Pavement</b>	Please see separate sheets below.
<b>Bridges</b>	Please see separate sheets below.

Please complete the target reporting form and submit via email to [CT-TAM@dot.ca.gov](mailto:CT-TAM@dot.ca.gov) by September 17, 2020.

For questions concerning the performance target reporting process, please contact:

Dawn Foster, Senior Engineer  
Office of Asset Management  
Department of Transportation  
Email: CT-TAM@dot.ca.gov

Please provide name and signature of the MPO official certifying this information.

**MPO Official's Name:** Ed Flickinger

**MPO Official's Signature:**  **Date:** 9/17/2020

**Reason for Not Making Progress Towards 2-Year Targets (Pavement):**

City of Bakersfield's response (making up 47%): The target goals for lane miles of pavement in Bakersfield were not met in 2019 due to the following:

- There have been multiple street improvement projects within the City that have not been accounted for in reporting to Kern COG, due to delayed reporting and a lag between project completion and Pavement Management System (PMS) updates.
- The City is in the process of bringing an independent contractor under contract to perform a complete pavement assessment of all City streets. This will allow the City to update the PMS to include all recent pavement improvement projects that have been completed, and prioritize future pavement improvement projects.

It is expected that the pavement assessment contractor will start their assessment in early 2021, and that the PMS will be updated by June 2021.

County of Kern's response (making up 43%): The target goals for lane miles of pavement in the County of Kern were met.

City of Shafter's response (making up 6%): The target goals for lane miles of pavement in Shafter were met.

**Reason for Not Making Progress Towards 2-Year Targets (Bridges):**

City of Bakersfield's response (making up 78%): The target goals for bridge square footage in Bakersfield were not met in 2019 due to the following:

- The unavailability of funding for the Bridge Preventative Maintenance Program (BPMP);
- Pushing out bridge projects to future fiscal years due to loss of BPMP funding;
- Longer lead time than expected for the City's Manor Street Bridge Seismic Retrofit project. This project is currently in construction; however, it has been delayed by 1 year due to excessive flows in the river and environmental delays.

It is anticipated that once BPMP funding is re-established, and the Manor Street Bridge Retrofit is complete (expected in 2021), the City will meet its 2021 bridge target goals.

County of Kern's response (making up 26%): The target goals for bridge square footage in the County of Kern were met.

City of Shafter's response (making up 3%): The target goals for bridge square footage in Shafter were met.