Kern Council of Governments

January 19, 2023

TO: Transportation Planning Policy Committee

FROM: Ahron Hakimi,
            Executive Director

            By: Ed Flickinger,
            Regional Planner

SUBJECT: Transportation Planning Policy Committee Consent Agenda Item: IV. E.
            FEDERAL PERFORMANCE MEASURE (PM3) TARGETS FOR TRAVEL
            TIME, DELAY, AND VEHICLE OCCUPANCY

DESCRIPTION:

Federal travel time reliability, peak hour excessive delay, and non-single occupancy Vehicles (SOV) performance measures (PM3), for jurisdictions with National Highway System (NHS) mileage (Kern, Bakersfield, Shafter, Cal City and Caltrans), have been developed consistent with the state targets and the federal methodology.

DISCUSSION:

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 performance measure progress through the statewide and metropolitan planning process. Failure to meet 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 agency certification reviews. 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 existing performance measure methods in the RTP and the Project Delivery Policy and Procedures. Caltrans gave the MPOs until November 29, 2022, to set the following targets: Travel Time Reliability, Peak Hour Excessive Delay, and Non Single Occupancy Vehicles (Non SOV). Note that PM3 is in addition to PM1 – Safety Target and PM2 – Bride and Pavement Condition Targets.

Travel Time Reliability - Caltrans has established statewide 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). Caltrans considers Travel time reliability<1.5 as reliable. Below are travel time reliability maps using that method.

Caltrans had an October 19, 2022, travel time target setting meeting. The Travel time reliability is 83.7% statewide. During the meeting, the vote was for the baseline 2-year target to be 84.2% and 4 year target to be 84.7%, a 1% increase. Kern COG staff agreed to those targets. For the Kern County Area for 2021, the travel time reliability is 95.1%. Steven Vo from Caltrans discussed with Kern COG staff that even though Kern already exceeded the statewide target, he recommended a 95.2% as a 2 year and 4-year target for Kern since it is Kern a positive increase. Even though it is a slight increase, it is still positive since Kern already has a high travel time reliability compared to the rest of the state. Kern COG staff agreed to those targets. Caltrans will contact Kern COG in 2 years to give the opportunity to adjust the 4-year target depending on that time how well perform with the 2 year target.

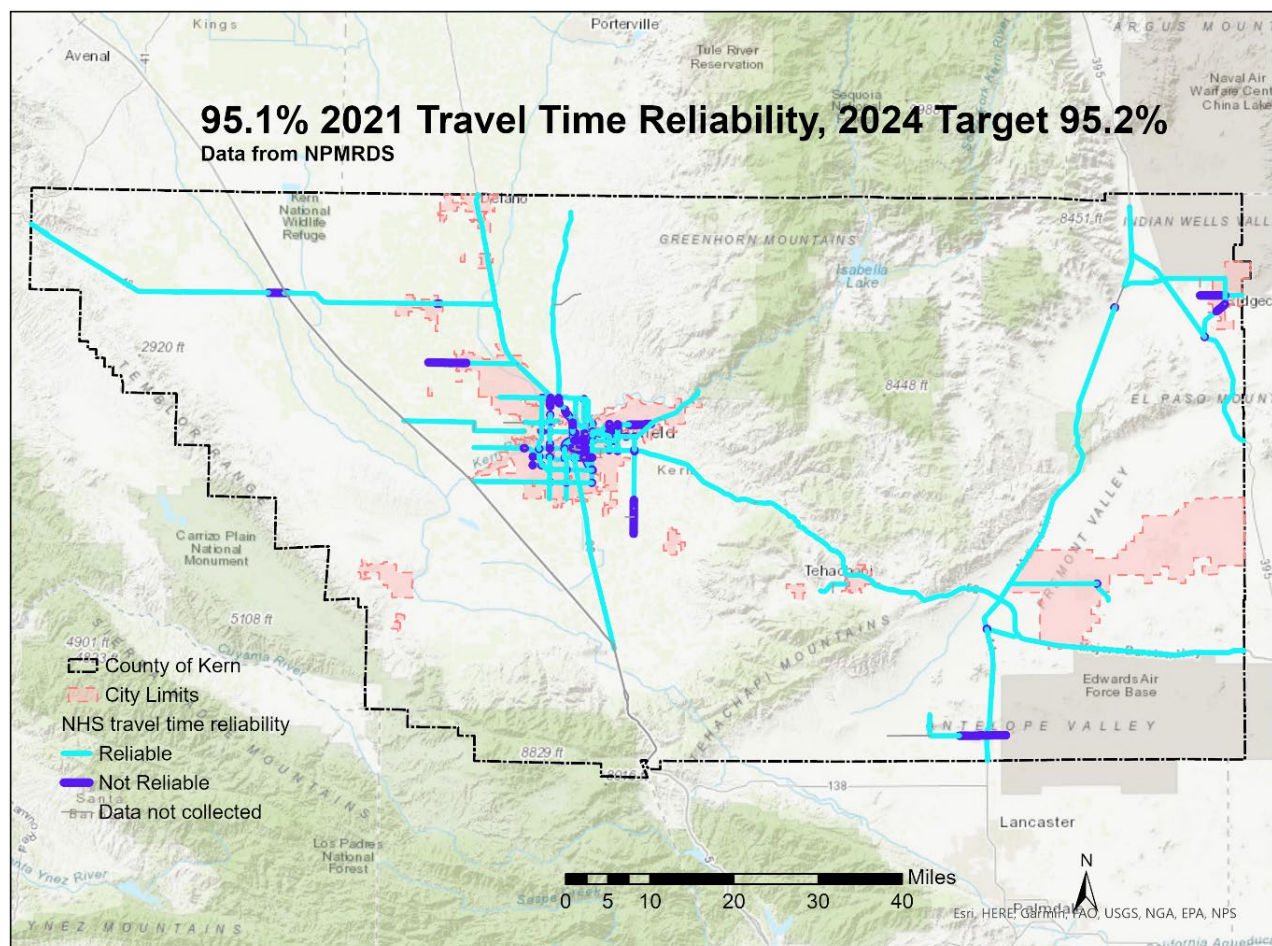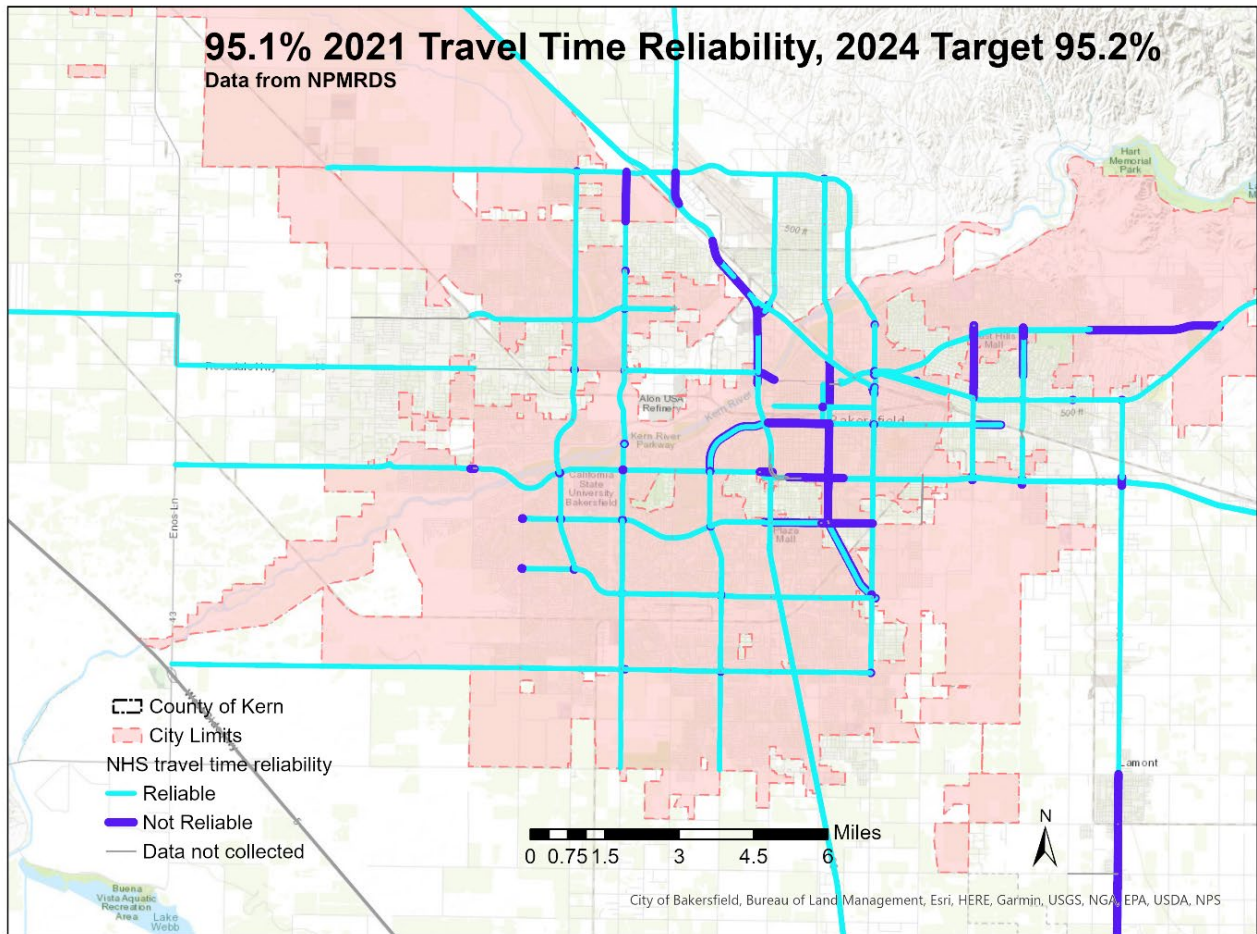Figure 1 – 2021 Travel Time Reliability on NHS Countywide

Figure 2 – 2021 Travel Time Reliability on NHS in Metropolitan Bakersfield

Peak Hour Excessive Delay - On November 9, 2022, Kern COG staff had an individual meeting with Caltrans to establish Bakersfield Urbanized Area targets for Peak Hour Excessive Delay. Using the NPMRDS the Annual Hours of Peak Hour Excessive Delay Per Capita are 9.6 for the Bakersfield Urbanized Area for 2021. During the meeting, Kern COG staff recommends the use of the State's established baseline targets for the Bakersfield Urbanized Area baseline 2-year target of 9.55 and baseline 4 year target of 9.5.

Figure 3 – 2021 Peak Hour Excessive Delay, Bakersfield Urbanized Area
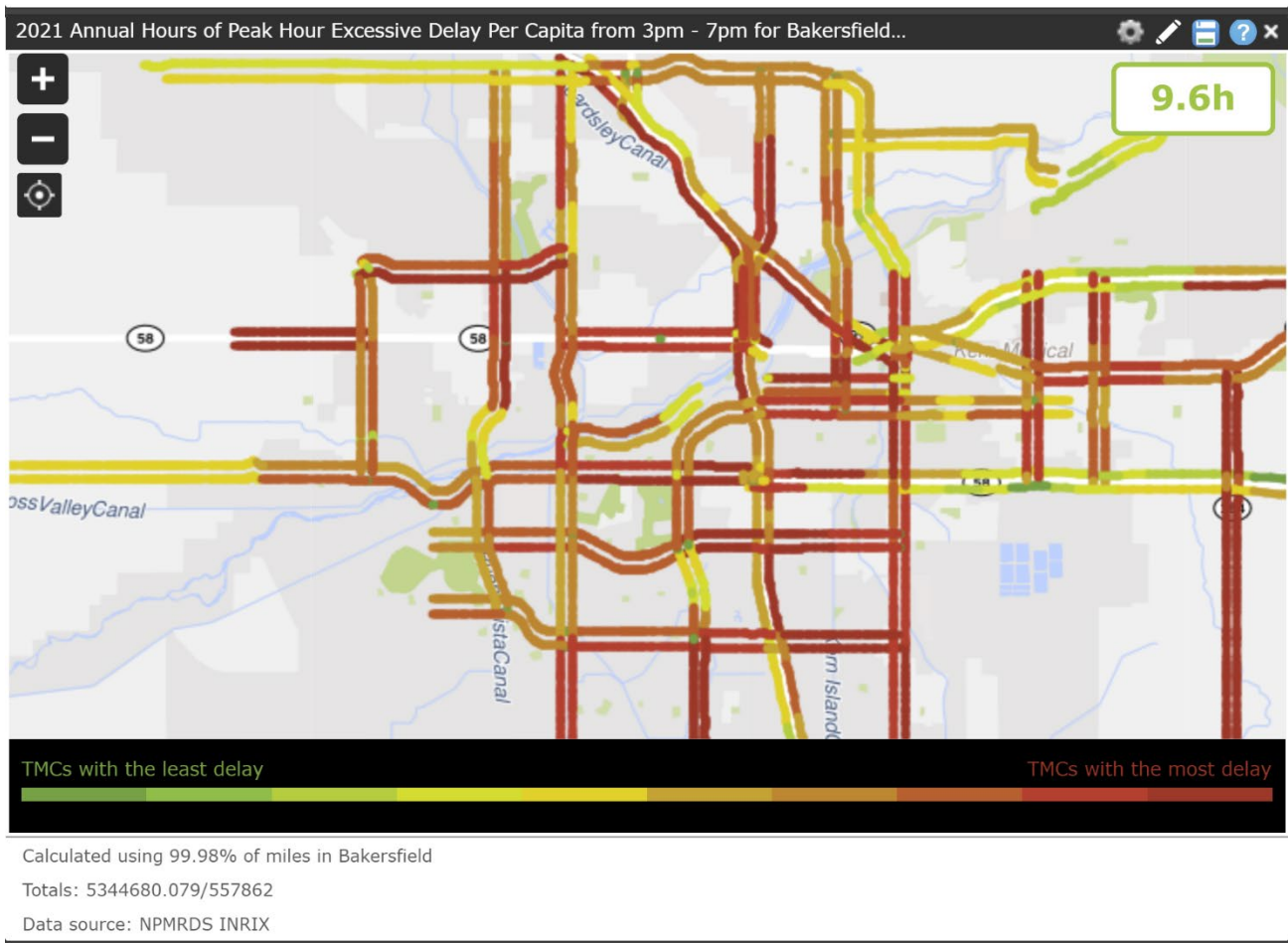
Non-Single Occupancy Vehicles - As part of the November 9, 2022 meeting with Caltrans, Kern COG staff also established U.S. Census Bakersfield Urbanized Area targets for Non Single Occupancy Vehicles (Non SOV). According to the U.S. Census Bureau, American Community Survey 2021, the Bakersfield Urbanized Area has 20.2% Non SOV (including transit, walk, bike, taxi, or worked from home, with a margin of error of 1.4%). Kern COG staff agrees to the Caltrans proposed baseline 2-Year target of 20.4% and 4-Year target of 20.6%. Both increases the Non SOV by 1% for each of 2-years. Caltrans will also contact Kern COG in 2-years to give the opportunity to adjust the 4-year target depending on that time how well perform with the 2-year target.

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.

Funding Programs to Improve Federal Performance Measure 3 (PM3) Goals: 1) Reduce Peak Traffic Delay and 2) Reduce Single Occupant Vehicles				
Funding Programs	Local System		State System	
	Delay	SOV	Delay	SOV
State SB 1 formula and discretionary Programs	**X**	**X**	**X**	**X**
Federal discretionary Programs	**X**	**X**	**X**	**X**
Newer Clean Air Programs from Cal STA	**X**	**X**	**X**	**X**
State Transportation Improvement Program (STIP)	**X**	**X**	**X**	**X**
State Highway Operations Protection Program (SHOPP)	**X**		**X**	
Highway Safety Improvement Program (HSIP)	**X**		**X**	
Regional Surface Transportation Program (RSTP)	**X**	**X**	**X**	**X**
Congestion Mitigation / Air Quality Program (CMAQ)	**X**		**X**	
Active Transportation Program (ATP)	**X**		**X**	
All FTA formula Programs (5307, 5310)	**X**	**X**	**X**	**X**

Caltrans staff has indicated that this is the first year of the last two of these national performance measure efforts and that more guidance and best practice examples will be forthcoming.

ACTION: Information.