



**Kern Council
of Governments**

**IV. G.
TPPC**

April 20, 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. G.
FEDERAL BRIDGE AND PAVEMENT CONDITION PERFORMANCE
MEASURE 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. This item was reviewed by the Transportation Technical Advisory Committee.

DISCUSSION:

Recent Federal transportation spending bills require states and metropolitan planning organizations (MPOs) like Kern COG to monitor bridge and pavement condition.

In consultation with Kern COG Staff, Caltrans has established statewide and Kern regional targets. The statewide targets are based on an aggregate of all MPO submitted targets. Caltrans has developed a tool to predict bridge and pavement conditions, which is used in conjunction with the MPOs to set the targets. The tool currently includes estimates of local expenditures from the state controller office as defaults. The condition predictions can be improved if the total expected annual planned expenditure amounts on NHS routes are obtained from each affected jurisdiction. Informative Caltrans webinars showing this methodology are online at:

- Asset Performance Simulation tool (8/22) <https://youtu.be/rBUa75G9wjU>

- California Transportation Asset Management Plan Status and PM2 (5/22) <https://youtu.be/bkKAdbFGK84>.

MPOs were required to submit to Caltrans by September 3, 2021 and an update by June 22, 2022 the **NHS Pavement and Bridge Expected Performance Reporting Tool** results for development of the Caltrans Transportation Asset Management Plan (TAMP) and PM2 Target setting. Kern COG submitted the targets by the deadlines while having obtained input by the affected member agencies. The Caltrans TAMP target is the 10-year invested target and the PM2 target is the 4-year invested target. The Caltrans goal is the 10-year target in the last column of figures 1 & 2.

If California does not achieve the established statewide aggregate 4-year targets, then the state is required to develop an improvement plan in consultation with the MPOs. We need to make “progress” towards the target as determined by the Federal Highways Administration (FHWA) through the PM 2 reporting process. In addition, the 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 April 11-13, 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 an RSTP project that could be used to prioritize 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.

Figure 1 - Pavement Condition

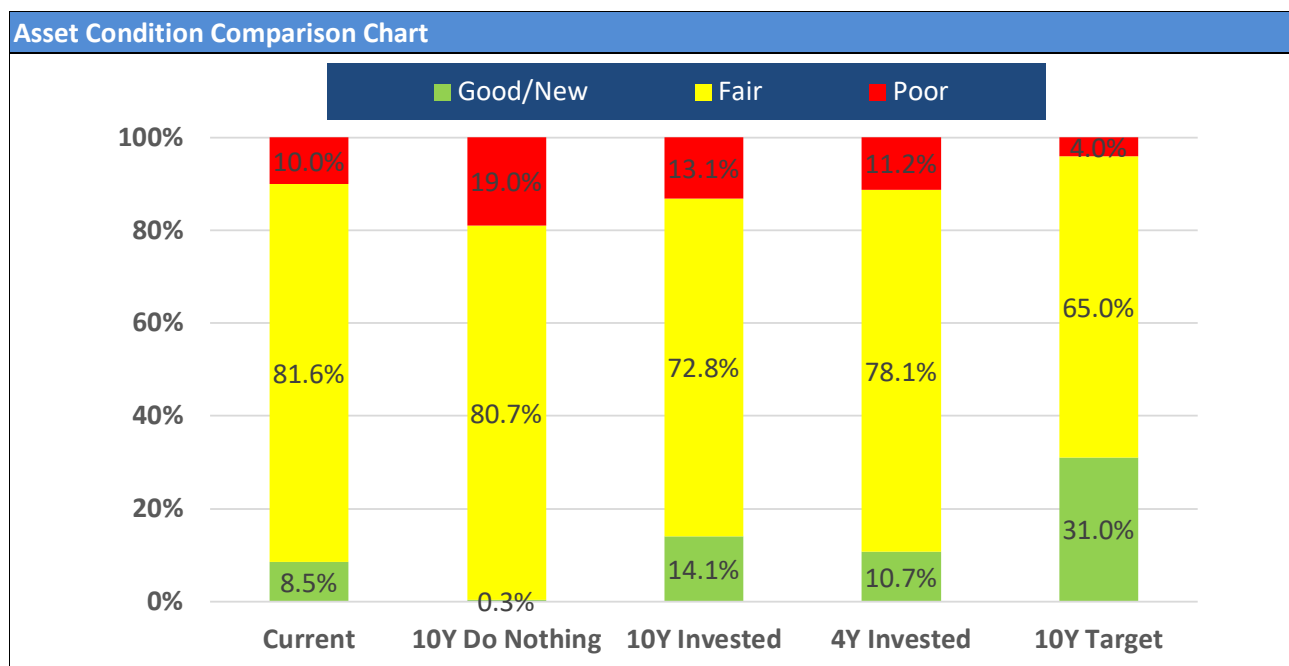
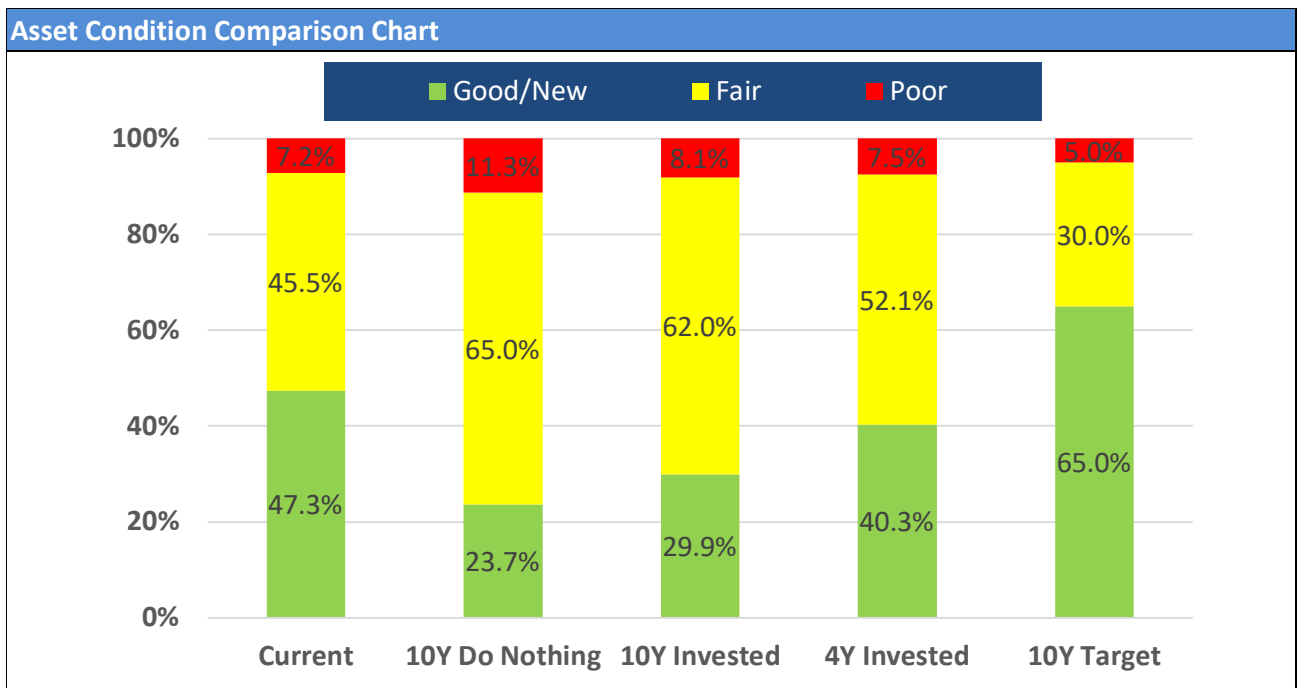


Figure 2 - Bridge Condition



Attached is a strategy to help our member agencies catch-up on their road maintenance with emphasis on preventive maintenance.

ACTION: Information.

“Fix It First!” Pavement and Bridge Funding Strategy Stretches Road \$\$\$

Preventive maintenance is crucial to roadway and bridge longevity. Expensive damage occurs to cars because of poor road conditions. The public demands that we “Fix it First.” Here are prioritized tips to catch up on roadway maintenance:

- 1) Oil all local roads every 2-years if possible – This stabilizes roads at their current level of degradation and helps prevent further deterioration.
- 2) After regular maintenance is fully funded, use every eligible road maintenance funding source to repair, rehabilitate, or rebuild the worst roadways in your jurisdiction even though the funds may be eligible for other projects.
- 3) Implement a Pavement Management System
- 4) Once all roadways are up to a Pavement Condition Index (PCI) of 80 out of 100, and regular maintenance is fully funded, SB1 LSRP, RSTP, & TDA funds can be freed up and used for other eligible transportation priorities.

Maintaining roads at 80 PCI is 1/10 the cost of having to rebuild a failed roadway, allowing a region to stretch its transportation funds for other priorities. Below are funding programs for pavement and bridge maintenance.

Funding Programs to Improve Federal Performance Measure (PM) 2 Goals: 1) Improve pavement and bridge condition		
Funding Programs	Pavement	Bridge
Local General Fund/Sales Tax	X	
Highway User Tax Account (HUTA)	X	
Regional Surface Transportation Program (RSTP)	X	
Road Maintenance Rehabilitation Account (RMRA)	X	
Transportation Development Account (TDA/LTF)	X	
Highway Safety Improvement Program (HSIP)	X	X
Highway Bridge Program (HBP)		X
Highway Infrastructure Program (HIP)		X

Kern is the Largest County in the State WITHOUT a Dedicated Local Sales Tax for Transportation & Roadway Maintenance

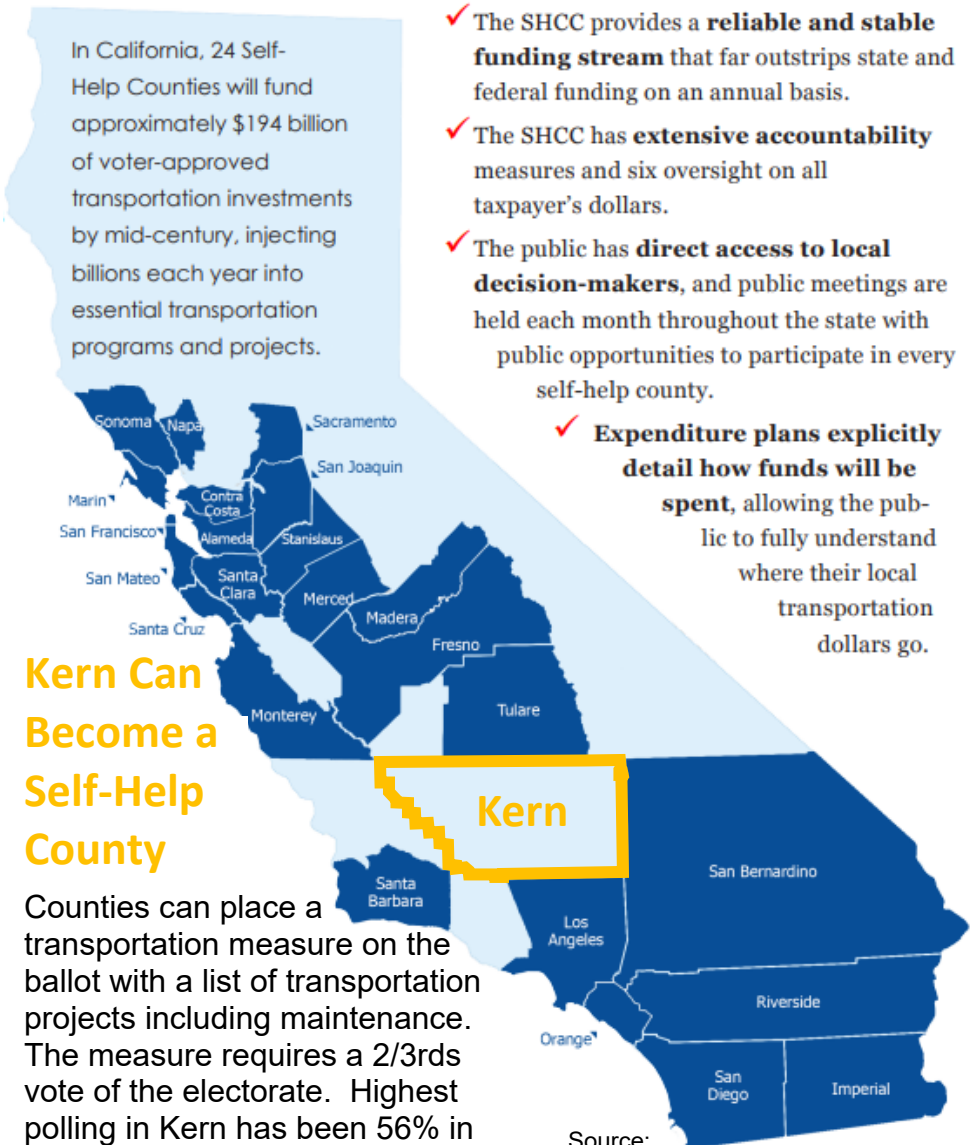
In California, 24 Self-Help Counties will fund approximately \$194 billion of voter-approved transportation investments by mid-century, injecting billions each year into essential transportation programs and projects.

- ✓ The SHCC provides a **reliable and stable funding stream** that far outstrips state and federal funding on an annual basis.
- ✓ The SHCC has **extensive accountability** measures and six oversight on all taxpayer's dollars.
- ✓ The public has **direct access to local decision-makers**, and public meetings are held each month throughout the state with public opportunities to participate in every self-help county.
- ✓ **Expenditure plans explicitly detail how funds will be spent**, allowing the public to fully understand where their local transportation dollars go.

Kern Can Become a Self-Help County

Counties can place a transportation measure on the ballot with a list of transportation projects including maintenance. The measure requires a 2/3rds vote of the electorate. Highest polling in Kern has been 56% in favor of a ½% self-help sales tax.

Source: Self-Help Counties Coalition (SHCC)





Kern County Roadways and Transportation Pavement Maintenance Scenarios



Select Annual Spending Scenario

- Current Spending Level (\$55M)
with Focus on Preventative Maintenance
- Current Spending Level (\$55M)
with Focus on Worst Roads
- Double Spending Level on
Pavement Maintenance

Pavement Condition



Good

Pavement Condition Index:
70 - 100



At Risk

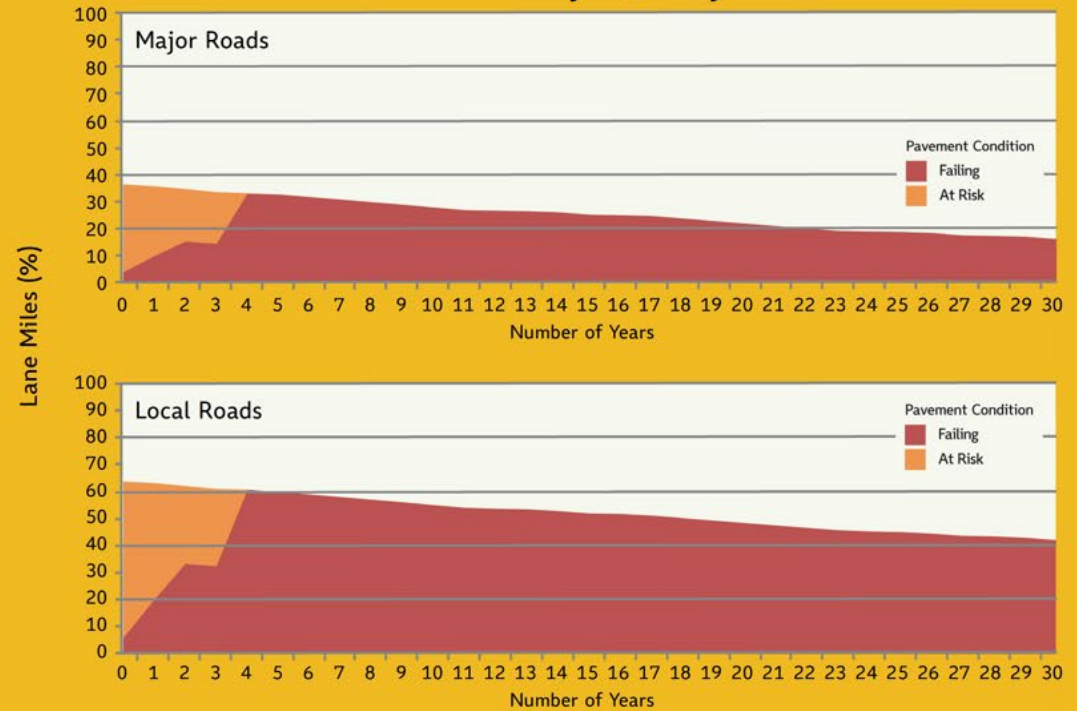
Pavement Condition Index:
25 - 69



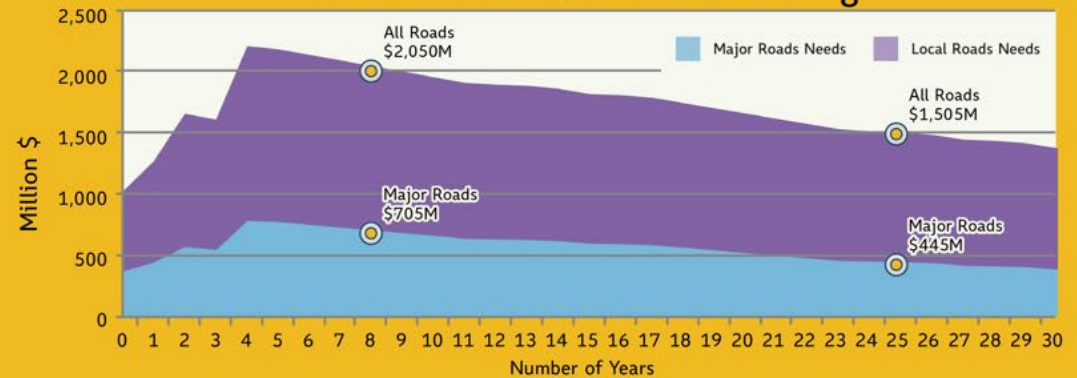
Failing

Pavement Condition Index:
0 - 24

Roadway Quality



Pavement Maintenance Backlog





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Pavement Condition



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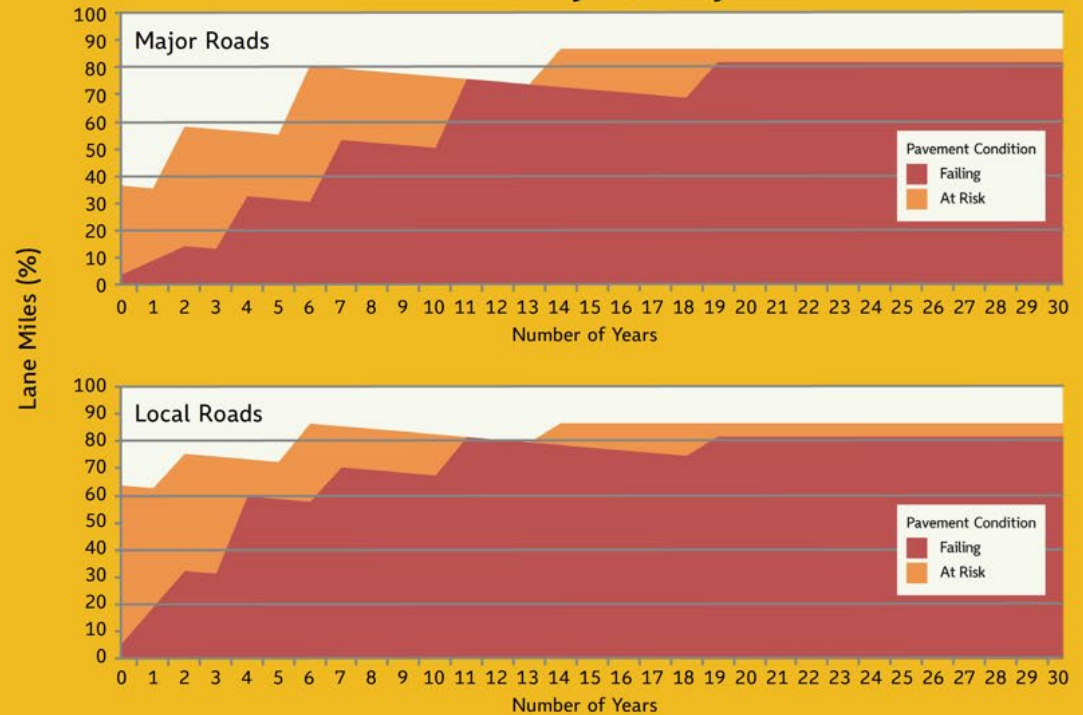
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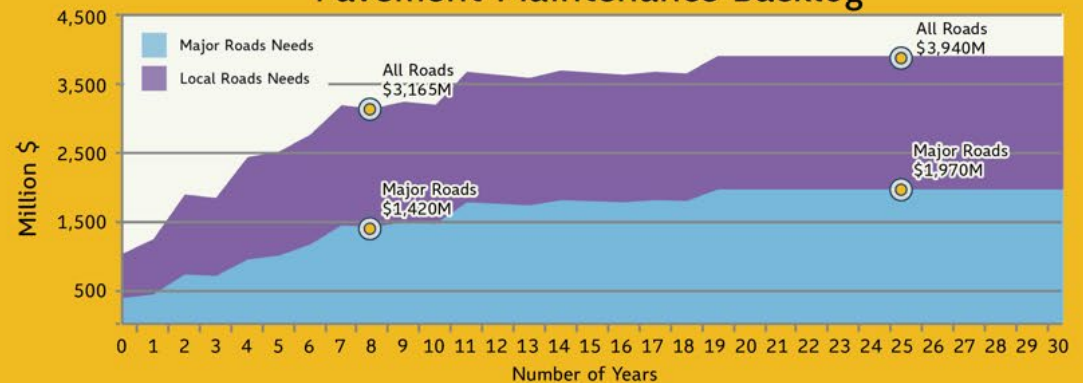
Failing

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Roadway Quality



Pavement Maintenance Backlog





Kern County Roadways and Transportation Pavement Maintenance Scenarios



Select Annual Spending Scenario

- Current Spending Level (\$55M) with Focus on Preventative Maintenance
- Current Spending Level (\$55M) with Focus on Worst Roads
- Double Spending Level on Pavement Maintenance

Pavement Condition



Good

Pavement Condition Index:
70 - 100



At Risk

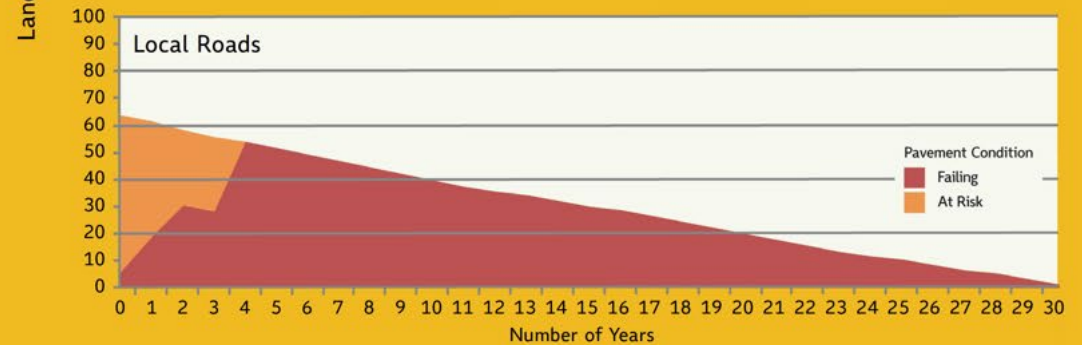
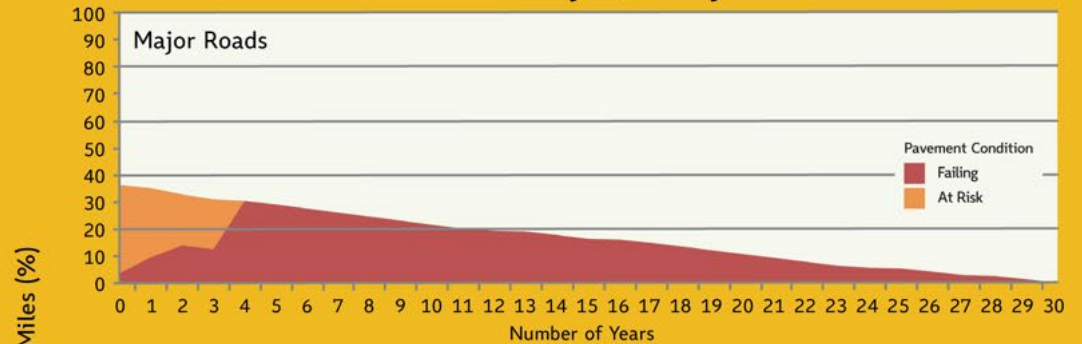
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Roadway Quality



Pavement Maintenance Backlog

