



**MEMORANDUM**

**TO:** Technical Advisory Committee  
**FROM:** Paul Hierling, Senior Planner  
**MEETING DATE:** June 7, 2018  
**SUBJECT:** Fixing America's Surface Transportation Act – Federal Performance Management Requirements and Target Setting Update

**RECOMMENDATION:**

Receive an informational update regarding federal requirements for transportation performance management and target setting.

**BACKGROUND/DISCUSSION:**

The federal Moving Ahead for Progress in the 21st Century (MAP-21) Act of 2012 and Fixing America's Surface Transportation (FAST) Act of 2015 established a transportation performance management framework and national transportation measures. In May 2016, the FTA and FHWA issued Final Rules (23 CFR 450, 771, and 49 CFR 613) which direct States to implement transportation performance targets in coordination with Metropolitan Planning Organizations (MPOs).

The FHWA and FTA have promulgated three final rules to provide direction to States on implementation of transportation measures and targets in coordination with MPOs:

- Safety Performance Management Final Rule 1 (PM 1) directs states to identify performance targets to reduce motorized and non-motorized fatalities and serious injuries in the transportation system.
- Pavement and Bridge Condition Performance Measures Final Rule 2 (PM 2) directs states to set performance targets to maintain or improve pavement and bridge condition throughout the National Highway System.
- National Highway System, Freight Movement on the Interstate System and Congestion Mitigation and Air Quality Improvement Program Final Rule 3 (PM 3) directs states to set performance targets to maintain or improve transportation system reliability and control air quality emissions.

AMBAG staff has been coordinating with Caltrans and other MPOs on target setting since 2017 and continue to provide feedback in the target setting process. Over the past three months AMBAG staff has participated in seven statewide meetings and technical advisory groups related to the implementation of the performance management framework, providing input on target setting, data quality control and performance goals.

On February 14, 2018, the AMBAG Board agreed to support statewide PM 1 safety targets after consulting with Regional Transportation Planning Agencies (RTPAs). On May 20, 2018, Caltrans released statewide performance measure targets for PM 2 and PM 3 for review. PM 2 and PM 3 are the focus of this report. MPOs must review these statewide targets with partner agencies and either support Caltrans targets or set our own regional targets by November 20, 2018. Caltrans PM 2 and PM 3 targets are discussed more below.

### ***Performance Management Rule 2 (PM 2) Target Setting: Pavement and Bridge Condition Performance Measures***

PM 2 requires establishment of statewide targets for pavement and bridge condition on the Interstate and National Highway Systems. This pavement and bridge condition data is currently collected by Caltrans.

Caltrans suggested PM 2 targets for the AMBAG region are as follows (See Attachment 1):

#### *Bridge Condition*

- No change of 2-year (2018-19) bridge condition on the National Highway System
- No change of 4-year (2018-21) bridge condition on the National Highway System

#### *Pavement Condition*

- No change of 2-year (2018-19) pavement condition on the National Highway System
- 13 miles of additional pavement in “good” condition on the National Highway System, 4-year period (2018-21)

These targets are expected to be achievable based on projects which will be completed between 2018 and 2021 and are currently programmed in the regional Metropolitan Transportation Improvement Program (MTIP), included in the Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) and county-based Regional Transportation Plans (RTPs). Targets for additional miles of pavement in “good” condition are expected to be met based on planned construction of new lanes miles associated with roadway widening and auxiliary lane projects throughout the region. Significant pavement and bridge deck improvements are expected due to state of good repair (SOGR) projects associated with Self Help local sales tax measures. These projects may result in pavement and bridge condition improvements above and beyond targets.

Caltrans and locally maintained non-interstate highway pavement condition targets call for improvements over the 4-year period. As the AMBAG region contains less than one percent of statewide interstate and non-interstate highway miles, Caltrans and larger MPOs will be the primary contributors to progress on this improvement (See Attachment 2, Percent Impact to Statewide Lane Miles). If these targets are not achieved, there are no repercussions to the region.

***Performance Management Rule 3 (PM 3) Target Setting: National Highway System, Freight Movement on the Interstate System and Congestion Mitigation and Air Quality Improvement Program***

PM 3 requires states to coordinate with MPOs and adopt performance measure targets for travel reliability, congestion, non single occupant vehicle travel and emissions reductions. AMBAG will be required to report on only one of seven metrics for PM 3. (See Table 1).

**Table 1: PM 3 Measures and Targets**

| <b>Measure</b>   | <b>Statewide Target</b>   |
|--|---|
| Percent of Reliable Person Miles Traveled on the Non-Interstate NHS  | AMBAG to report on progress. Region to partially contribute to 1% target improvement. |
| Percent of Reliable Person Miles Traveled on the Interstate  | N/A   |
| Percentage of Interstate System Mileage Providing Reliable Truck Travel Time (Truck Travel Time Reliability Index) | N/A   |
| Total Emissions Reductions by Applicable Pollutants under CMAQ Program   | N/A   |
| Annual Hours of Peak-Hour Excessive Delay Per Capita   | N/A   |
| Percent of Non-Single Occupancy Vehicle (SOV) Travel   | N/A   |
| Percent Change in Tailpipe CO2 Emissions on the NHS Compared to the CY 2017 Level (GHG Performance Measure)        | TBD – This measure may be removed from reporting requirements                         |

Projects in the AMBAG region are expected to partially contribute to a statewide improvement of one percent in Percentage of Reliable Person Miles Traveled on the Non-Interstate NHS over 4-year period of 2018-2021 (See Attachment 2). Larger MPOs will be the primary contributors to statewide progress on this metric. If this target is not achieved, there are no repercussions to the region. However, the state is looking to the regional agencies to use performance management measures to evaluate and prioritize projects for future funding.

***California Senate Bill 1 (SB 1) Contributions to Achieving Performance Targets***

Projects associated with California Senate Bill 1 (SB 1) are critical to the achievement of statewide transportation performance targets. If California Senate Bill 1 (SB 1) is repealed in the November 2018 elections and transportation funding is reduced, statewide targets may become unachievable. Caltrans has indicated that in this eventuality they will work with MPOs and the FHWA to revise and potentially reduce targets. FHWA has agreed to this contingency.

## ***Performance Management Rule Updates to Metropolitan Transportation Improvement Program (MTIP) Process***

AMBAG maintains the regional four-year Metropolitan Transportation Improvement Program (MTIP) where transportation projects are programmed for federal State and/or local funding. FHWA performance measure rules require that the MTIP make progress toward achieving performance targets once transportation performance measures are implemented (23 CFR 450.326). In future MTIP project amendments, additional information about projects will be requested from RTPAs to assist in tracking regional progress towards PM 1, PM 2 and PM 3 targets.

### ***Next Steps***

AMBAG will continue to discuss PM 2 and PM 3 target setting with regional partner agencies throughout June 2018. Partner feedback and an informational update will be brought to the AMBAG Board of Directors in August 2018. On November 14 2018, a final recommendation will be presented to the AMBAG Board and submitted to Caltrans.

### **FINANCIAL IMPACT:**

The recommended action has no direct financial impact. AMBAG has budgeted and funded for data collection and reporting associated with performance measure targets. There are currently no funding repercussions to an MPO or RTPA if targets are not met.

### **COORDINATION:**

This report prepared in cooperation with Caltrans, FHWA, other MPOs in the state and Regional Transportation Planning Agencies.

### **ATTACHMENTS:**

1. California National Highway System Pavement and Bridge Condition Targets for PM 2
2. California System Performance Targets for PM 3