



STAFF REPORT

MEETING DATE:	February 26, 2019
SUBJECT:	Adopt 2018 Statewide Performance Targets for the Shasta Region
AGENDA ITEM:	8-10
STAFF CONTACT:	Daniel Wayne, Senior Transportation Planner

SUMMARY:

As part of the ongoing federal transition to performance-based transportation planning and programming, SRTA must adopt performance targets for pavement condition, bridge condition, and travel reliability on the National Highway System. SRTA and other regional agencies worked closely with Caltrans to develop sensible statewide targets, which are recommended for adoption.

STAFF RECOMMENDATION:

It is recommended that the board of directors:

1. Adopt the 2018/19 California statewide performance targets for Pavement and Bridge Condition and System Performance on the National Highway System (attached); and
2. Authorize the executive director to annually reaffirm all federally-required performance targets to Caltrans as long as there are no substantive changes to statewide targets and no compelling reason to develop region-specific targets.

DISCUSSION:

As directed by federal law, states and metropolitan regions have transitioned to performance-driven, outcome-based transportation planning and programming. Through a series of rulemakings, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) established national performance measures for safety, infrastructure condition, and system performance. States and metropolitan regions must develop and adopt numerical performance targets that support these federal policy priorities. SRTA may adopt statewide targets developed by Caltrans or develop and justify region-specific targets. SRTA will need to show how the regional transportation plan and transportation improvement programs are contributing toward adopted performance targets.

In December 2017, the board of directors chose to adopt statewide performance measure targets for Safety. The following new federal performance measure rulemakings require the board of directors' consideration:

- **Pavement and Bridge Condition** – Caltrans has adopted targets based on 'good' and 'poor' condition (see attached). Only pavement and bridges on the non-interstate, non-state highway National Highway System are included in the assessment. For the Shasta Region, this includes nine lane-miles and three bridges on Cypress Avenue between State Route 273 and Churn Creek Road. A small portion of pavement in this corridor is in poor condition but is being remedied by the city of Redding through regular crack sealing. The three bridges in question are all in good condition.

Staff Recommendation: Deferred maintenance of pavement and bridges end up costing the region exponentially more over the long run compared to timely upkeep. Having and keeping performance goals for pavement and bridge condition is therefore critical to a sustainable transportation system. Staff recommends adoption of the state standard as noted below:

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

Pavement deficiencies on the portion of Cypress Avenue where these goals would apply are presently being remedied and all applicable bridges are in good condition.

- **System Performance** – Caltrans has adopted six system performance targets (see attached). Only those measures related to network reliability (i.e. travel time consistency) apply to the Shasta Region. Smaller metropolitan regions (those under one million in population) are excluded from reporting on emissions (i.e. tailpipe air pollutants), vehicle hours of delay (i.e. traffic congestion), and vehicle occupancy (i.e. carpooling) given the statistically small contribution to statewide figures.

Staff Recommendation: Consistent travel times support regional mobility, economic health, and productivity. Staff recommends adoption of the state targets for network reliability, as shown below:

Performance Measure	2017 Baseline Data	2-year Target	4-year Target
Percent of Reliable Person-Miles Traveled on the Interstate ¹	64.6%	65.1% (+0.5%)	65.6% (+1%)
Percent of Reliable Person-Miles Traveled on the Non-Interstate NHS ¹	73.0%	N/A	74.0% (+1%)
Percentage of Interstate System Mileage Providing Reliable Truck Travel Time (Truck Travel Time Reliability Index) ¹	1.69	1.68 (-0.01)	1.67 (-0.02)

The target is reasonable for the Shasta Region because they are based on more congested urban areas. Travel times on the interregional network in the Shasta Region are projected to be meet statewide targets.

In addition to adopting the statewide targets described above and by attachment, it is also recommended that the board of directors authorize the executive director to annually reaffirm statewide targets for all federally-required performance measures for future years. Should it be advisable for SRTA to consider developing and adopting region-specific targets, the executive director would refer the matter to the board of directors.

ALTERNATIVES:

The board of directors may direct staff to prepare performance targets specific to the Shasta Region for future consideration. This would require additional staff and consultant time with no identifiable benefit.

OTHER AGENCY INVOLVEMENT:

Caltrans headquarters worked with metropolitan planning organizations across the state during the development of performance measures and has provided the underlying data and methodology used to arrive at state targets. Staff will work with Caltrans to track and report system performance data. *///The Technical Advisory Committee (TAC) concurs with the staff recommendation.///*

FISCAL IMPACT:

SRTA and local agencies may allocate regional and local funds as they see fit and continue to apply for federal and state funds. Should the state not meet its performance targets, there may be reduced flexibility in how Caltrans and the California Transportation Commission administer state funds – possibly reprioritizing future funds to program areas where targets are not being met.

Daniel S. Little, AICP, Executive Director

Attachment:

Caltrans request for pavement and bridge condition performance targets for 2018/19
Caltrans request for the system performance targets for 2018/19

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May 21, 2018

California Regional Transportation Planning Agencies:

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

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

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

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

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

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

Sincerely,



MICHAEL B. JOHNSON
Asset Management Engineer

Enclosures

California 2016 Pavement Conditions (NHS)
Target Calculator Tool

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

**Red indicates MPOs responses to Caltrans

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

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

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

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

** Red indicates MPO responses to Caltrans

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

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May 20, 2018

Dear California Transportation Partners:

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

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

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

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

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

Sincerely,

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

COCO BRISEÑO
Deputy Director
Planning and Modal Programs

Attachment

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

*Pending final MPO approval.

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

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

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

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