



PERFORMANCE MANAGEMENT 3

System Performance/Freight/CMAQ Targets

TARGET REPORTING FORM

Second Performance Period (1/1/2022 – 12/31/2025)

Agency Information	
MPO/RTPA	Madera County Transportation Commission
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On May 20, 2017, a Federal Highway Administration (FHWA) final rule took effect, with the exception of certain portions of the rule. The rule, published in the Federal Register (82 FR 5970) on January 18, 2017, establishes performance measures as required by the Moving Ahead for Progress in the 21st Century Act (MAP-21) and the Fixing America's Surface Transportation (FAST) Act. The measures in this final rule will be used by State Departments of Transportation (State DOTs) and Metropolitan Planning Organizations (MPOs) to assess the performance of the Interstate and non-Interstate National Highway System (NHS) for the purpose of carrying out the National Highway Performance Program (NHPP); to assess freight movement on the Interstate System; and to assess traffic congestion and on-road mobile source emissions for the purpose of carrying out the Congestion Mitigation and Air Quality Improvement (CMAQ) Program. This final rule is one of several rulemakings to implement MAP-21's new performance management framework. The collective rulemakings will establish the regulations needed to more effectively evaluate and report on surface transportation performance across the Nation.

Moreover, the rule requires State DOTs to submit a Baseline Performance Period Report to FHWA by October 1st of the first year in a performance period. State DOTs shall submit their first Baseline Performance Period Report to FHWA by October 1, 2018, and subsequent Baseline Performance Period Reports to FHWA by October 1st every 4 years thereafter. For the second performance period (1/1/2022 – 12/31/2025), due to unforeseen circumstances with FHWA's web-based Performance Management Form (PMF) reporting system, State DOTs received an extension to establish their targets by December 16, 2022. The MPOs shall establish targets no later than 180 days after the respective State DOT(s) establishes their targets (June 16, 2023) by either: 1) Agreeing to plan and program projects so that they contribute toward the accomplishment of the State DOT system performance target for each respective performance

measure; or 2) Committing to a quantifiable target for each respective performance measure for their metropolitan planning area. State DOTs and MPOs with NHS mileage in applicable urbanized areas must agree to single, unified targets for two of performance measures.

In preparation for Performance Management 3's (PM3) target setting effort for the second performance period, coordination between the California Department of Transportation (Caltrans) and MPOs occurred via guidance from PM3 meetings, which consisted of members from MPOs and Caltrans, and virtual workshops in August and October 2022. The information provided during these engagements was used to collaboratively establish targets for six of the performance measures, and individual discussions were held with each MPO with urbanized areas over 200,000 to establish single, unified targets for two of the performance measures, as noted in the chart below.

Performance Measure	2022 Baseline Data	2 year Target	4 year Target
Percent of Reliable Person-Miles Traveled on the Interstate ¹	73.8%	74.3% (+0.5%)	74.8% (+1%)
Percent of Reliable Person-Miles Traveled on the Non-Interstate NHS ¹	83.7%	84.2% (+0.5%)	84.7% (+1%)
Percentage of Interstate System Mileage Providing Reliable Truck Travel Time (Truck Travel Time Reliability Index) ¹	1.60	1.60 (0.00)	1.60 (0.00)
Total Emissions Reductions by Applicable Pollutants under the CMAQ Program ²			
VOC (kg/day)	2,551.00	2,862.00	5,724.00
CO (kg/day)	21,771.00	12,798.00	25,596.00
NOx (kg/day)	7,213.00	4,317.00	8,635.00
PM10 (kg/day)	3,830.00	2,152.00	4,305.00
PM2.5 (kg/day)	1,537.00	1,830.00	3,659.00
*Annual Hours of Peak-Hour Excessive Delay Per Capita ¹	State and MPO must coordinate on a single, unified 4-year target.		
Fresno UA	6.5 Hours	6.5 Hours	6.44 Hours
Bakersfield UA	9.6 Hours	9.6 Hours	9.5 Hours
Antioch UA	6.5 Hours	6.5 Hours	6.4 Hours
Concord UA	16 Hours	15.9 Hours	15.8 Hours
San Francisco-Oakland UA	18.3 Hours	17.9 Hours	17.6 Hours
San Jose UA	13.7 Hours	13.4 Hours	13.2 Hours
Santa Rosa UA	6.6 Hours	6.6 Hours	6.5 Hours
Sacramento UA	9.0 Hours	9.0 Hours	9.0Hours

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

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

San Diego UA	11.9 Hours	11.9 Hours	11.9 Hours
Indio-Cathedral City UA	6.4 Hours	6.4 Hours	6.4 Hours
Lancaster-Palmdale UA	4.3 Hours	4.3 Hours	4.3 Hours
Los Angeles-Long Beach-Anaheim UA	32.7 Hours	32.7 Hours	32.7 Hours
Mission Viejo-Lake Forest-San Clemente UA	9.4 Hours	9.4 Hours	9.4 Hours
Murrieta-Temecula-Manifee UA	9.2 Hours	9.2 Hours	9.2 Hours
Oxnard UA	11.1 Hours	11.1 Hours	11.1 Hours
Santa Barbara UA	13.4 Hours	13.4 Hours	13.4 Hours
Santa Clarita UA	11.5 Hours	11.5 Hours	11.5 Hours
Riverside-San Bernardino UA	16.6 Hours	16.6 Hours	16.6 Hours
Thousand Oaks UA	7.1 Hours	7.1 Hours	7.1 Hours
Victorville-Hesperia UA	6.2 Hours	6.2 Hours	6.2 Hours
Modesto UA	8.1 Hours	8.1 Hours	8.1 Hours
Stockton UA	8.0 Hours	8.0 Hours	8.0 Hours
Visalia UA	7.3 Hours	7.3 Hours	7.3 Hours
*Percent of Non-Single Occupancy Vehicle (SOV) Travel ³	State and MPO must coordinate on a single, unified 2-year and 4-year target.		
Fresno UA	26.90%	27.90% (+1%)	28.90% (+2%)
Bakersfield UA	20.20%	21.20% (+1%)	22.20% (+2%)
Antioch UA	30.80%	31.80% (+1%)	32.80% (+2%)
Concord UA	51.10%	52.10% (+1%)	53.20% (+2%)
San Francisco-Oakland UA	55.40%	56.40% (+1%)	57.40% (+2%)
San Jose UA	48.60%	49.60% (+1%)	50.60% (+2%)
Santa Rosa UA	32.50%	33.50% (+1%)	34.50% (+2%)
Sacramento UA	35.10%	35.10%	35.10%
San Diego UA	36.20%	36.20%	36.20%
Indio-Cathedral City UA	25.20%	25.20%	25.20%
Lancaster-Palmdale UA	23.70%	23.70%	23.70%
Los Angeles-Long Beach-Anaheim UA	36.70%	36.70%	36.70%
Mission Viejo-Lake Forest-San Clemente UA	38.60%	38.60%	38.60%
Murrieta-Temecula-Manifee UA	33.10%	33.10%	33.10%
Oxnard UA	28.60%	28.60%	28.60%
Santa Barbara UA	44.70%	44.70%	44.70%
Santa Clarita UA	32.70%	32.70%	32.70%
Riverside-San Bernardino UA	25.20%	25.20%	25.20%
Thousand Oaks UA	35.90%	35.90%	35.90%
Victorville-Hesperia UA	27.60%	27.60%	27.60%
Modesto UA	23.40%	23.40%	23.40%
Stockton UA	23.60%	23.60%	23.60%

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

Visalia UA	22.80%	23.80% (+1%)	24.80% (+2%)
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Please use this form to designate which method your agency elects to utilize for the establishment of 2- and 4-year targets to comply with federal regulation (23 U.S.C 150). If your Agency elects to establish their own targets, please complete the entire form. A signature from your Agency is necessary regardless of adopting Caltrans' targets or establishing your own.

Target Options	
<input type="checkbox"/> Adopt statewide system performance/freight/CMAQ targets	Agency elects to adopt the "statewide" targets, and will plan and program projects so that they contribute toward the accomplishment of the State DOT system performance target for each performance measure.
<input type="checkbox"/> Establish regional system performance/freight/CMAQ targets	Agency elects to establish their own region-specific targets. By selecting this option, agency methodology for target setting is required.

If your Agency elects to adopt statewide targets, no other information is required in this form other than signature and submittal to Caltrans.

If your Agency elects to submit their own targets, the following information is required. Specify your 2- and 4-year targets below, and explain below the methodology your Agency used for establishing your targets.

Performance Measure	2022 Baseline Data	2 year Target	4 year Target
Percent of Reliable Person-Miles Traveled on the Interstate	73.8%		
Percent of Reliable Person-Miles Traveled on the Non-Interstate NHS	83.7%		
Percentage of Interstate System Mileage Providing Reliable Truck Travel Time (Truck Travel Time Reliability Index)	1.60		
Total Emissions Reductions by Applicable Pollutants under the CMAQ Program			
VOC (kg/day)	2,551.00		
CO (kg/day)	21,771.00		
NOx (kg/day)	7,213.00		
PM10 (kg/day)	3,830.00		
PM2.5 (kg/day)	1,537.00		

Methodology Used for Establishing Targets (Attach a separate document to describe methodology, if necessary.)	
Percent of Reliable Person-Miles Traveled on the Interstate	
Percent of Reliable Person-Miles Traveled on the Non-Interstate NHS	
Percentage of Interstate System Mileage Providing Reliable Truck Travel Time (Truck Travel Time Reliability Index)	
Total Emissions Reductions by Applicable Pollutants under the CMAQ Program	

Please complete the target reporting form and submit via email to pm3@dot.ca.gov by June 2, 2023.

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

Kalin Pacheco
 Statewide Modeling Branch Chief
 Data Analytics Services Office
 Division of Transportation Planning
 Department of Transportation
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Please provide name and signature of the MPO official certifying this information.

MPO Official's Name: Patricia Taylor, Executive Director

MPO Official's Signature: _____ **Date:** May 17, 2023