



STAFF REPORT
Board Meeting of February 22, 2023

AGENDA ITEM: 4-K

PREPARED BY: Evelyn Espinosa, Senior Regional Planner

SUBJECT:

Performance Measure (PM) 3 Targets 2022-2025 Coordination

Enclosure: Yes

Action: Information and Discussion Only

SUMMARY:

On January 18, 2017, the Federal Highway Administration (FHWA) published a final rule in the Federal Register (82 FR 5970) that established performance measures that State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) will use to report on the performance of the Interstate and Non-Interstate National Highway System (NHS) to carry out the National Highway Performance Program (NHPP); freight movement on the Interstate system to carry out the National Highway Freight Program (NHFP); and traffic congestion and on-road mobile source emissions for the purpose of carrying out the Congestion Mitigation and Air Quality Improvement (CMAQ) Program. The rule addressed requirements established by the Moving Ahead for Progress in the 21st Century Act (MAP-21), and included six national performance measures related to System Performance, as follows:

1. Percent of Reliable Person-Miles Traveled on the Interstate;
2. Percent of Reliable Person-Miles Traveled on the Non-Interstate NHS;
3. Percent of Interstate System Mileage Providing Reliable Truck Travel Time (Truck Travel Time Reliability Index);
4. Total Emissions Reductions by Applicable Pollutants under the CMAQ Program;
5. Annual Hours of Peak-Hour Excessive Delay per Capita (PHED); and
6. Percent of Non-single Occupancy Vehicle (Non-SOV) Travel.

For the Madera County Planning Area, only two of the six performance measures are applicable: Percent of Reliable Person-Miles Traveled on the Non-Interstate NHS and Total Emissions Reductions by Applicable Pollutants under the CMAQ Program.

Federal regulations require State Departments of Transportation to establish and report annual targets related to each of these six performance measures by June 16th every two years. MPOs shall establish a target six months after State DOTs establish targets (December 16th) by either: 1) Agreeing to plan and program projects so that they contribute toward the accomplishment of the State DOT system performance target for that performance measure; or 2) Committing to a

quantifiable target for that performance measure for their metropolitan planning area. In addition, State DOTs and MPOs with NHS mileage in applicable urbanized areas must agree to single, unified PM3 targets for the PHED and Non-SOV performance measures.

State DOTs may adjust an established 4-year target in the Mid-Performance Period Progress Report and shall coordinate with relevant MPOs when adjusting their 4-year target(s). Any adjustments made to 4-year target established for the CMAQ Traffic Congestion measure shall be agreed upon and made collectively by all State DOTs and MPOs that include any portion of the NHS in the respective urbanized area applicable to the measures.

In preparation for PM3's 2022 target-setting effort, coordination between the California Department of Transportation (Caltrans) and MPOs occurred via guidance from two PM3 Target Setting Engagement workshops held on August 10, 2022 and on October 19, 2022. Both virtual workshops included members from MPOs, RTPAs, and Caltrans at both meetings. The information provided by the MPOs via these workshops and meetings was used to collaboratively establish targets for four of the performance measures, and individual discussions and email correspondences were held with each MPO with an urbanized area over 200,000 population to establish single, unified targets for two of the performance measures. Madera County Transportation Commission staff participated in both meetings and provided the necessary information.

The white paper explaining the methodology and State targets is included in this packet.

FISCAL IMPACT:

No fiscal impact to the approved 2022-23 Overall Work Program and Budget.