

# Performance Management 3

## Cross Agency Asset Management Forum

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# What is PM3?

- The Moving Ahead for Progress in the 21st Century Act (MAP-21) established requirements for performance management to promote the most efficient investment of Federal transportation funds.
- Three Performance Measurement (PM) Categories:
  - PM1 – Highway Safety
  - PM2 – Highway Infrastructure - Bridges
  - **PM3 – Highway Reliability and Emissions Reductions**
- Cycle 2 – Four-years from 2022-2025 with a mid-cycle report in 2024 and final report in 2026
- Cycle 3 - Four-years from 2026-2029 with a mid-cycle report in 2028 and final report in 2030

<b>PM 3 Category</b>	<b>Metric (Statewide Planning staff transmit all information to the Federal Liaison's Office)</b>	<b>"Owner" of calculation</b>	<b>"Owner" of narrative</b>
Statewide Performance Metrics	Percent of Reliable Person-Miles Traveled on the interstate	FHWA	Caltrans
Statewide Performance Metrics	Percent of Reliable Person-Miles Traveled on the Non-Interstate NHS	FHWA	Caltrans
Statewide Performance Metrics	Percent of Interstate System Mileage Providing Reliable Truck Travel Time	FHWA	Caltrans
Urbanized Area Performance Metrics	Annual Hours of Peak -Hour Excessive Delay Per Capita	FHWA	MPOs
Congestion Management and Air Quality (CMAQ) Metrics	Total Emissions Reductions by Applicable Pollutants under the CMAQ Program	FHWA	CARB
Urbanized Area Performance Metrics for Non-SOV Travel	Percent of Non-Single Occupancy Vehicle (SOV) Travel	FHWA/ Caltrans	MPOs

# Challenges and Opportunities

- Baseline numbers were impacted by COVID
- Reliability improvements generally take time to implement
- Reliability impacted during construction
- Statewide and regional policies supporting targets
- Multimodal projects being developed and implemented
- Next cycle likely will have more manageable baseline numbers

# Policy Examples

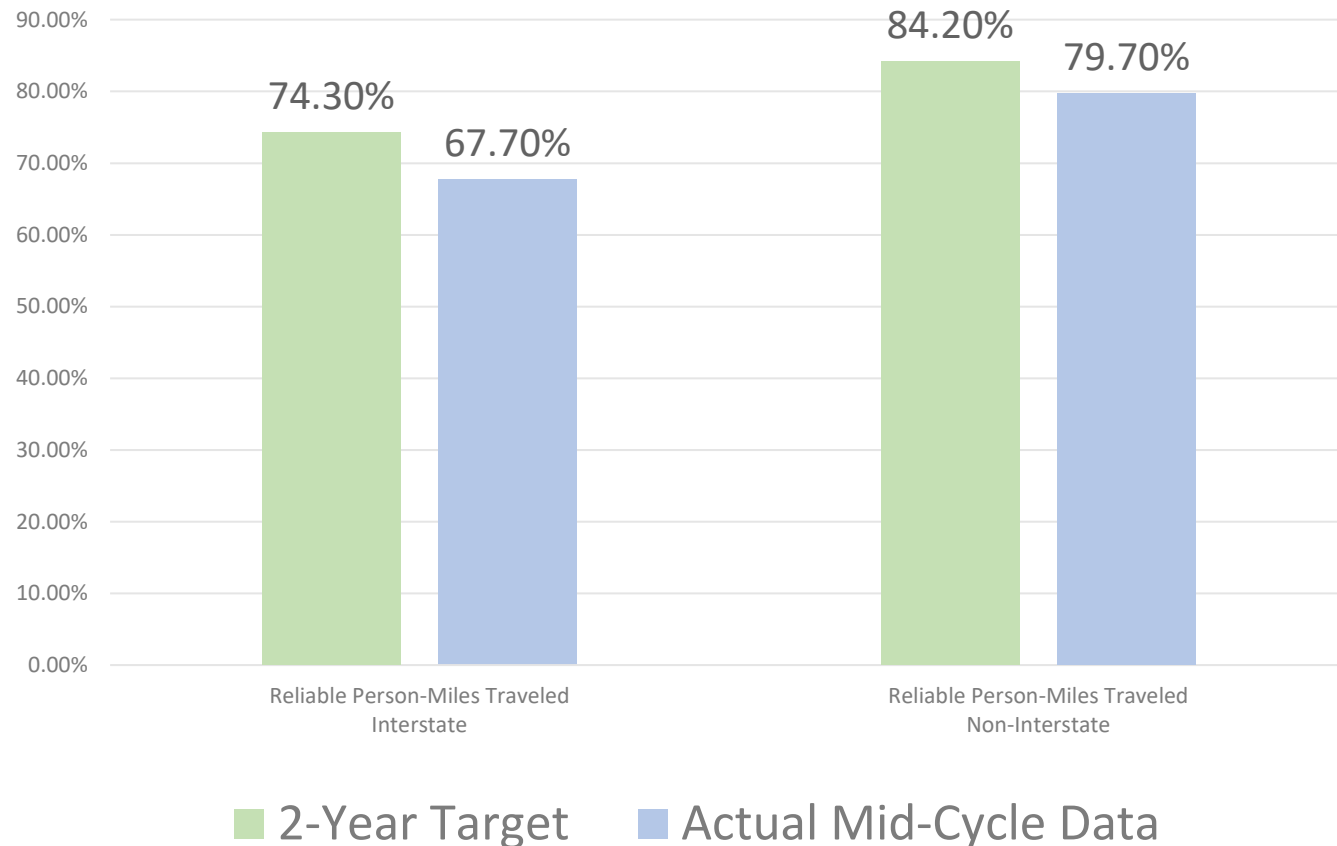
- Climate Action Plan for Transportation Infrastructure (CAPTI)
- Executive Orders N-19-19 and N-79-20
- 2024 RTP Guidelines
- Sustainable Communities Strategies
- California Transportation Plan
- Six Modal Plans
- Caltrans System Investment Strategy

# Statewide Reliability – Mid-Cycle Reporting

The 4-year targets will be adjusted to baseline

Interstate - 73.8%

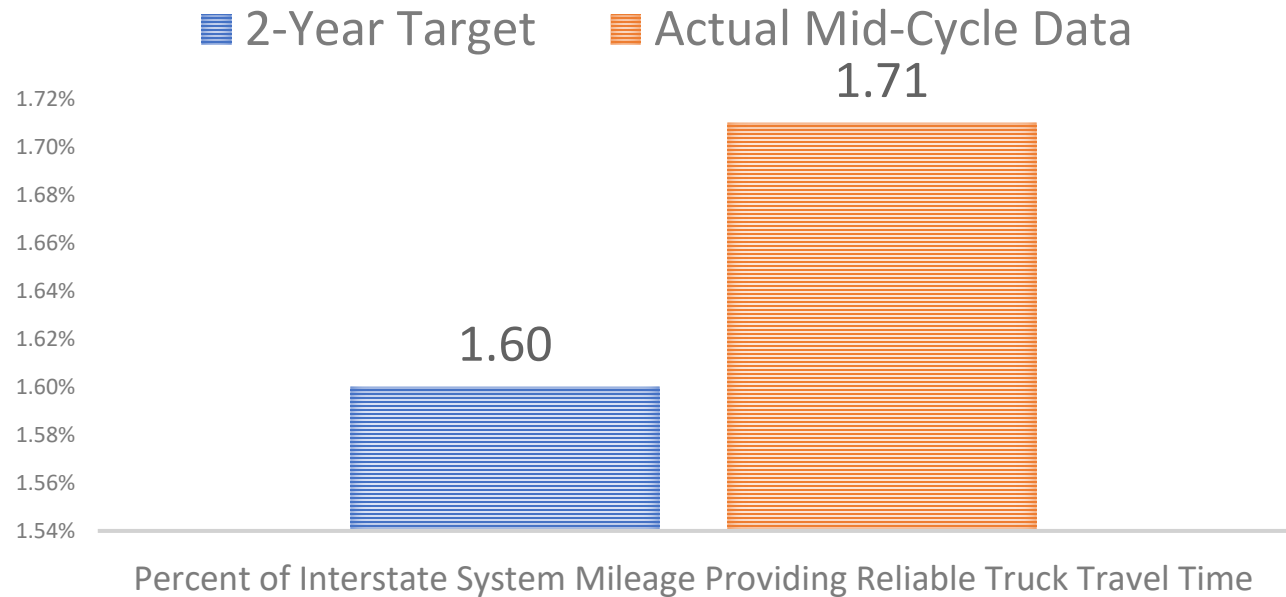
Non-Interstate - 83.7%



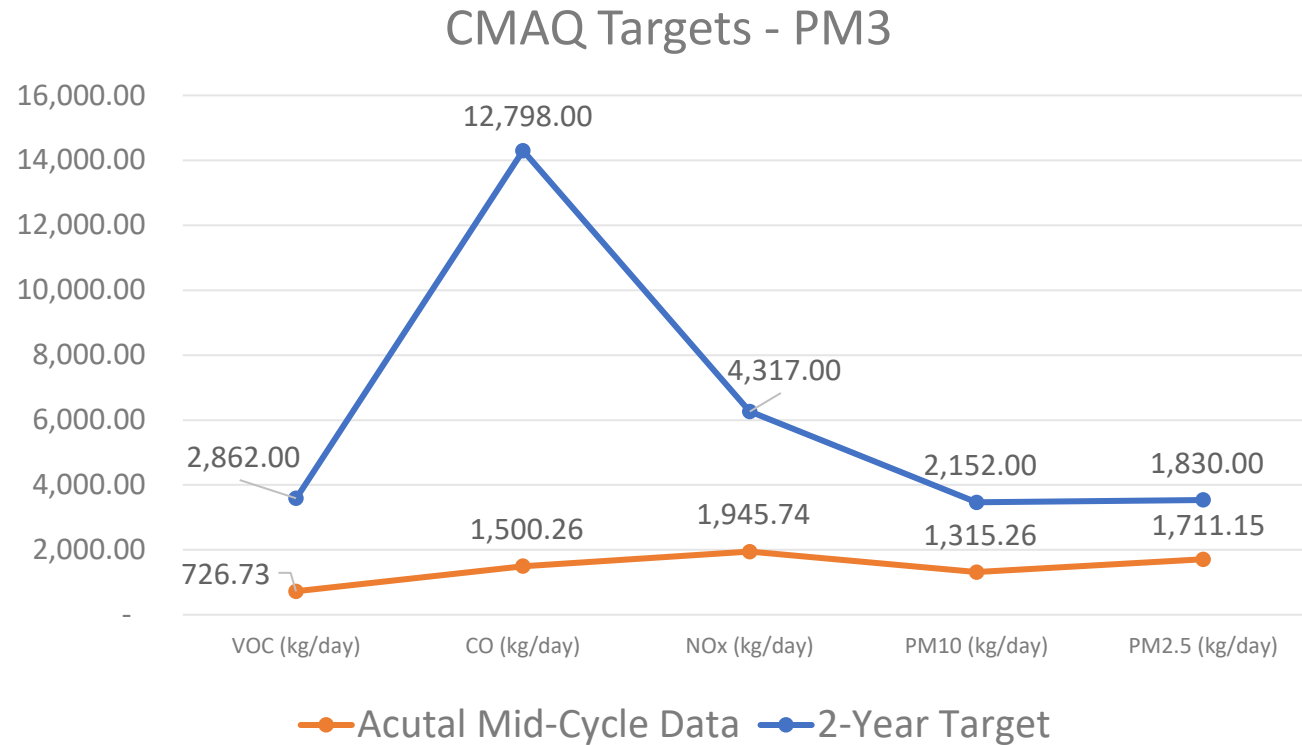
# Statewide Freight Reliability – Mid-Cycle Reporting

Higher numbers indicate greater unreliability

PERCENT OF INTERSTATE SYSTEM MILEAGE PROVIDING RELIABLE TRUCK TRAVEL TIME

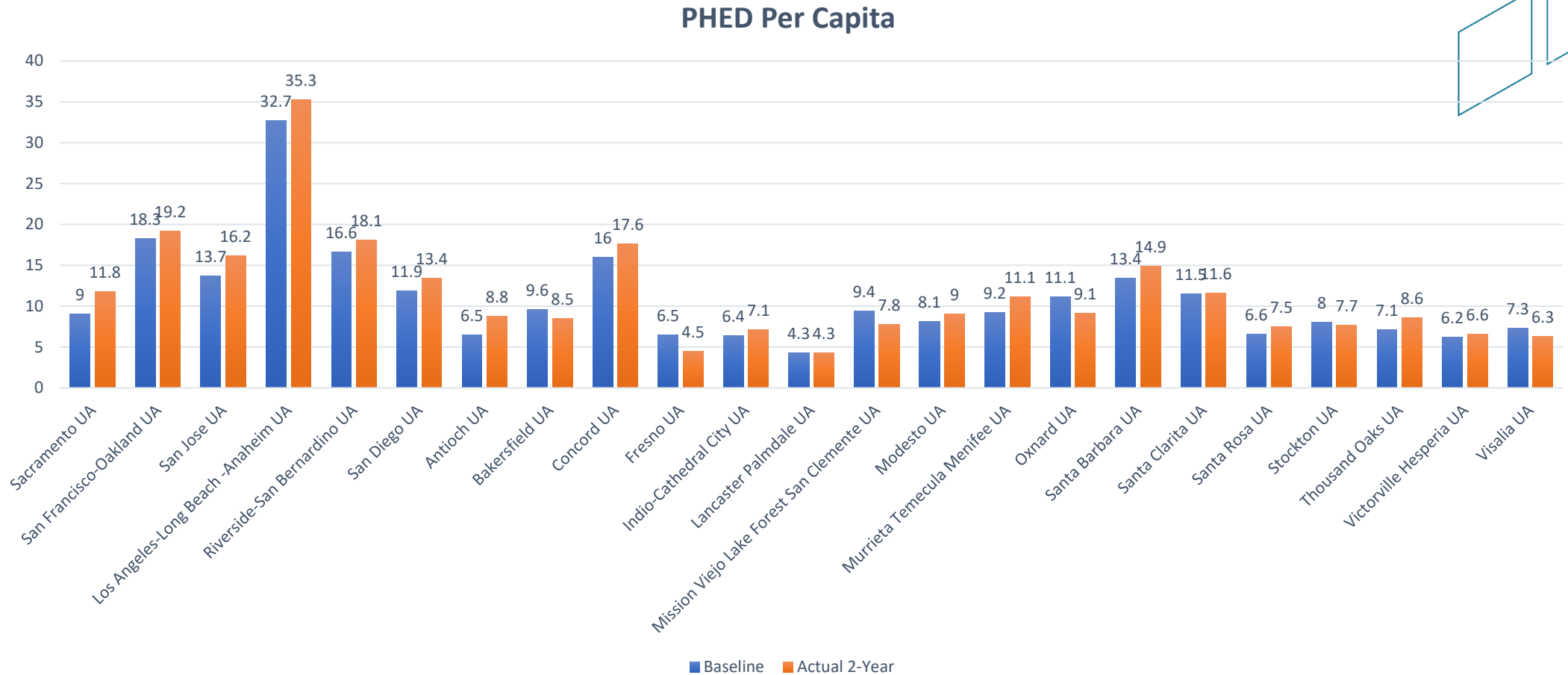


# CMAQ - Total Emissions Reductions by Applicable Pollutants

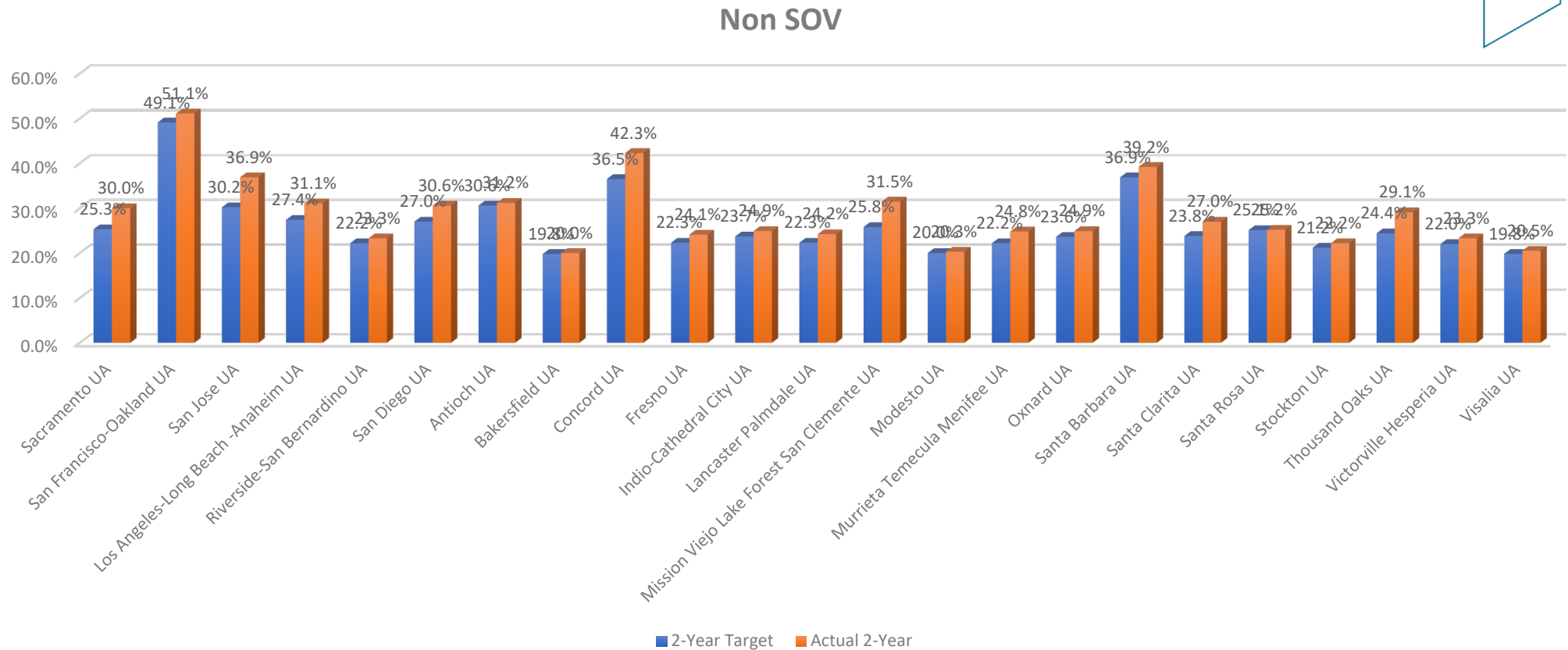




# URBANIZED AREA – Annual Hours of Peak-Hour Excessive Delay Per Capita



# Urbanized Area - Percent of Non-Single Occupancy Vehicle (SOV) Travel



# Next Steps

- **February 2025** – Begin quarterly meetings with partner agencies to assess progress and improvement actions, along with final reporting for Cycle 2 and target setting for Cycle 3
- **Winter 2026** – Assess progress towards Cycle 2 targets; develop and circulate survey for input on Cycle 3 targets
- **Spring 2026** – Discuss Cycle 3 target survey results with partners during quarterly meetings; get input on activities supporting Cycle 2 targets
- **July-August 2026** – Discuss and finalize Cycle 3 targets
- **September 2026** – Complete and submit Cycle 2 reporting; submit Cycle 3 targets

# Discussion

- **ALL (everyone) Questions/Comments**