

Section VII

Performance Measures

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PERFORMANCE MEASURES

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Performance Monitoring

The 2012 federal transportation authorization legislation, ‘Moving Ahead for Progress in the 21st Century’ (MAP-21) established new requirements for performance management and reporting to ensure the most efficient investment of Federal transportation funds. To incorporate the new federal performance requirements into the Federal Transportation Improvement Program (FTIP), SCAG is required to show (1) that the FTIP “makes progress towards achieving [the region’s] performance targets” and (2) that the FTIP includes, “to the maximum extent practicable, a description of the anticipated effect of the FTIP towards achieving the performance targets.”

The projects contained within the 2019 FTIP have been developed in accordance with the applicable provisions and requirements of 23 CFR Part 450 and are expected to support the achievement of these targets. These targets will be achieved through the implementation of investment priorities through the programming of transportation projects in the 2019 FTIP, and subsequent FTIP Amendments and Administrative Modifications.

MAP-21 Performance Measures (PM)

With the enactment of the MAP-21 in 2012, and its successor legislation, the FAST Act in 2015, performance-based transportation planning became a federally mandated activity. A defining feature of MAP-21 was the establishment of a national performance-based transportation planning program, with the objective of ensuring that federally funded transportation system investments are directed toward the achievement of national transportation goals.

MAP-21 defined seven specific national transportation performance goals to be addressed through the performance-based planning process: 1) Transportation Safety; 2) Infrastructure Condition; 3) Congestion Reduction; 4) System Reliability; 5) Freight Movement and Economic Vitality; 6) Environmental Sustainability; and 7) Reduced Project Delivery Delay.

To provide a quantitative basis for evaluating progress toward achieving national transportation goals, MAP-21 required FHWA to develop a set of corresponding performance metrics. These MAP-21 performance measures provide a standardized quantitative metric for evaluating statewide progress toward meeting each of the national goals.

FHWA guidelines in support of the federal performance monitoring program have been finalized in three separate rulemakings. Performance Management Rule 1 (PM 1), released in April, 2016, addressed performance measures for Highway Safety. Performance Management Rule 2 (PM 2), addressed performance measures for the National Highway System (NHS) pavement and bridge condition; and Performance Management Rule 3 (PM3), addressed performance measures for NHS System Performance, Freight Movement, and the CMAQ program. FHWA released PM2 and PM3 in May, 2017. These federal rulemakings also included guidelines for the setting of performance targets for the various measures, and for reporting on progress toward achievement of the targets.

Caltrans is required to establish statewide targets for each of the designated federal performance measures included within the three federal performance management categories. Once Caltrans has set the statewide targets for the measures within each of the three performance measures groups, SCAG has the option to agree to support the statewide targets, establish numerical targets specific to the region, or use a combination of both. Regardless of the option SCAG pursues, the region has 180 days from the date of Caltrans' adoption of the statewide targets to submit its regional performance targets.

Safety Performance Measures (PM 1)

FHWA issued the National Performance Management Measures: Safety Performance Management Measures Final Rule, effective April 14, 2016, to establish performance measures for State DOTs to carry out the Highway Safety Improvement Program (HSIP). The Final Rule calls for State DOTs, working with MPOs, to assess fatalities and injuries on all public roads, regardless of ownership or functional classification. Specifically, the Final Rule establishes the following five performance measures for five-year rolling averages for:

- Number of Fatalities;
- Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT);
- Number of Serious Injuries;
- Rate of Serious Injuries per 100 million VMT; and
- Number of Non-motorized Fatalities and Non-motorized Serious Injuries.

In February 2018, SCAG's Regional Council adopted Calendar Year 2018 targets, which are consistent with and supportive of the State's targets. SCAG established regional targets using the Caltrans' methodology for the statewide targets. This allows SCAG to more accurately monitor its performance in relation to the State's targets going forward.

The Calendar Year 2018 targets are as follows:

- Number of Fatalities: 1,601
- Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT): 0.97
- Number of Serious Injuries: 5,752
- Rate of Serious Injuries per 100 million VMT: 3.5
- Number of Non-motorized Fatalities and Non-motorized Serious Injuries: 2,068

Because targets are updated annually, both Caltrans and SCAG will have the opportunity to revisit and update targets each calendar year.

Pavement and Bridge Condition Measures (PM 2)

Federal rulemaking in support of the PM 2 (pavement/bridge condition) and PM 3 (NHS performance/freight/CMAQ) sets of measures were both finalized on May 20, 2017. Caltrans will

therefore have until May 20, 2018 to establish statewide targets for each of the performance metrics within these two groups. At the time of this publication, these targets had not yet been established.

As with the PM 1 set of measures, SCAG will have 180 days from the date of Caltrans' adoption of statewide targets to either agree to accept the statewide targets or to submit a set of regional targets for any or all of the metrics included within these two PM groups. SCAG is currently working closely with Caltrans and the other major MPOs in the state to provide guidance in the development process of the statewide targets for the PM 2 and PM 3 measures.

- Percentage of Interstate System pavement in 'Good' condition
- Percentage of Interstate System pavement in 'Poor' condition
- Percentage of non-interstate National Highway System pavement in 'Good' condition
- Percentage of non-interstate National Highway System pavement in 'Poor' condition
- Percentage of National Highway System bridges in 'Good' condition
- Percentage of National Highway System bridges in 'Poor' condition

Performance of NHS, Freight, and CMAQ Measures (PM 3)

- Percentage of person-miles travelled on the Interstate System that are reliable
- Percentage of person-miles travelled on the non-interstate National Highway System that are reliable
- Annual hours of peak hour excessive delay per capita
- Percentage of Interstate System mileage reporting reliable truck travel times (Truck Travel Time Reliability Index)
- Percentage of non-single occupancy vehicle travel
- Total regional emissions reduction by applicable pollutants under the CMAQ program

Transit Performance Measures

MAP-21 established two transit performance measures, for transit asset management (TAM) and transit safety. The Federal Transit Administration (FTA) issued the TAM Final Rule (49 CFR 625), effective October 1, 2016, but has not yet issued the Final Rule for public transportation agency safety plans. The Final Rule requirements for TAM apply to all recipients and subrecipients of Federal financial assistance under 49 USC Chapter 53 that own, operate, or manage capital assets used for providing public transportation. Although SCAG is the designated recipient of certain FTA funds, it does not own, operate, or manage capital assets used for providing public transportation. However, SCAG does have responsibilities for TAM as part of the Regional Transportation Plan (RTP) development, under the Metropolitan Planning Final Rule (23 CFR 450). Regional TAM targets must be established every four years as part of the RTP. Additionally, MPOs must integrate into their RTP, either directly or by reference, the goals, objectives, performance measures, and targets from the transit providers' TAM plans.

The Final Rule requires transit providers to develop TAM plans every four years and to establish annual TAM targets for the following measures:

- Rolling stock: % of revenue vehicles exceeding useful life benchmark (ULB),
- Equipment: % of nonrevenue service vehicles exceeding ULB,
- Facilities: % of facilities rated under 3.0 on the Transit Economic Requirements Model (TERM) scale, and
- Infrastructure: % of track segments under performance restriction.

The first TAM plans are due October 1, 2018 and the first TAM targets must be submitted to the National Transit Database (NTD) on the same date. The Final Rule also requires transit providers to establish initial targets within 3 months of the effective date of the rule (but before TAM plans are due to be completed). MPOs are required to establish initial regional targets within 180 days after the transit provider establishes its performance targets. FTA does not require transit providers to submit their initial targets to NTD.

SCAG worked with its regional transit operators, through the Regional Transit Technical Advisory Committee (RTTAC), to collect the operators' initial targets and to collectively establish initial regional targets by county and separately for the Southern California Regional Rail Authority (SCRRA), the multi-county commuter rail operator. However, it should be noted that these initial targets are based on the available data at the time, provided by the transit operators, and without the benefit of completed TAM plans. The initial regional targets were approved by SCAG's Regional Council in July 2017.

Table 1. Initial Regional TAM Targets

County/Agency	Rolling Stock	Equipment	Facilities	Infrastructure
Imperial County	Bus	0.0%	0.0%	N/A
	Demand Resp.	0.0%		N/A
Los Angeles County	Bus	22.9%	24.7%	6.3%
	Demand Resp.	9.5%		0.0%
	Rail	0.0%		
Orange County	Bus	10.0%	20.8%	0.0%
	Demand Resp.	10.0%		N/A
Riverside County	Bus	2.2%	22.5%	0.0%
	Demand Resp.	13.9%		N/A
San Bernardino County	Bus	4.2%	4.9%	2.0%
	Demand Resp.	4.2%		N/A
Ventura County	Bus	0.0%	16.1%	0.0%
	Demand Resp.	12.1%		N/A
SCRRA	5.0%	5.0%	5.0%	5.0%

MAP-21 Performance Reporting

The MAP-21 federal performance monitoring cycle is based on four-year reporting periods. The initial four year performance reporting period begins on January 1, 2018 and ends on December 31, 2021. Two years into the performance reporting period, Caltrans, as the State DOT, will be required to submit to FHWA a Mid Performance Period Progress Report, detailing progress that has been made toward achieving the statewide targets. At this point, statewide and regional targets

may be adjusted to account for new data or changes in state or regional conditions that may impact the performance trajectory for any of the federal performance measures.

To initiate the MAP-21 federal performance management process, Caltrans must first establish and report on baseline conditions, describing how the state is performing within each of the designated performance monitoring categories and the federally designated performance measures. This baseline report will provide the basis for evaluating progress being made within these focal areas over the four year federal performance reporting period. Caltrans must submit its initial statewide Existing Conditions report to FHWA by October 1, 2018.

At the conclusion of each four-year performance reporting period, Caltrans must submit to FHWA a Full Performance Period Progress Report. This report will document the investment strategies, current conditions, and quantitative progress that has been made toward achieving each of the federal performance targets. Based on these progress reports, FHWA will make a determination as to whether the State has demonstrated ‘significant’ progress toward achievement of its performance targets.

Transportation Safety

Because the Calendar Year 2018 targets were recently set (February 2018), it is challenging to evaluate the region’s progress towards achieving these targets. Still, we are able to review projects included in the FTIP to assess whether they are anticipated to result in improved safety conditions and therefore fewer serious injuries and fatalities. Examples of such projects include:

- Projects that correct, improve, or eliminate a hazardous location or feature
- Safer non-Federal-aid system roads
- Shoulder Improvements
- Increasing sight distance
- Highway Safety Improvement Program implementation
- Traffic control devices and operating assistance other than signalization projects
- Railroad/highway crossing warning devices
- Guardrails, median barriers, crash cushions
- Pavement resurfacing and/or rehabilitation
- Pavement marking
- Emergency relief
- Fencing
- Skid treatments
- Safety roadside rest areas
- Adding medians
- Truck climbing lanes outside the urbanized area
- Lighting improvements
- Widening narrow pavements or reconstructing bridges (no additional travel lanes)
- Emergency Truck Pullovers

Based on a review of the projects included in the FTIP, there are nearly 400 projects that are anticipated to result in safety benefit. Further, the programming for these projects is more than \$5 billion (see Table 2 below).

Table 2. 2016 RTP/SCS Safety Projects by County – FTIP (*Thousands)

County	Total Safety Projects	* Safety Projects Programming	* All Projects Programming	Total Projects	% of Total
Imperial	12	\$ 11,287	\$ 60,193	73	16%
Los Angeles	232	\$ 3,037,807	\$ 19,382,656	936	25%
Orange	36	\$ 516,422	\$ 3,007,022	180	20%
Riverside	55	\$ 1,311,227	\$ 7,070,337	396	14%
San Bernardino	25	\$ 182,463	\$ 4,006,990	265	9%
Ventura	30	\$ 187,597	\$ 856,230	174	17%
Various	2	\$ 182,463	\$ 184,686	7	29%
Region Totals	392	\$ 5,429,266	\$ 34,568,114	2031	19%

SCAG anticipates that with continued work with its Transportation Safety Group to develop a Regional Safety Strategy and High Injury Network, the region will continue to make progress towards achieving its annual safety targets.

Transit

Transit Asset Management (TAM) - As the transit providers complete their first TAM plans by the October 2018 deadline, SCAG will work with the RTTAC to refine the methodology for developing regional targets that will be included in the forthcoming 2020 RTP. SCAG expects that this work effort will occur primarily from fall 2018 through spring/summer 2019, will be significantly more robust and comprehensive, and will provide the basis for reporting on progress in subsequent RTPs and FTIPs. Once the TAM targets are established in the adopted 2020 RTP, future RTPs must report on progress achieved in meeting the targets, in comparison with system performance recorded in previous reports (23 CFR 450.324(f)(4)(i)). Additionally, future FTIPs must describe the anticipated effect toward achieving the TAM targets set in the RTP, linking investment priorities to those targets (23 CFR 450.326(d)). It is expected that SCAG will require additional information from lead agencies as part of future RTP and FTIP development and project submittal processes, to support these new reporting requirements.

The development of the 2019 FTIP and its technical documentation precedes both the completion of the first TAM plans by the transit operators and the development of the 2020 RTP and associated regional TAM targets. Therefore, SCAG's approach to discussing the progress made by the 2019 FTIP towards TAM is based on identification of programmed investments in the rehabilitation and replacement of transit assets. Table 3 identifies the amounts programmed in the 2019 FTIP by fiscal year and program code.

Table 3. 2019 FTIP Programmed Amounts for TAM-Related Construction Activities (Thousands)

Category	2018/2019	2019/2020	2020/2021	2021/2022	Total
Administrative Office(s)/Facility Rehab/Improve	\$10,776	\$150			\$10,926
Bus Rehab/Improve	\$345,313	\$303,472	\$295,720	\$295,625	\$1,240,130
Bus Replacement	\$368,096	\$832,168	\$12,521	\$13,335	\$1,226,120
Paratransit Vehicle Replacement	\$7,116	\$3,372	\$3,324	\$6,424	\$20,236
Administrative Equipment Upgrade/Rehab	\$250	\$250			\$500
Maintenance Equipment Upgrade	\$3,625	\$3,125	\$3,125		\$9,875
Track Structures Rehab/Reconstruction	\$8,001	\$8,000	\$8,000	\$8,000	\$32,001
Track Replacement/Rehab	\$23,629	\$20,909	\$43,139	\$19,524	\$107,201
Passenger Stations/Facilities Rehab/Improve	\$438,233	\$692	\$1,118	\$2,968	\$443,011
Total	\$1,205,039	\$1,172,138	\$366,947	\$345,876	\$3,090,000

Pavement and Bridge Condition

Performance Management Group 2 (PM 2) focuses on pavement and bridge condition on the National Highway System (NHS). In California, the NHS is owned and operated by Caltrans in conjunction with local jurisdictions. The NHS includes the Interstate Highway System plus additional roadways such as principal arterials that are considered particularly important to the nation's economy, defense, and mobility. NHS pavement condition is especially critical in the SCAG region since 20 percent of the state's non-interstate pavement is located within our region.

Table 4 shows baseline 2017 non-interstate NHS pavement condition status by county in the SCAG region. The SCAG region includes a total of nearly 12,000 non-interstate NHS lane miles. Of that total, 3.7 percent was considered to be in 'Good' condition, 82.0 percent in 'Fair' condition, and 14.4 percent in 'Poor' condition in 2017. These 2017 baseline figures will be used to evaluate future progress toward achieving PM 2 targets for non-interstate NHS pavement condition.

Table 4: National Highway System (NHS) Non-Interstate Pavement Condition (2016)

County	Total Lane Miles	Pavement Lane Miles Condition					
		Good		Fair		Poor	
Imperial	288	49	17.0%	168	58.4%	71	24.6%
Los Angeles	6,355	109	1.7%	5,076	79.9%	1,170	18.4%
Orange	2,793	132	4.7%	2,446	87.6%	215	7.7%
Riverside	662	43	6.5%	560	84.7%	58	8.8%
San Bernardino	1,047	60	5.8%	871	83.1%	116	11.1%
Ventura	514	34	6.5%	437	85.0%	44	8.5%
SCAG Region	11,658	426	3.7%	9,558	82.0%	1,675	14.4%

Table 5 shows the statewide performance targets developed by Caltrans for NHS pavements and bridges located within the SCAG region. Non-interstate NHS pavements within the SCAG region show moderate improvement over the performance period, with 3.7 percent considered to be in ‘Good’ condition in 2017, and targets of 4.0 percent after 2 years and 4.7 percent after 4 years. Likewise, the percentage of non-interstate pavements in the SCAG region classified as being in ‘Poor’ condition is expected to gradually decrease, from 14.4 percent in 2017, to 13.8 percent after 2 years, and down to 12.7 percent after 4 years.

Table 5: Statewide NHS Pavement & Bridge Condition Targets - SCAG Region

PM 2 Statewide Performance Measures	Existing (2017)		2-Year Targets				4-Year Targets			
			(1/1/19 - 12/31/19)				(1/1/20 - 12/31/21)			
	Good	Poor	Good	Change	Poor	Change	Good	Change	Poor	Change
Non-Interstate NHS Pavement	3.7%	14.4%	4.0%	+0.3%	13.8%	-0.6%	4.7%	+1.0%	12.7%	-1.7%
NHS Bridges	36.1%	14.8%	37.9%	+1.8%	14.0%	-0.8%	41.4%	+5.3%	12.4%	-2.4%

The statewide performance targets also anticipate steady improvement of NHS bridge condition in the SCAG region. 36.1 percent of bridges in the SCAG region were classified as being in ‘Good’ condition in 2017, with a 2 year target of 37.9 percent, and a 4 year target of 41.4 percent. 14.8 percent of NHS bridges in the SCAG region were considered to be in ‘Poor’ condition in 2017, with Caltrans targets of 14.0 percent after 2 years, and down to 12.4 percent at the conclusion of the four year reporting period. Please note that about 82 percent of Interstate System pavements and 49 percent of the NHS bridges in the SCAG region were classified as being in ‘Fair’ condition in 2017.

While the statewide targets for the PM 2 performance measures were released by Caltrans in May, 2018, federal rulemaking allows SCAG and other MPOs in the state until November 16, 2018 to determine whether to adopt the statewide targets for implementation within our region or to

develop our own set of regionally specific performance targets. At the time of this publication, this determination had not yet been made.

Regardless of the final regional targets, projects and funding to support highway surface and bridge improvements are prominent in the FY 2019 FTIP as revealed in the table 6 below:

Table 6: Highway Surface and Bridge Improvements Funding Summary - SCAG Region (Thousands)

Category	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	Total
Bridge Improvement	\$58,776	\$65,696	\$43,482	\$14,469	\$245,305	\$13,300	\$441,028
Highway Operations & Maintenance	\$2,163,192	\$2,315,683	\$758,144	\$841,554	\$660,666	\$24,950	\$6,764,189
Bridge & Highway Operations/ Maintenance Total	\$2,221,968	\$2,381,379	\$801,626	\$856,023	\$905,971	\$38,250	\$7,205,217

Performance Management Group 3 (PM 3) provides a set of six specific measures to evaluate NHS System Performance, Freight Movement, and the CMAQ program. As shown in Table 7, the statewide PM 3 performance targets anticipate small but steady improvement for each of the travel time reliability performance indicators. In 2017, 64.6 percent of total person-miles of travel on the Interstate System was considered reliable. Caltrans established statewide interstate travel time reliability targets of 65.1 percent after 2 years, then up to 65.6 percent after 4 years. On the non-interstate NHS, 73.0 percent of total person miles traveled were considered reliable in 2017. Caltrans introduced a statewide target of 74 percent after 4 years. A 2-year non-interstate travel time reliability target is not required for the initial MAP-21 performance reporting cycle. Truck travel time reliability is reported as the Truck Travel Time Reliability Index (TTTRI), which is a value calculated as the ratio of the 95th percentile truck travel time (least reliable travel time) by the normal (50th percentile) travel time along a specific highway segment. A higher TTTRI value represents a less reliable travel time, therefore a lower value indicates improvement in reliability. In 2017, the statewide TTTRI was 1.69. Caltrans has developed targets for moderate truck travel time reliability improvement over the reporting cycle, to 1.68 after 2 years and down to 1.67 after 4 years.

In regard to the CMAQ program emissions reduction performance measures, Caltrans has established statewide targets that reflect small increases for each of the criteria pollutants amounting to 1.0 percent after 2 years, and 2.0 percent after 4 years.

The two CMAQ traffic congestion performance measures, ‘Annual Hours of Peak Hour Excessive Delay’ and ‘Percent of Non-Single Occupancy Vehicle Travel’ are applicable only to the two U.S. Census designated ‘Urban Areas’ within the SCAG region that have populations exceeding one million. These Urban Areas include ‘Los Angeles/Long Beach/Anaheim’ and ‘Riverside/San Bernardino’. MAP-21 requires that Caltrans and SCAG coordinate on the establishment of a single, unified set of targets for these two CMAQ traffic congestion measures for each of the SCAG region’s two designated Urban Areas. The two CMAQ traffic congestion measures, and

the associated 2-year and 4-year unified targets for the two Urbanized Areas in the SCAG region, are highlighted in yellow in Table 7.

In the Los Angeles/Long Beach/Anaheim Urban Area, per capita hours of peak hour excessive delay was reported at 51.7 hours in 2017. The 2017 value was reported at 16.3 hours for the San Bernardino/Riverside Urban Area. Choosing a conservative approach for the initial reporting cycle, Caltrans and SCAG agreed that a 1.0 percent improvement after 4 years for both of SCAG's Urban Areas would be appropriate. The same conservative approach was followed in developing targets for the 'Non-Single Occupancy Vehicle Travel' measure, with a 0.5 percent increase after 2 years, and 1.0 percent increase at the conclusion of the 4 year performance reporting period for both Urban Areas in the SCAG region.

Please note that two of the PM 3 performance measures, 'Percent of Reliable Person-Miles Travelled on the Non-Interstate NHS' and 'Annual Hours of Peak Hour Excessive Delay per Capita', require only the establishment of a four-year target for the initial MAP-21 performance reporting cycle due to current data limitations.

Table 7: Statewide PM 3 Performance Targets

Performance Measure	2017 Baseline	2-year Target	4-year Target
Percent of Reliable Person-Miles Traveled on the Interstate	64.6%	65.1% (+0.5%)	65.6% (+1.0%)
Percent of Reliable Person-Miles Traveled on the Non-Interstate NHS	73.0%	N/A	74.0% (+1.0%)
Percent of Interstate System Mileage Providing Reliable Truck Travel Time (Truck Travel Time Reliability Index)	1.69	1.68 (-0.01)	1.67 (-0.02)
Total Emissions Reductions by Applicable Pollutants Under the CMAQ Program			
VOC (kg/day)	951.83	961.35 (+1.0%)	970.87 (+2.0%)
CO (kg/day)	6,863.26	6,931.90 (+1.0%)	7,000.54 (+2.0%)
NOx (kg/day)	1,753.36	1,770.89 (+1.0%)	1,788.43 (+2.0%)
PM10 (kg/day)	2,431.21	2,455.52 (+1.0%)	2,479.83 (+2.0%)
PM2.5 (kg/day)	904.25	913.29 (+1.0%)	922.34 (+2.0%)
Annual Hours of Peak Hour Excessive Delay per Capita	Caltrans & SCAG 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 Non-Single Occupancy Vehicle (SOV) Travel	Caltrans & SCAG must coordinate on a single, unified 2-year & 4-year target		
Sacramento UA	22.8%	23.3% (+0.5%)	23.8% (+1.0%)
San Francisco-Oakland UA	44.3%	45.3% (+1.0%)	46.3% (+2.0%)
San Jose UA	24.5%	25.5% (+1.0%)	26.5% (+2.0%)
Los Angeles-Long Beach-Anaheim UA	25.6%	26.1% (+0.5%)	26.6% (+1.0%)
Riverside-San Bernardino UA	22.7%	23.2% (+0.5%)	23.7% (+1.0%)
San Diego UA	23.8%	24.8% (+1.0%)	25.2% (+1.4%)

While the statewide targets for the PM 3 performance measures were released by Caltrans in May, 2018, federal rulemaking allows SCAG and other MPOs in the state until November 16, 2018 to determine whether to adopt the statewide targets for implementation within our region or to develop our own set of regionally specific performance targets. At the time of this publication, this determination had not yet been made.

Regardless of the final regional targets, projects and funding supportive of improved NHS performance, freight movement, air quality, congestion, delay, and non-single occupancy vehicle travel are generously programmed in the FY 2019 FTIP as shown in Table 8 below:

Table 8: PM3 Related Projects Funding Summary - SCAG Region (Thousands)

Category	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	Total
Auxiliary, Passing, Truck Climbing Lane	\$86,668	\$0	\$25,716	\$9,956	\$0	\$0	\$122,340
Bridge Improvement	\$58,776	\$65,696	\$43,482	\$14,469	\$245,305	\$13,300	\$441,028
Capacity Enhancing Improvements	\$1,508,039	\$638,991	\$2,156,581	\$1,881,259	\$255,466	\$826,784	\$7,267,120
Grade Separations	\$298,687	\$232,984	\$370,407	\$106,595	\$43,000	\$157,759	\$1,209,432
HOV Lanes	\$427,302	\$348,656	\$178,255	\$291,153	\$38,529	\$0	\$1,283,895
Interchange, ramps, over/undercrossing	\$734,917	\$734,161	\$379,333	\$290,196	\$100,720	\$205,361	\$2,444,688
Non-Capacity Improvements	\$266,137	\$222,807	\$54,161	\$26,115	\$27,172	\$6,853	\$642,775
Highway Improvement Subtotal	\$3,420,056	\$2,243,295	\$3,207,935	\$2,619,743	\$710,192	\$1,210,057	\$13,411,278
ITS	\$163,822	\$25,897	\$24,699	\$8,919	\$250	\$0	\$223,587
Bicycle and Pedestrian Facilities	\$251,742	\$98,523	\$51,448	\$4,297	\$2,000	\$0	\$408,010
Rideshare	\$17,386	\$643	\$443	\$443	\$0	\$0	\$18,915
TDM, Park & Ride	\$27,776	\$4,915	\$4,459	\$3,224	\$0	\$0	\$40,374
ITS, TDM, & Non-Motorized Subtotal	\$460,726	\$129,978	\$81,049	\$16,883	\$2,250	\$0	\$690,886
Total: Highway Improvement, ITS, TDM, Non-Motorized	\$3,880,782	\$2,373,273	\$3,288,984	\$2,636,626	\$712,442	\$1,210,057	\$14,102,164