FAST Act Performance Measures

Board of Directors

East-West Gateway Council of Governments

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Connected2045
Long Range Transportation Plan for the St. Louis Region

Background

- MAP-21 (and subsequently the FAST Act) required establishment of national goals, performance measures, and accountability in planning and funding transportation investments (FAST Act §§ 1116, 1406; 23 U.S.C. 119, 148, 150, 167)
  - Safety
  - Infrastructure condition
  - Congestion reduction
  - System reliability
  - Freight movement and economic vitality
  - Environmental sustainability
  - Reduced project delivery delays
  - Improved Accessibility and Mobility

MAP-21 Goals	MoDOT Goals	IDOT Goals	EWG's 10 Guiding Principles	
Infrastructure Condition	Taking care of the system	Preserve and Manage the Existing System	Preserve and Maintain the Existing System	Ensure the transportation system remains in a state of good repair.
Safety	Safety	Improve Transportation Safety	Promote Safety and Security	Provide a safe and secure transportation system for all users.
Congestion Reduction & System Reliability	Economic Development	Address Congestion and Maximize Efficiency and Effectiveness through Operations	Support a Diverse Economy with a Reliable System	Reduce congestion and improve travel time reliability to support the diverse economic sectors of the region.
Freight Movement & Economic Vitality	Economic Development	Provide for Efficient Freight Movement	Strengthen Intermodal Connections	Support freight movement and connections that are critical to the efficient flow of both people and goods.
Environmental Sustainability		Ensure a Compatible Interface of the System with Environmental, Social, Energy and Land Use Considerations	Protect Air Quality and Environmental Assets	Encourage investments that recognize the linkages between the social, economic, and natural fabric of the region.

FAST Act: Performance-Driven, Outcome-Based Planning and Programming

- Federal → State → Metropolitan
  - FAST Act identifies national goal areas
  - USDOT establishes performance measures
  - States set performance targets
  - MPOs set performance targets
  - State and metro plans describe how programs and project selection will achieve targets
  - **As the Metropolitan Planning Organization for the St. Louis region, East-West Gateway is charged with developing a performance-based long-range transportation plan, as well as a corresponding project evaluation structure for developing the Transportation Improvement Program (TIP) (23 USC 134 G).**

- Progress Reports
  - Within 4 years of enactment; biennially thereafter

Why Performance-Based Planning And Programming?

- Improved investment decision making
- Improved return on investments and resource allocation
- Demonstrates link between funding and performance
- ➡ Improved system performance

Performance Goals and Measures

- **Safety** - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads
  - 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
  - Number of Non-motorized Fatalities and Non-motorized Serious Injuries

Performance Goals and Measures

- **Infrastructure Condition** - To maintain the highway infrastructure asset system in a state of good repair
  - Pavement Condition
    - Percentage of pavements on the Interstate System in Good condition
    - Percentage of pavements on the Interstate System in Poor condition
    - Percentage of pavements on the non-Interstate National Highway System (NHS) in Good condition
    - Percentage of pavements on the non-Interstate NHS in Poor condition
  - Bridge Condition
    - Percentage of NHS bridges classified as in Good condition
    - Percentage of NHS bridges classified as in Poor condition

Performance Goals and Measures

- **System Reliability** - To improve the efficiency of the surface transportation system
  - Percent of person miles traveled on the Interstate System that are reliable
  - Percent of person miles traveled on the non Interstate NHS that are reliable
  - Annual hours of peak-hour excessive delay per capita
  - Percent of non-single-occupant vehicle travel
- **Freight Movement and Economic Vitality** - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development
  - Truck Travel Time Reliability Index

Performance Goals and Measures

- **Environmental Sustainability** - To enhance the performance of the transportation system while protecting and enhancing the natural environment
  - Total emissions reduction (on-road mobile sources)
  - Percent change in tailpipe carbon dioxide emission levels on the NHS compared to the calendar year 2017 levels

Performance Goals and Measures

- **Transit**
  - Safety
    - Fatalities: Total number of reportable* fatalities and rate per total vehicle revenue miles by mode
    - Injuries: Total number of reportable* injuries and rate per total vehicle revenue miles by mode
    - Safety Events Total number of reportable* events and rate per total vehicle revenue miles by mode
    - System Reliability Mean distance between major mechanical failures by mode
  - Infrastructure Condition (State of Good Repair: Transit Asset Management)
    - Equipment: Percentage of vehicles that have met or exceeded their Useful Life Benchmark (ULB)
    - Rolling Stock: Percentage of revenue vehicles within a particular asset class that have met or exceeded their ULB
    - Infrastructure: Percentage of track segments with performance restrictions
    - Facilities Percentage of facilities within an asset class rated below 3.0 on the FTA Transit Economic Requirements Model scale

Target Setting

- MPOs are required to establish performance targets no later than 180 days after the state or public transportation operator sets performance targets.
- For each roadway performance measure, an MPO can decide to commit to support a statewide target, or to establish a quantifiable target specific to its planning area.
- Both state and MPO targets for roadway performance measures will be set at two-year and four-year intervals.
- States, MPOs, and public transit operators must coordinate their respective targets for performance measures with each other to ensure consistency to the maximum extent practicable.

Reporting

- States and MPOs' LRTPs must describe the performance measures and targets used to assess system performance, evaluate the performance of the transportation system with respect to the federally required performance targets, and report on progress made.
- State Transportation Improvement Programs (STIPs) and MPOs' TIPs must link investment priorities to the targets in their respective LRTPs and describe, to the maximum extent practicable, the anticipated effect of the program toward achieving established targets.
- MPOs must report baseline roadway transportation system condition and performance data and progress toward the achievement of targets to their respective state Departments of Transportation (DOT).

Federal Assessments

- FHWA will determine whether state DOTs have met or have made significant progress towards meeting targets for the highway system. Progress at the state level would be considered significant if an actual outcome is either equal to or better than the established target, or better than the baseline condition.
- FHWA and FTA will not directly assess MPO progress towards meeting targets for required performance measures. Instead, these agencies will review MPO performance as part of ongoing transportation planning process reviews, including Transportation Management Area certification reviews (required for EWG) and the Federal Planning Finding associated with approval of the STIP

Questions?

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