

2018 Regional Reliability Performance Targets

Executive Advisory Committee

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EAST-WEST GATEWAY
Council of Governments

Creating Solutions Across Jurisdictional Boundaries

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

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.
	Connections & Choices	Promote Funding for the Public Component of the System		Support Public Transportation Invest in public transportation to spur economic development, protect the environment and improve quality of life.
	Connections & Choices			Support Neighborhoods & Communities Connect communities to opportunities and resources across the region.
	Connections & Choices			Foster a Vibrant Downtown & Central Core Improve access to and mobility within the central core by all modes to increase the attractiveness of St. Louis and strengthen the regional economy.
	Connections & Choices	Provide a System that Offers a High Degree of Multi-Modal Connectivity, Mobility and Accessibility		Provide More Transportation Choices Create viable alternatives to automobile travel by providing bicycle and pedestrian facilities.
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.
	Economic Development	Target Investments to Support Business and Employment Growth		Support Quality Job Development Support the growth of wealth producing jobs that allow residents to save and return money to the economy.
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
 - For these two reliability performance measures, MPOs and state DOTs **collectively** establish quantifiable performance 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).

Performance Goals and Measures

System Reliability - To improve the efficiency of the surface transportation system

- Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita
- Percent of non single-occupancy vehicle travel

Peak Hours of Excessive Delay on the National Highway System

- The cumulative hours of excessive delay (travel time less than 20 miles per hour or 60% of the posted speed limit) experienced per person on the NHS during peak periods for the year.
- Baseline: 9.5 hours (2017)
- Proposed Target: **9.5 hours (2022)**
- Data only available for 2017
- Targets may be adjusted after two years (2020)

Non Single-Occupancy Vehicle Travel

- Measures travel via carpool, van, public transportation, commuter rail, walking, bicycling, and telecommuting
- Data from American Community Survey (Census Bureau)
- Baseline: 16.4% (2016)
- Proposed Targets: **16.7% (2020)**
17.0% (2022)

Reporting

- 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).
- 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**.

Other Targets

Pavement, Bridge, Congestion, CMAQ

Summer/Fall 2018

GHG Emissions*

Spring 2019

Questions?

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