

2018 Regional Performance Targets – Peak-Hour Excessive Delay and Non-Single Occupancy Vehicle Travel

Board of Directors

May 30, 2018

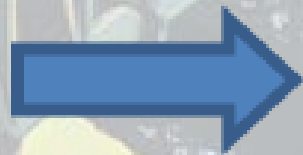


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Background

- FAST Act requires 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



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).

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

Performance Goals and Measures

- 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

Questions?

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