2018 Regional Performance Targets – Pavement & Bridge Condition, System Reliability, On-Road Mobile Source Emissions

Executive Advisory Committee

October 23, 2018

EAST-WEST GATEWAY
Council of Governments
Creating Solutions Across Jurisdictional Boundaries

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
  - States set performance targets
  - **MPOs set performance targets**

Performance Goals and Measures

Pavement and Bridge Condition

- Pavement
  - 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
  - Percentage of NHS bridges classified as in Good condition
  - Percentage of NHS bridges classified as in Poor condition

System Reliability

- 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
- Truck Travel Time Reliability Index

Environmental Sustainability/CMAQ

- Total emissions reduction (on-road mobile sources)

Pavement and Bridge Condition Targets

	EWG Illinois Counties			EWG Missouri Counties		
	Baseline	2-Year Target	4-Year Target	Baseline	2-Year Target	4-Year Target
Interstate Good	54.94%	n/a	56.00%	70.7%	n/a	77.5%
Non-Interstate NHS Good	49.31%	48.00%	46.00%	39.2%	41.0%	43.0%
Interstate Poor	0.40%	n/a	1.00%	0.0%	n/a	0.0%
Non-Interstate NHS Poor	0.56%	1.00%	2.00%	3.5%	2.0%	1.0%
% Bridges Good Condition	39.62%	40.00%	40.00%	31.4%	31.4%	31.4%
% Bridges Poor Condition	10.87%	9.00%	8.00%	9.2%	9.2%	9.2%

Reliability Targets – East-West Gateway Region			
	Baseline	2-Year Target	4-Year Target
Percent of Reliable Person-Miles Traveled on the Interstate	86.9%	86.9%	86.9%
Percent of Reliable Person-Miles Traveled on the Non-Interstate NHS	86.3%	n/a	83.6%
Truck Travel Time Reliability Index	1.54	1.54	1.54

Data only available for 2017
Targets may be adjusted after 2 years (2020)

On-Road Mobile Source Emissions Targets – EWG Region

	Baseline: FFY 2014-2017 Criteria Pollutants and Applicable Precursors from CMAQ Public Access System	2-Year Target Reduction (kg/day)	4-Year Target Reduction (kg/day)
Nitrogen Oxides (NO_x)	1,202.29	151.9	152.9
Volatile Organic Compounds (VOC)	224.846	21.5	21.6
Particulate Matter ($PM_{2.5}$)	32.121	6.9	6.9
Carbon Monoxide (CO)	0	15.7	201.9

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.**

Questions?

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