



EAST-WEST GATEWAY
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Creating Solutions Across Jurisdictional Boundaries

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Memo to: Board of Directors
From: Staff
Subject: 2019 Regional Safety Performance Targets and Transit Asset Management Targets
Date: February 12, 2019

As established under MAP-21 and continued in the FAST Act, state departments of transportation (DOTs) and metropolitan planning organizations (MPOs) are given separate responsibility for establishing performance targets and using a set of performance measures to track progress toward meeting those targets for a variety of transportation areas, including safety, bridge and pavement condition, air quality, freight movement, system reliability and transit asset management.

Safety Performance Measures

The safety performance measure (Safety PM) requirements are set out in the Federal Highway Administration's (FHWA) *National Performance Management Measures: Highway Safety Improvement Program* final rule.

To fulfill the requirements of the Safety PM, East-West Gateway Board of Directors must set 2019 safety targets by February 2019. MPOs have the option to set specific regional targets or support the statewide targets.

Staff recommends that the Board establish the following safety targets for the East-West Gateway (EWG) planning area:

2019 Safety Target Annual Reduction Values	
Fatality Reduction	2%
Serious Injury Reduction	2%
Reduction in Bike/Pedestrian Fatalities and Serious Injuries Combined	2%

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2019 Safety Performance Targets	
Fatalities	289.6
Fatality Rate (per 100 million VMT)	0.98
Serious Injuries	1721.9
Serious Injury Rate (per 100 million VMT)	5.83
Number of Bike/Pedestrian Fatalities and Serious Injuries Combined	205.7

The following section provides background and analysis on the safety PM rule.

Background

The Fixing America's Surface Transportation (FAST) Act was signed into law on December 4, 2015. It continues the National Highway Performance Program (NHPP) established under the Moving Ahead for Progress in the 21st Century Act (MAP-21) intended to establish a performance-driven, outcome-based planning and programming process. A crucial element of this process is the establishment of performance targets and measures to achieve desired outcomes throughout the transportation system.

These performance targets ensure states and MPOs invest resources in transportation projects that make progress toward the achievement of national goals.

The Safety PM requires state DOTs and MPOs to establish safety targets as five-year rolling averages on all public roads for:

- (1) the number of fatalities;
- (2) the rate of fatalities per 100 million vehicle miles traveled (VMT);
- (3) the number of serious injuries;
- (4) the rate of serious injuries per 100 million VMT; and
- (5) the number of non-motorized fatalities and non-motorized serious injuries.

Therefore, the 2019 target is the desired value of the 2015-2019 average for each of the measures. Injuries and fatalities from traffic crashes vary considerably from year to year due to numerous factors, and the five-year average is intended to smooth large changes.

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State DOTs and MPOs must adopt annual targets for each safety measure, with state DOTs required to establish quantitative targets. The actual target should be set to what the state believes it can achieve; the rule does not specify or provide guidance for how ambitious the targets should be. Each year FHWA is to evaluate whether states have met or made significant progress toward meeting their safety targets. FHWA will consider states to be in compliance if they have met or improved from the baseline at least four of the five required performance targets. In each year that FHWA determines a State has not met or made significant progress toward meeting its performance targets, the State will be required to use obligation authority equal to the baseline year Highway Safety Improvement Program apportionment only for safety projects.

By contrast, MPOs can either choose to set quantitative regional targets or commit to help implement the state's target by planning for and programming safety projects. MPOs are required to update safety targets each year in a report to the state DOTs. East-West Gateway will also need to integrate the Safety PM into its planning processes by including it in the metropolitan transportation plan, *Connected2045*. In addition, East-West Gateway is required to show how investments in the transportation improvement program (TIP) help achieve the Safety PM targets.

During the development of regional safety targets, staff analyzed state targets set by both IDOT and MoDOT and compared those to statewide and regional trends in both traffic safety and transportation funding for safety projects. Given the current trends and levels of proposed funding, MoDOT's assumptions (9% fatality reduction, 5% serious injury reduction, and a 4 % non-motorized reduction) were considered unrealistic to achieve in the period of one year. Therefore staff recommends utilizing IDOT's assumptions (2% reductions in fatalities, serious injuries, and non-motorized fatalities and serious injuries) for setting targets for the region as a whole. As noted above, this target can be reset by East-West Gateway every year to reflect the most current trends in the data as well as funding availability.

Following discussion and approval by the East-West Gateway Board of Directors, staff will inform IDOT and MoDOT that the East-West Gateway has established regional safety targets.

Transit Asset Management (TAM) Performance Measures

The TAM performance measure requirements are set forth in the Federal Transit Administration's Final Rule for Transit Asset Management.

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To fulfill the requirements of the TAM rule, the Board must set 2019 TAM targets by March 2019.

Staff recommends that the Board establish the following TAM targets for the EWG Planning area:

IDOT Targets

2019 IDOT TAM Facilities Targets			
Facility Type	Facilities Rated Below 3.0	Total Facilities	% Rated Below 3.0
Admin/Maintenance	15	87	17%
Passenger/Parking	4	35	11%
Total	19	122	16%

2019 IDOT TAM Rolling Stock Targets (Revenue Vehicles)			
Vehicle Type	# of Vehicles At/Beyond ULB	Total Vehicles	% Vehicles At/Beyond ULB
Articulated bus	12	16	75%
Automobile	8	8	100%
Bus	160	526	30%
Ferryboat	3	3	100%
Minibus	82	171	48%
Minivan	163	243	67%
Other rubber tire vehicles	8	8	100%
Van	447	852	52%
Total	883	1,827	48%

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2019 IDOT TAM Equipment Targets (Service Vehicles)			
Vehicle Type	# of Vehicles At/Beyond ULB	Total Vehicles	% Vehicles At/Beyond ULB
Automobile	52	112	46%
Minivan	28	50	56%
Other rubber tire vehicles	6	6	100%
Van	0	4	0%
Total	86	172	50%

MoDOT Targets

2019 MoDOT TAM Facilities Targets			
Facility Type	# of Units	% Rated Below 3.0	Targets
Administration	19	0%	30%
Maintenance	10	0%	25%
Passenger	1	0%	30%

2019 MoDOT TAM Rolling Stock Targets (Revenue Vehicles)			
Vehicle Type	# of Units	% Vehicles Exceeding ULB	Targets
Automobiles	29	2%	45%
Buses	35	30%	45%
Cutaways	641	15%	45%
Minivans	321	33%	45%
Vans	224	51%	45%

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Metro Targets

2019 Metro TAM Facilities Targets		
Facility Type	Target FY2019 Term Score	FY2018 TERM Score
Radio Towers	3.6	3.6
Ewing Rail Maintenance Facility	3.5	3.82
29th Street Rail Maintenance Facility	3.75	3.9
Central Bus Maintenance Facility	3.8	3.29
Brentwood Bus Maintenance Facility	3.75	3.49
Illinois Bus Maintenance Facility	3.3	3.14
DeBaliviere Bus Maintenance Facility	3.2	2.87
DeBaliviere Power House	2.93	2.93
Swansea Maintenance Facility	3	3.06
Sarah Yard	3	2
Parking Facilities	4	3.83
Rail Passenger Facilities	3.97	3.77
Passenger Transit Centers	3.91	3.84
Elevators/Escalator*		

*Evaluation and TERM Score will be available in the FY 2019 TAM Plan

2019 Metro TAM Rolling Stock Targets (Revenue Vehicles)		
Vehicle Type	Target FY2019 in Years	% Vehicles At/Beyond ULB
Bus	14	16%
Van	8	42%
Light Rail	31	0%

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2019 Metro Tam Equipment Targets (Service Vehicles)		
Vehicle Type	ULB FY2018 in Years	% Vehicles At/Beyond ULB
Over 1 Ton	14	40%
Under 1 Ton	8	56%
Trailers	14	45%
Off-Road Equipment	14	40%
Forklift	14	50%
TUG/Mule Vehicles	14	83%
Snow Remove Equipment	14	6%

2019 Metro TAM Infrastructure Targets by Department		
Department	Target FY2019 Term Score	FY2018 TERM Score
LRT Communication	2.39	2.31
RF Communication Facilities	4.2	3.9
VMD Communication Maintenance Systems	4	3.4
Traction Power	3.84	3.53
Signal	4.52	3.49
Track	3	3.49

2019 Metro TAM Infrastructure Targets by Structure		
Structure	Target FY2019 Term Score	FY2018 TERM Score
Bridges - Deck	6	7
Bridges - Superstructure	6	6.7
Bridges - Substructure	6	6.8
Bridges - Channel/Banks	6	6.7
Tunnels	6	5.6
Ancillary Structures - Bridges	6	6.4
Ancillary Structures - Pedestrian Tunnels	6	8
Ancillary Structures - Culverts	6	6.9
Ancillary Structures - Retaining Walls	6	6.6

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Background

The TAM performance measures require public transportation providers, State DOTs and MPOs to establish TAM targets for:

- 1.) Rolling Stock: The percentage of revenue vehicles that exceed the useful life benchmark (ULB).
- 2.) Equipment: The percentage of non-revenue service vehicles that exceed the ULB.
- 3.) Facilities: The percentage of facilities that are rated less than 3.0 on the Transit Economic Requirements Model (TERM) Scale.
- 4.) Infrastructure: The percentage of track segments that have performance restrictions. Track segments are measured to the nearest 0.01 of a mile.

Public transportation providers that own FTA-funded capital assets used in providing public transportation services are required to develop or participate in a TAM Plan to maintain asset inventory, assess inventory conditions, and prioritize investments to improve the state of good repair of their capital assets.

Direct recipients of FTA funds that pass through some or all of those funds to subrecipients that own or operate capital assets used in providing public transportation must sponsor a group TAM plan on behalf of those subrecipients. Therefore, IDOT and MoDOT must establish a group TAM plan for subrecipients of FTA funds. State DOTs and public transportation providers must set targets annually for the performance of assets. MPOs are not required to update their targets annually, but are encouraged to consult with State DOTs and transit providers to ensure alignment of targets.

More details about each agency's FY 2019 TAM targets can be found in the attached TAM Plans.

Staff Recommendation: Staff recommends approval of 2019 regional safety performance targets and 2019 transit asset management targets.