East-West Gateway Council of Governments

WHO WE ARE

• Membership organization for local governments in St. Louis Region
• Formed in 1965 to cooperatively solve problems across jurisdictions
• Metropolitan Planning Organization (MPO)
• Comprehensive, Cooperative and Continuing Planning
East-West Gateway Board of Directors

24 Voting Members

Chief elected officials from 8 counties

12 from Missouri
12 from Illinois

20 Locally elected officials

4 Regional citizens

5 Non-voting members
East-West Gateway Region

- 8 Counties
- 203 Municipalities
- 2.6 million people
- $141 billion dollar economy
- 150,000 businesses
- 10,612 miles of roads
- 758 miles of the federal interstate system
East-West Gateway Agency Departments

Agency Departments

STARRS
(St. Louis Area Regional Response System)

Transportation

Research Services

Community Planning

Administration

MPO Required Documents

Long Range Transportation Plan (LRTP or RTP)

Transportation Improvement Program (TIP)

Unified Planning Work Program (UPWP)
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)
FAST Act: Performance-Driven, Outcome-Based Planning and Programming

- FAST Act identifies national goal areas
- USDOT establishes performance measures

State DOTs set performance targets

State and metro plans describe how programs and project selection will achieve targets

MPOs set performance targets

Progress Reports - Within 4 years of enactment; biennially thereafter
Why Performance-Based Planning And Programming?

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

5-Yr Fatality Avg

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<tbody>
<tr>
<td>Fatality Avg</td>
<td>202.8</td>
<td>190.2</td>
<td>181.6</td>
<td>174.6</td>
<td>167.0</td>
<td>167.6</td>
<td>171.8</td>
<td>184.2</td>
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5-Yr SI Avg

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<tr>
<td>SI Avg</td>
<td>1881.3</td>
<td>1741.0</td>
<td>1681.6</td>
<td>1671.8</td>
<td>1674.0</td>
<td>1691.6</td>
<td>1739.2</td>
<td>1721.4</td>
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### Performance Goals and Measures

**Infrastructure Condition** - To maintain the highway infrastructure asset system in a state of good repair

<table>
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<tr>
<th>Pavement Condition</th>
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<td><strong>Interstate System</strong></td>
<td><strong>Non-Interstate National Highway System (NHS)</strong></td>
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<td>Percentage of pavements on in Good condition</td>
<td>Percentage of pavements in Good condition</td>
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<tr>
<td>Percentage of pavements in Poor condition</td>
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**Bridge Condition**

- Percentage of NHS bridges in Good condition
- Percentage of NHS bridges in Poor condition

![Figure 6: Percent Deficient Bridges, 2006-2014](source)
**Performance Goals and Measures**

**Congestion Reduction** - To achieve a significant reduction in congestion on the National Highway System

- Annual hours of peak-hour excessive delay per capita
- Percent of non-single-occupant vehicle travel
- Total emissions reduction (on-road mobile sources)

**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
Performance Goals and Measures

**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

**Environmental Sustainability** - To enhance the performance of the transportation system while protecting and enhancing the natural environment

- Truck Travel Time Reliability Index
- Percent change in tailpipe carbon dioxide emission levels on the NHS compared to the calendar year 2017 levels
Performance Goals and Measures

Transit

Safety
- Transit Agencies receiving FTA Financial Assistance required to set safety performance targets for:
  - Fatalities
  - Injuries
  - Safety Events
  - System Reliability

Infrastructure Condition (State of Good Repair)
- Transit Asset Management Plan:
  - Equipment
  - Rolling Stock
  - Infrastructure
  - Facilities
Target Setting

MPO Requirements

• Establish targets within 180 days of State DOTs’ or public transit operators’ deadline
• Support a statewide target or establish independent targets
• Roadway performance measures will be set at two and four-year intervals
• Coordinate targets with State DOT’s and public transit operators
Reporting

States and MPOs’ must:
- Describe performance measures and targets in LRTPs
- Evaluate performance of transportation system
- Report on progress made
- Link investment priorities in State Transportation Improvement Programs (STIPs) and MPOs’ TIPs to achieving targets
- MPOs must report baseline data and progress to state DOTs
Transportation Planning

East-West Gateway is charged with developing a performance-based long-range transportation plan.

Long-Range Transportation Plan (LRTP)

- Every 4 years
- Principles and strategies to guide transportation decisions
- Investment Plan
- Air Quality Conformity

EWG’s 10 Guiding Principles

- **Preserve and Maintain the Existing System**: Ensure the transportation system remains in a state of good repair.
- **Support Public Transportation**: Invest in public transportation to spur economic development, protect the environment and improve quality of life.
- **Support Neighborhoods & Communities**: Connect communities to opportunities and resources across the region.
- **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.
- **Provide More Transportation Choices**: Create viable alternatives to automobile travel by providing bicycle and pedestrian facilities.
- **Promote Safety and Security**: Provide a safe and secure transportation system for all users.
- **Support a Diverse Economy with a Reliable System**: Reduce congestion and improve travel time reliability to support the diverse economic sectors of the region.
- **Support Quality Job Development**: Support the growth of wealth producing jobs that allow residents to save and return money to the economy.
- **Strengthen Intermodal Connections**: Support freight movement and connections that are critical to the efficient flow of both people and goods.
- **Protect Air Quality and Environmental Assets**: Encourage investments that recognize the linkages between the social, economic, and natural fabric of the region.
Transportation Planning

Transportation Improvement Program (TIP)

- Updated Annually
- 4 year program
  - Current Program covers FY 2017-FY 2020
  - Federally funded and Regionally Significant Projects
Federal Funding Programs

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

Funds transportation programs or projects that will contribute to attainment or maintenance of the national air quality standards for ozone, carbon monoxide, and particulate matter

Transportation Alternatives Program (TAP)

Funds projects such as pedestrian and bicycle facilities, safe routes to school projects and environmental mitigation
Federal Funding Programs

Surface Transportation Block Grant Program (STBG)

Funds projects including pavement preservation, bridges, highway expansion, congestion mitigation, safety, environmental mitigation, transit, bicycle and pedestrian facilities.

Competitive Application Process

Evaluations based on 10 Guiding Principles

STBG Application Revision:

- Aligned with Principles and federal goals
- Six Proposed Application Types:
  - Safety - Road and Bridge Infrastructure - Active Transportation - Freight and Economic Development – Transit - Traffic Flow
Challenges in Target Setting

Target Setting

- Balancing competing funding priorities
- Must be fiscally constrained
- Involves policy decision-making
Questions?

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