

BOARD OF DIRECTORS AGENDA ITEM 12/21/2022

**2023 Performance Targets
Southeast Metropolitan Planning Organization**

Description

The 2012 Moving Ahead for Progress in the 21st Century Act (MAP-21) made a number of reforms to the metropolitan and statewide transportation planning processes, including incorporating performance goals, measures, and targets into the process of identifying needed transportation improvements and project selection. The 2015 Fixing America’s Surface Transportation Act (FAST Act) and the 2021 Bipartisan Infrastructure Law (BIL), also referred to as the Infrastructure Investments and Jobs Act (IIJA), maintained and bolstered this performance-based approach to transportation investments by requiring performance targets to be established for (PM1): Safety; (PM2): Pavement and Bridge Maintenance; (PM3): Reliability, Congestion, and Emissions Reduction (for non-attainment regions); and (Transit): Transit Asset Management, and Public Transportation Agency Safety Plans. In keeping with these requirements, State Departments of Transportation and Metropolitan Planning Organizations must establish these respective performance targets to ensure the most efficient investment of federal transportation funds. Each target has its own requirements and timelines.

MoDOT Performance Targets (PM1)

Safety

MPO’s are required to approve updated Safety Targets by the end of February 27, 2023.

Five individual targets comprise the Safety Targets:

1. Number of fatalities
2. Rate of fatalities per 100 million vehicle miles traveled
3. Number of serious injuries
4. Rate of serious injuries per 100 million vehicle miles traveled
5. Number of non-motorized fatalities and non-motorized serious injuries

SEMPO may choose to set local targets or can choose to plan and program in support of the MoDOT Targets, which are based on a rolling five-year average:

Performance Measure	Crash Data				5-Year Rolling Average Baseline (2017-2021)	5-year Rolling Average Statewide Target CY2023
	2020 Final	2021 Preliminary	2022 Interim Target	2023 Target		
Number of Fatalities*	987	1,016	963	894	947.4	948.2
Fatality Rate per 100 Million VMT*	1.369	1.282	1.203	1.106	1.239	1.212
Number of Serious Injuries*	4,489	4,777	4,538	4,299	4,722.4	4,848.7

Serious Injury Rate per 100 Million VMT[^]	6.643	6.646	6.234	5.830	6.311	6.205
Number of Non-Motorized Fatalities and Serious Injuries[^]	536	542	513	483	499.2	~499.2

*Performance Measures were reported in the 2022 Highway Safety Plan.

[^]Performance Measures were reported in the 2022 Highway Safety Improvement Program Annual Report.

Methodology: Targets are based on Zero by 2030 fatality reduction, Zero by 2040 serious injury reduction, 1% VMT increase, and non-motorized reduction based on overall fatality and serious injury reductions. An exception is made for instances where the baseline 5-year rolling average is less than the calculated target using the parameters previously described. When this occurs, the baseline will be used as the target.

~The Number of Non-Motorized Fatalities and Serious Injuries using the target setting methodology resulted in a target above the baseline. Therefore, the baseline was used for the target.

IDOT Performance Targets (PM1)

Safety

Updated Safety Targets are required to be set by the end of February 27, 2023.

Five individual targets comprise the Safety Targets:

1. Number of fatalities
2. Rate of fatalities per 100 million vehicle miles traveled
3. Number of serious injuries
4. Rate of serious injuries per 100 million vehicle miles traveled
5. Number of non-motorized fatalities and non-motorized serious injuries

Below are IDOT's 2023 safety targets. They were calculated using the 5-year rolling average from the 2017-2021 crash data. SEMPO may choose to set local targets or can choose to plan and program in support of the IDOT Targets:

Performance Measure	2023 Target	Method Used
Fatalities	1,088.1	2% Reduction from 2017-2021 Rolling Average Baseline
Fatality Rate	1.06	2% Reduction from 2017-2021 Rolling Average Baseline
Serious Injuries	9,316.7	Ordinary Least Squares
Serious Injury Rate	9.0	Ordinary Least Squares
Non-Motorized Fatalities and Serious Injuries	1,438.9	2% Reduction from 2017-2021 Rolling Average Baseline

MoDOT Federal Pavement and Bridge Performance Targets vs. Actual Condition (PM2)

Updated Pavement and Bridge Targets are required to be set by the end of March 30, 2023.

Pavement and Bridge Targets Status and Methodology:

- 2021 targets for pavement and bridge measures were met.
- Fluctuations in overall percentage for bridges are common, and a major bridge falling into the poor category can impact the overall percentage as much as 1/2 percent. The Rocheport and Broadway bridges are both under construction, replacing an existing poor bridge with two new bridges at each location. Three other NHS major bridges are programmed for replacement in the STIP: Chester (poor) in SE, Chain of Rocks (fair) in SL, and Courtney (poor) in KC.
- 2023 and 2025 targets are based on 2014 thru 2021 trendline. This trendline reflects completed work on bridges thru the Statewide Asset Management plan, which is expected to continue with the increased funding from the new federal legislation.
- Established targets continue on same performance improvement trajectory:
 - Based on efforts of keeping Good, Good
 - MoDOT’s continued effort with asset management with unknown budget impacts

Performance Measure	2021 Baseline	2023 Target	2025 Target
Percentage of NHS Bridges in Good Condition	27.2%	22.8%	19.2%
Percentage of NHS Bridges in Poor Condition	7.1%	7.7%	7.8%
Percentage of Interstate Pavements in Good Condition	79.9%	77.5%	77.5%
Percentage of Interstate Pavements in Poor Condition	0.0%	0.1%	0.1%
Percentage of non-Interstate NHS Pavements in Good Condition	61.3%	61.1%	61.1%
Percentage of non-Interstate NHS Pavements in Poor Condition	0.9%	1.0%	1.0%

IDOT Federal Pavement and Bridge Performance Targets (PM2)

IDOT recently completed its 2022 Transportation Asset Management Plan (TAMP), and in doing so, has adopted new 2- and 4-year federally-required transportation performance measure targets for PM2: Asset Management for Pavement and Bridge. Each MPO again has the option to accept the State’s new targets or set their own by May 15, 2023, or 180 days after the targets were completed on 11/15/2022.

Pavement and Bridges (PM2)	Date Year	2021	2023	2025
	<u>Reporting Year</u>	<u>Estimated baseline</u>	<u>2024</u>	<u>2026</u>
		<u>2022</u>		
	Percent of Interstate Pavement in Good Condition	65.8%	65.0%	66.0%
	Percent of Interstate Pavements in Poor Condition	0.4%	1.0%	0.7%
	Percent of non-Interstate NHS pavements in Good Condition	29.5%	29.0%	30.0%
	Percent of non-Interstate NHS pavements in Poor Condition	8.0%	8.9%	8.5%
	Percent of NHS bridges classified as in Good Condition	22.8%	18.5%	15.8%
	Percent of NHS bridges classified as in Poor Condition	12.4%	12.4%	12.0%

MoDOT System Performance Targets vs. Actual Condition (PM3)

Updated System Performance Targets are required to be set by the end of March 30, 2023.

Interstate/ Non-Interstate Reliability Targets Status Methodology:

- Four-year targets were met for the Interstate Reliability Measure and the Non-Interstate NHS Reliability Measure
- Reliability increased in 2020 and 2021 from COVID impacts
- The two and four-year declining targets are based on 2017-2019 travel patterns since 2020 and 2021 data are outliers and not included in projected trend

Truck Travel Time Reliability Target Status and Recommendation:

- Revised four-year target was met for the Truck Travel Time Reliability measure
- Reliability improved in 2020 and 2021 from COVID impacts
- The two and four-year targets are set to 1.45 due to:
 - Expecting reliability to bounce back to pre-2020 levels as traffic volumes increase
 - Excluding 2020 and 2021 as outliers, the pre-pandemic trend in this measure was a fairly stable increase of ~0.03/year
 - MoDOT’s focus is on Asset Management with limited system expansion
 - Expecting delays on I-44, I-70 and other interstates over next few years due to construction projects
 - COVID’s impacts to the budget, projects constructed, and the supply chain result in anticipated decrease in reliability for trucks
 - Unknown impacts on supply chain and changes to logistics due to pandemic

Performance Measure	2021 Baseline	2023 Target	2025 Target
Interstate Travel Time Reliability Measure: Percent of Reliable Person-Miles Traveled on the Interstate	98.4%	87.1%	86.0%
Non-Interstate Travel Time Reliability Measure: Percent of Reliable Person-Miles Traveled on the Non-Interstate NHS	95.5%	87.8%	87.0%
Freight Reliability Measure: Truck Travel Time Reliability Index	1.18	1.45	1.45

IDOT System Performance Targets (PM3)

IDOT recently completed its 2022 Transportation Asset Management Plan (TAMP), and in doing so, has adopted new 2- and 4-year federally-required transportation performance measure targets for PM3: System Performance for percent of person-miles traveled on the Interstate and Truck Travel Time Reliability. Each MPO again has the option to accept the State’s new targets or set their own by May 15, 2023, or 180 days after the targets were completed on 11/15/2022.

System Performance	Date Year	2021	2023	2025
	<u>Reporting Year</u>	<u>Estimated baseline 2022</u>	<u>2024</u>	<u>2026</u>
Percent of person-miles traveled on the Interstate that are reliable		85.3%	80.0%	79.0%

Percent of person-miles traveled on the non-Interstate NHS that are reliable	94.2%	91.0%	90.0%
Truck Travel Time Reliability Index	1.28	1.37	1.37

Transit Asset Management

The FTA Transit Asset Management (TAM) final rule requires transit agencies and sponsors of Group TAM plans to evaluate TAM targets annually. While the targets did not change from the 2022 MoDOT Sponsored Group TAM Plan update, Ferry Boats were added to the performance targets, as they are new sub-recipients to the Section 5311 Rural Public Transportation program.

The Cape Girardeau County Transit Authority (CGCTA) is part of the transit agencies included in the 2022 MoDOT Sponsored Group TAM Plan. Below are the performance targets which have been established as part of the 2023 annual review and establishment of targets. MPO’s due date for adoption is March 30, 2023, or 180 days after the targets were completed on 10/1/2022.

MoDOT Sponsored Group TAM Plan State Fiscal Year 2023 Targets		
Equipment: Non-revenue support-service and maintenance vehicles (exceeding \$50,000 at purchase)		N/A
Rolling Stock: Revenue vehicles by mode and ULB:		
Automobiles, Minivans, Vans	8 years	45%
Cutaways	10 years	45%
Buses	14 years	45%
Ferry Boats	42 years	30%
Facilities		
Administrative, passenger stations (buildings) and parking facilities	No more than 30% with a condition rating at or below 3.0 on FTA's TERM Scale	
Maintenance facilities	No more than 25% with a condition rating at or below 3.0 on FTA's TERM Scale	
Infrastructure		
Only rail fixed-guideway, track, signals and systems		N/A

Board of Directors Action Required - That a member of the Board of Directors makes one of the following motions:

“Move to approve a resolution supporting the statewide targets established by MoDOT and IDOT.”

OR

“Move to recommend that the Board of Directors approve the targets with the following considerations...”