

CHAPTER 10: MEASURING SUCCESS

The Kalamazoo Area Transportation Study 2050 Metropolitan Transportation Plan has detailed a set of goals intended to implement the vision and support the mobility and accessibility needs of our residents. The goals are in alignment with the USDOT goals outlined in MAP-21. This includes building a performance based and multimodal program to strengthen the U.S. transportation system.

Federal MAP-21 Requirements

On December 4, 2015, President Obama signed Public Law 114-94, the Fixing America's Surface Transportation Act (FAST Act). This most recent transportation bill funds surface transportation programs, including but not limited to, Federal-aid highways. This reauthorization builds off MAP-21 and continues to provide long-term surface transportation monies through fiscal year 2020 from the federal government. This summary reviews the policies and programs of the FAST Act administered by the Federal Highway Administration (FHWA).

The Moving Ahead for Progress in the 21st Century Act (MAP-21), enacted in 2012, included provisions to make federal surface transportation more streamlined, performance-based, and multimodal, and to address challenges facing the U.S. transportation system, including improving safety, maintaining infrastructure condition, reducing traffic congestion, improving efficiency of the system and freight movement, protecting the environment, and reducing delays in project delivery. The FAST Act builds on the changes made by MAP-21.

Setting the course for transportation investment in highways, the FAST Act:

- Improves mobility on America's highways.
 - The FAST Act establishes and funds new programs to support critical transportation projects to ease congestion and facilitate the movement of freight on the Interstate System and other major roads. Examples include developing a new National Multimodal Freight Policy, appropriating funding through a new

National Highway Freight Program, and authorizing a new discretionary grant program for Nationally Significant Freight and Highway Projects (FASTLANE Grants).

- Creates jobs and supports economic growth.
 - The FAST Act authorized \$226.3 billion in Federal funding for FY 2016 through 2020 for road, bridge, bicycling, and walking improvements. In addition, the FAST Act includes several provisions designed to improve freight movement in support of national goals.
- Accelerates project delivery and promotes innovation.
 - Building on the reforms of MAP-21 and FHWA's Every Day Counts initiative, the FAST Act incorporates changes aimed at ensuring the timely delivery of transportation projects. These changes will improve innovation and efficiency in the development of projects, through the planning and environmental review process, to project delivery.

Performance Measures and the MTP

A key feature of the Fixing America's Surface Transportation (FAST) Act is the establishment of a performance- and outcome-based program, originally introduced through the MAP-21 Act, which was signed into law on July 6, 2012. The objective of this program is for the investment of resources in projects that collectively make progress toward the achievement of national goals. 23 CFR 490 outlines the seven areas in which performance goals are required: safety, infrastructure condition, congestion reduction, system reliability, freight movement, environmental sustainability, and reduced project delivery delays.

Federal legislation also mandated the Federal Transit Administration (FTA) to develop a rule establishing a strategic and systematic process of operating, maintaining, and improving public capital assets effectively through their entire life cycle. The Transit Asset Management (TAM) Final Rule 49 CFR 625 became effective October 1, 2016 and established performance measures for rolling stock, equipment, facilities, and infrastructure.

State Targets

Within one year of the USDOT final rule on performance measures, states were required to set performance targets in support of those measures. States may set different performance targets for urbanized and rural areas. To ensure consistency, each state must, to the maximum extent practicable: coordinate with an MPO when setting performance targets for the area represented by that MPO and coordinate with public transportation providers when setting performance targets in and urbanized area not represented by an MPO. [§1202; 23 USC 135(d)(2)(B)]

The Statewide Transportation Improvement Program (STIP), State asset management plans under the National Highway Performance Program (NHPP), and State performance plans under the Congestion Mitigation and Air Quality Improvement Program are required to include performance targets. Additionally, State and MPO targets should be included in Statewide transportation plans. CFR 450.324(f)(2) also requires that the MTP contain a description of the performance measures and performance targets used in assessing the performance of the transportation system. The resulting System Performance Report is included in Appendix H. Additional information on specific performance measures and their influence on KATS's determination of modal needs and project selection are included in Chapter 4 and Chapter 7 of this document.

MPO Targets

Within 180 days of states or providers of public transportation setting performance targets, MAP-21/FAST Act requires MPOs to set performance targets in relation to performance measures (where applicable). To ensure consistency, each MPO must coordinate with the relevant State and public transportation providers when setting performance targets. Figure 9-1 provides a summary of the performance measure areas and the current implementation status.

Figure 9-1

Summary of Performance Measures and Target Setting Status		
Area	Measures	Target Setting Status
Safety Performance	Number of fatalities; Rate of fatalities per 100 million VMT; Number of serious injuries; Rate of serious injuries per 100 million VMT; Number of nonmotorized fatalities and serious injuries	Approved support of statewide 2020 targets (November 2020)
Pavement and Bridge Asset Management	Percent NHS* bridges in good and poor condition; Percent interstate pavement in good and poor condition; Percent non-interstate NHS pavement in good and poor condition	Approved support of statewide targets (September 2018)
System Performance and Freight	Interstate travel time reliability; non-interstate travel time reliability; Truck travel time reliability	Approved support of statewide targets (September 2018)
Public Transportation	State of Good Repair Targets (rolling stock, equipment, facilities, infrastructure); Public Transportation Agency Safety Plan	Regional State of Good Repair Targets adopted (May 2018)
Congestion Mitigation & Air Quality	<i>Peak hour excessive delay per capita; Percent of non-single occupancy vehicle travel; Total emissions reduction</i>	<i>Not currently applicable to KATS region (listed for information only)</i>

**Included in the National Highway System (NHS) are public roads defined by the NFC as Interstate, Other Freeways, and Other Principal Arterials (both state and local facilities). FHWA defines this system as important to the nation's economy, defense, and mobility. All NHS roads must comply with applicable Federal regulations, including design standards, contract administration, State-FHWA oversight procedures, Highway Performance Monitoring System (HPMS) reporting, National Bridge Inventory reporting, national performance measures targets and data collection, and outdoor advertisement/junkyard control. Not all NFC roads are classed as part of NHS.*

At this point, KATS has supported the state's targets for all performance measures. The state's targets are listed in the System Performance Report in Appendix H. For the most up-to-date targets, please visit; www.katsmpo.org/performance-measures/

Planning Factors

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) was passed in 2005. With this legislation came the requirement that certain factors be considered as part of the regional transportation planning process for all metropolitan areas. In general, these factors addressed social, environmental and land use issues as related to the transportation system. Under the FAST Act, the original eight planning factors remain unchanged, and two new planning factors have been added: (1) Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation and (2) Enhance travel and tourism. All planning factors are listed in Figure 9-2. The MPO must consider these factors when developing plans and annual programs. These planning factors helped shape the formation of the vision statement, goals and objectives for this MTP.

Figure 9-2

FAST ACT Planning Factors	
Planning Factor 1:	Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
Planning Factor 2:	Increase the safety of the transportation system for motorized and nonmotorized users.
Planning Factor 3:	Increase the security of the transportation system for motorized and nonmotorized users.
Planning Factor 4:	Increase the accessibility and mobility of people and freight.
Planning Factor 5:	Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
Planning Factor 6:	Enhance the integration and connectivity of the transportation system across and between modes, for people and freight.
Planning Factor 7:	Promote efficient system management and operation.
Planning Factor 8:	Emphasize the preservation of the existing transportation system.
Planning Factor 9:	Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
Planning Factor 10:	Enhance travel and tourism.