

**Transportation Committee**

For the Metropolitan Council meeting of September 26, 2018

**Subject:** Adoption of the proposed federal highway performance measure targets

**Proposed Action**

That the Metropolitan Council adopt the proposed performance measure targets recommended by the Transportation Committee.

**Summary of Committee Discussion/Questions**

Motion by Commers, seconded by Barber to approve the consent agenda.

## Transportation Committee

Meeting date: September 10, 2018

For the Metropolitan Council meeting of September 26, 2018

**Subject:** Federal Highway Performance Measures

**District(s), Member(s):** All

**Policy/Legal Reference:** MAP-21, FAST Act

**Staff Prepared/Presented:** David Burns, Senior Highway Planner, 651-602-1887

Amy Vennewitz, Deputy Director, 651-602-1058

**Division/Department:** Metropolitan Transportation Services

### Proposed Action

That the Metropolitan Council adopt the proposed performance measure targets recommended by the Transportation Advisory Board.

### Background

Pursuant to 23 CFR 490, all Metropolitan Planning Organizations (MPOs) must adopt system performance targets and set performance targets in order to monitor progress. These performance measures are divided into the following four broad categories:

- Safety Performance Measures (PM1);
- Pavement/Bridge Performance Measures (PM2);
- System Performance Measures and CMAQ (PM3); and
- Transit Asset Management (TAM).

All of the adopted targets are shown in the attached table. Each of the performance measures have different timelines for state DOTs, transit agencies, and MPOs to adopt and implement. The state and regional safety performance targets were adopted in February of this year. MPOs are granted an additional 180 days after DOT or transit agency adoption to either concur with the adopted target or chose their own targets. MnDOT officially adopted its pavement, bridge, system performance, and CMAQ targets on May 20. All of the regional transit providers adopted the TAM targets shown in the attachment on April 1.

The purpose of this action is to comply with federal regulations and establish performance measure targets prior to the October 1 (TAM) and November 15 deadlines.

The proposed targets, as well as the adopted state targets, for pavement/bridge, system performance, and CMAQ are shown in the attachment. All proposed performance targets were coordinated jointly between Council, MnDOT, and regional transit staff. Based upon the meetings of these stakeholders, as well as feedback from the TAC Planning Committee, TAB is recommending the following actions, in concurrence with staff's recommendation:

- Concur with the adopted MnDOT Pavement/Bridge performance measure targets.
- Set targets specific to the metro area as shown in the attachment for the System Reliability performance measures.
- Concur with the adopted MnDOT Congestion Reduction (CMAQ) performance targets.
- Concur with the regional transit agencies on the adopted 2018 TAM targets.

### Rationale

The Metropolitan Council is required to set performance measures in the areas of safety; pavement and bridges; System Performance Measures and CMAQ; and

Transit Asset Management (TAM). The current 2040 Transportation Policy Plan includes a listing of performance measures used to monitor and assess system performance. These performance measures support the six over-arching transportation system goals of the TPP. The proposed performance measures and targets directly support the goals of the TPP and fulfill the federal requirements of an MPO.

### **Thrive Lens Analysis**

These performance measures are broadly associated with all five of the Thrive Outcomes, most directly to the Livability and Stewardship Outcomes. This action promotes the Livability Outcome by focusing on the lives and safety of all residents within the region and actions that affect their health and wellness. This ensures that the Council promotes projects that create and help improve the infrastructure necessary for a safe transportation system. A safe transportation system greatly enhances the livability of the region and provides residents with the confidence that the Council is taking the necessary steps to ensure the Twin Cities remains a great place to live. It addresses the Stewardship Outcome by ensuring the Council is addressing the most pressing transportation needs and underperforming elements in the transportation system.

### **Funding**

No implications to funding.

### **Known Support / Opposition**

No known opposition.

Measure		Existing Metro Area Performance	Adopted MnDOT Target		Proposed Regional Target	
			2020 Target	2022 Target	2020 Target	2022 Target
<b>Pavement/Bridge Performance Measures</b>	Bridges:					
	1. % NHS bridges by deck area in good condition	46.3%	>50%	>50%	>50%	>50%
	2. % NHS bridges by deck area in poor condition	1.3%	<4%	<4%	<4%	<4%
	Pavement:					
	1. % of interstate pavement in good condition	62.7%	*	>55%	*	>55%
2. % of interstate pavement in poor condition	0.8%	*	<2%	*	<2%	
3. % of non-interstate NHS pavement in good condition	50.7%	>50	>50	>50	>50	
4. % of non-interstate NHS pavement in poor condition	3.2%	<4%	<4%	<4%	<4%	
<b>System Reliability</b>	1. % of reliable person-miles traveled on the interstate	68.8%	>80%	>80%	>70%	>70%
	2. % of reliable person-miles traveled on non-interstate NHS	76.5%	*	>75%	>75%	>75%
	3. Truck travel time reliability index	2.23	<1.5	<1.5	<2.20	<2.20
<b>Congestion Reduction</b>	1. On-road Mobile Source Emissions measure. Sum of emissions reductions of pollutants, in kilograms per day, for all projects funded with CMAQ funds.	6,833	>6,800	>6,800	>6,800	>6,800
	2. Non-Single Occupancy Vehicle measure. Percent of regional travel by non-SOV modes.	23.2%	>25%	>25%	>25%	>25%
	3. Peak Hour Excessive Delay. Measured by annual hours of delay per capita. Delay is travel at less than 20 MPH or 60% of posted speed.	8.65	*	<8.5	*	<8.5

\*No target set for this measure/year

Measure		Transit Provider Adopted 2018 Target	Proposed Regional 2018 Target
<b>Transit Asset Management</b>	Rolling Stock (revenue vehicles): % exceeding useful life		
	1. Articulated bus	8%	8%
	2. Bus	2.4%	2.4%
	3. Cutaway	14%	14%
	4. Light rail vehicle	0%	0%
	Equipment (non-revenue): % Exceeding Useful Life		
	1. Automobiles	42%	42%
	2. Trucks/other rubber tire vehicles	38%	38%
	Facility: % Rated Below 3 on a Condition Scale		
	1. Passenger/parking facilities	0%	0%
	2. Administrative/maintenance facilities	0%	0%
	Infrastructure: % of Track with Performance Restrictions		
	1. Light Rail	1%	1%