

Transportation Committee

For the Metropolitan Council meeting of May 8, 2019

Subject: TPP Administrative Modification to Include Federal Performance Targets

Proposed Action

That the Metropolitan Council (Council) adopt an administrative modification to the Performance Outcomes chapter of the TPP to include the federally required performance measure targets and associated analysis.

Summary of Committee Discussion/Questions

Metropolitan Transportation Services Senior Planner Dave Burns presented this item.

Atlas-Ingebretson asked how the targets are used in the work of the Metropolitan Council. Burns answered that the targets are federally required and are used to help plan and program projects throughout the region and projects are monitored using these, budgets are implemented as well. Metropolitan Transportation Services Director Thompson said that this allows national standardization and peer comparison. Thompson added that it informs investment decisions where money is allocated. Gonzalez asked for clarification on confirmed versus suspected serious injuries. Burns said suspected is if the injury is suspected at the scene of the incident but it has not been confirmed.

Motion by Sterner, seconded by Fredson. Motion carried, **consent** to Council.

Transportation Committee

Meeting date: April 22, 2019

For the Metropolitan Council meeting of May 8, 2019

Subject: TPP Administrative Modification to Include Federal Performance Targets

District(s), Member(s): All

Policy/Legal Reference: Map 21, FAST Act

Staff Prepared/Presented: Amy Vennewitz, Deputy Director, Finance & Planning (651-602-1058)

David Burns, Senior Highway Planner (651-602-1887)

Division/Department: Transportation/Metropolitan Transportation Services (MTS)

Proposed Action

That the Metropolitan Council adopt an administrative modification to the Performance Outcomes chapter of the TPP to include the federally required performance measure targets and associated analysis.

Background

Pursuant to 23 CFR 490.29, all State DOTs and Metropolitan Planning Organizations (MPOs) must adopt a program to measure system performance and set performance targets in order to monitor progress. These performance measures are divided into the following five categories:

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

The existing chapter of the Transportation Policy Plan includes the adopted 2018 safety (PM1) performance measure targets. The remaining measure targets were not officially adopted by the Council until November of 2018, just after the adoption of the TPP. As such, they are not included in the adopted plan. This administrative modification rectifies this by updating Chapter 13: Performance Outcomes to include all federally required performance measure targets. Additionally, and pursuant to federal requirements, the modification text includes an analysis of how the system has performed, performance trends (as applicable) and their implications. This administrative modification must be adopted prior to May 20, 2019 to fulfill federal requirements.

Rationale

The inclusion of the adopted federal performance measure targets brings the 2040 Transportation Policy Plan into compliance with federal performance measure law by serving to report upon the adopted performance measure targets, trends, and the potential implications of these trends.

Thrive Lens Analysis

The incorporation of the performance measures into the Transportation Policy Plan is broadly associated with all five of the Thrive Outcomes, but 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, wellness and quality of life. This ensures that the Council promotes projects that create and help improve the infrastructure necessary for a safe and efficient transportation system. The action addresses the Stewardship

Outcome by ensuring the Council is preserving and maintaining its highway and transit infrastructure.

Funding

No implications to funding.

Known Support / Opposition

No known opposition.