

# Business Item

Transportation Committee



**Committee Meeting Date:** Mar 13, 2023

**For the Metropolitan Council:** Mar 22, 2023

## Business Item: 2023-67

Federal Transportation Performance Measures Adoption

<b>District(s), Member(s):</b>	All
<b>Policy/Legal Reference:</b>	Infrastructure Investment and Jobs Act (IIJA)
<b>Staff Prepared/Presented:</b>	Amy Vennewitz, Deputy Director, MTS (651-602-1058) David Burns, Planning Analyst, (651-602-1887)
<b>Division/Department:</b>	Metropolitan Transportation Services

### Proposed Action

That the Metropolitan Council adopt the pavement, bridge, system reliability and Congestion Mitigation and Air Quality (CMAQ) performance measure targets for the metropolitan area as shown on the attachment.

### Background

Pursuant to federal law (23 CFR 490), all Metropolitan Planning Organizations (MPOs) must set and adopt transportation system performance targets and monitor progress towards achieving these targets. MPOs are required to either agree to plan and program projects that contribute to the targets set by the state DOT or commit to a different quantifiable target for the metropolitan planning area. MnDOT established and adopted statewide targets for pavement and bridge condition, and travel time reliability measures on October 3, 2022. The Council, as the region's MPO, must adopt its targets within 180 days or by March 30, 2023.

Council and MnDOT staff met in 2022 to discuss the existing metro area and state performance for bridge and pavement condition and system reliability and determine appropriate metropolitan area targets. As shown in the attachment, it is proposed that the metropolitan area adopt targets identical to the state adopted targets. Additionally, as required by law for areas not in air quality attainment, Council and MnDOT staff met to jointly discuss and identify proposed Congestion Mitigation and Air Quality (CMAQ) targets for the region. Based upon these meetings, staff is recommending that the Council adopt the targets shown on the attachment for the federally required performance measures for the metropolitan area.

At its February 15, 2023 meeting, the Transportation Advisory Board unanimously recommended adoption of the proposed federal pavement, bridge, system reliability, and CMAQ performance measure targets. There is no known opposition to this item.

### Rationale

The current 2040 Transportation Policy Plan includes a listing of performance measures used to

monitor and assess regional transportation system performance. These federal performance measures are included in the TPP and support the six over-arching transportation system goals of the TPP and MPO.

### **Thrive Lens Analysis**

The adoption of the federal performance measures is broadly associated with all five Thrive outcomes. The pavement and bridge measures address the Stewardship outcome by ensuring the Council supports the preservation and maintenance of the region's transportation infrastructure. The system reliability measures address the Prosperity outcome by helping to ensure efficient access to work and other destinations, and thereby assisting in maintaining a successful economy. The CMAQ measures address the Sustainability outcome by ensuring our investments help to protect the region's natural environment and mitigate climate change.

### **Funding**

There are no implications to funding.



Measure		Existing Metro Area Performance	MnDOT Adopted Target - 2023	MnDOT Adopted Target - 2025	Proposed 2023 Metropolitan Area Target	Proposed 2025 Metropolitan Area Target
<b>Bridge Condition</b>	% NHS bridges by deck area in good condition	28%	30%	35%	30%	35%
	% NHS bridges by deck area in poor condition	5%	5%	5%	5%	5%
<b>Pavement Condition</b>	% interstate pavement in good condition	70%	60%	60%	60%	60%
	% interstate pavement in poor condition	2%	2%	2%	2%	2%
	% non-interstate NHS in good condition	57%	55%	55%	55%	55%
	% non-interstate NHS in poor condition	0.5%	2%	2%	2%	2%
<b>System Reliability</b>	% reliable person-miles travelled on interstate	91%	82%	82%	82%	82%
	% reliable person-miles travelled on non-interstate NHS	95%	90%	90%	90%	90%
	Truck travel time reliability index	1.49	<1.4	<1.4	<1.4	<1.4
<b>CMAQ</b>	On-road mobile source emissions	0.0 kg/day	0.0 kg/day	0.0 kg/day	0.0 kg/day	0.0 kg/day
	% of travel by non-SOV	27.0%	28%	29%	28%	29%
	Peak-hour excessive delay (annual hours of excessive delay per capita)	3.2	8.5	8.5	8.5	8.5

