

Committee Report

Transportation Committee



Committee Meeting Date: February 24, 2025

For the Metropolitan Council: March 12, 2025

Business Item: 2025-62

Adoption of Adjusted Infrastructure Federal Performance Measures

Proposed Action

That the Metropolitan Council adopt the adjusted federal infrastructure performance measure targets in order to align with the revised MnDOT statewide targets.

Summary of Transportation Committee Discussion/Questions

This item was on the Consent agenda.

It was moved by Chamblis, seconded by Morales. Motion carried to approve all consent items.



Business Item

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Adoption of Adjusted Infrastructure Federal Performance Measures

District(s), Member(s):	All
Policy/Legal Reference:	Infrastructure Investment and Jobs Act (IIJA); 23 CFR 490
Staff Prepared/Presented:	David Burns, Planning Analyst, 651-602-1887
Division/Department:	Metropolitan Transportation Services (MTS)

Proposed Action

That the Metropolitan Council adopt the adjusted federal infrastructure performance measure targets in order to align with the revised MnDOT statewide targets.

Background

Pursuant to 23 CFR 490, all Metropolitan Planning Organizations (MPOs) must set and adopt system performance targets in order to monitor progress. 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 quantifiable target for the metropolitan planning area. MnDOT established and adopted 2022-2026 statewide targets for pavement, bridge, and travel time reliability measures on October 3, 2022. In turn, the Council adopted the same targets on March 8, 2023.

Federal law provides an opportunity to adjust the performance measure targets at the mid-point of the performance period. As a result, MnDOT formally adjusted the statewide 2022-2026 performance period targets for pavement and bridge condition on October 1, 2024. As the Council formally adopted matching targets in order to plan and program to support the statewide targets, this action will ensure that the Council's targets continue to match those of the state.

MnDOT opted to adjust the 2025 statewide targets for percent of non-interstate NHS pavement in good condition and percent of NHS bridges in good condition in order to more accurately reflect the expected outcomes. The 2023 two-year targets were not met and, as a result, MnDOT adopted the adjusted targets for 2025 to more closely align with the anticipated conditions for non-interstate NHS pavement in good condition and NHS bridges in good condition. A table depicting the proposed amended targets is provided on page 3. Note that the only adjustments are to the two aforementioned performance measure targets.

The impact of the COVID-19 pandemic made it difficult to predict near-term system performance when the targets were initially set by MnDOT in October of 2022. As a result, the subsequent assessment of the non-interstate NHS highways meeting the "good" condition fell below expectation. Additionally, the percent of NHS bridges meeting the "good" condition threshold was also lower than anticipated. The result, however, was that more pavement and bridge condition fell into the "fair" condition category; there was no increase in facilities that were deemed "poor." The proposed amended targets are informed by a more accurate assessment of the actual conditions in "fair" condition and allow for a more realistic, achievable target.

There are no direct financial penalties to the Council if the targets are not met, although the state may potentially face penalties should minimum conditions not be met. With the proposed adjusted targets, this outcome is unlikely.

Rationale

As the region's Metropolitan Planning Organization (MPO), Council approval is required to adopt federal infrastructure performance targets in accordance with federal regulation (23 CFR 490).

Thrive Lens Analysis

The Council adopted Imagine 2050 on February 12, 2025, which builds off policy direction in Thrive MSP 2040. Under the Thrive lens, the revised pavement and bridge performance measure targets address the Stewardship outcome by ensuring the Council supports the preservation and maintenance of the region's transportation infrastructure.

Funding

There is no funding associated with this action.

Small Business Inclusion

There is no procurement associated with this action.



Measure		MnDOT Adopted Target - 2023	MnDOT Adopted Target - 2025	Proposed 2023 Metropolitan Area Target	Proposed 2025 Metropolitan Area Target
Bridge Condition	% NHS bridges by deck area in good condition	30%	35% 20%	30%	35% 20%
	% NHS bridges by deck area in poor condition	<5%	<5%	<5%	<5%
Pavement Condition	% interstate pavement in good condition	60%	60%	60%	60%
	% interstate pavement in poor condition	2%	2%	2%	2%
	% non-interstate NHS in good condition	55%	55% 40%	55%	55% 40%
	% non-interstate NHS in poor condition	<2%	<2%	<2%	<2%
System Reliability	% reliable person-miles travelled on interstate	82%	82%	82%	82%
	% reliable person-miles travelled on non-interstate NHS	90%	90%	90%	90%
	Truck travel time reliability index	<1.4	<1.4	<1.4	<1.4
CMAQ	On-road mobile source emissions	0.0 kg/day	0.0 kg/day	0.0 kg/day	0.0 kg/day
	% of travel by non-single occupant vehicle (SOV)	28%	29%	28%	29%
	Peak-hour excessive delay (annual hours of excessive delay per capita)	8.5	8.5	8.5	8.5