

## **ACTION TRANSMITTAL 2018-43**

**DATE:** August 7, 2018

**TO:** Transportation Advisory Board

**FROM:** Technical Advisory Committee

**PREPARED BY:** David Burns, Senior Highway Planner, 651-602-1887

**SUBJECT:** Federal Performance Measure Adoption

**REQUESTED ACTION:** Request that the Transportation Advisory Board recommend adoption of the proposed performance measure targets by the Metropolitan Council.

**RECOMMENDED MOTION:** Recommend adoption of the federally required performance measure targets by the Metropolitan Council.

**BACKGROUND AND PURPOSE OF ACTION:** 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 the state DOT, transit agency, and MPO 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 the 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. To meet these deadlines, a recommendation is requested at this TAB meeting.

Prior to adoption of the targets by MnDOT and the transit providers, Council staff presented the proposed targets to TAC Planning for their review, feedback, and consideration. Based upon the feedback received, Council staff worked with MnDOT to modify the statewide reliability measures for both the Interstate system and non-Interstate NHS. Upon the adoption of the targets for all of the measures, Council staff briefed the TAC Planning Committee of the revisions in the statewide targets and MnDOT's decision regarding all other targets.

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 TAC-Planning, staff is recommending the following actions:

- 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 Transit Asset Management (TAM) targets.

**RELATIONSHIP TO REGIONAL POLICY:** 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.

**STAFF ANALYSIS:** The bridge and pavement targets are likely achievable at the state-wide level, as current performance is at or greater than the established targets. The metro area performance for “good” bridge condition is currently lower than the MnDOT adopted target, which highlights the fact that the state will need to emphasize bridge condition within the metro area in order to achieve their adopted target. Both the interstate and non-interstate NHS pavement conditions are similar within the metro to the state as a whole, and generally reflect MnDOT’s investment philosophy. It is important to note that percent of the system in poor condition is a target that could potentially trigger penalties if the state fails to meet the established targets, and thus carry much greater importance.

The system reliability measures are the only series of measures in which Council staff is recommending targets that are different than those which were adopted by MnDOT. This is due to the fact that congestion exists almost exclusively in the metro area, with very little occurring in Greater Minnesota. Staff thus recommends targets that are more realistic, yet achievable for the metro area.

As the metro area is the only region within the state that is an air quality maintenance area, all congestion reduction targets must be jointly adopted by both the Council and MnDOT. These targets were chosen and refined through a series of meetings between MnDOT and Council staff.

The transit asset management targets were developed and adopted by the metro area’s transit providers and reflect the expected conditions for the end of 2018. These targets are developed and set annually based upon the asset condition for the individual year.

MnDOT, Metro Transit, and Council staff were careful to choose targets that improve upon existing conditions yet are achievable by the target year. There are no direct financial penalties if the region does not meet the established targets, although the state may potentially face penalties should minimum conditions not be met. Given the existing system performance, this is unlikely.

**COMMITTEE ACTION:** TAC Planning concurred with staff recommendations and moved to recommend the targets. The Technical Advisory Committee had a robust discussion on

the targets. Given the federal deadlines to approve the targets, TAC forwarded the action item on to TAB, but provided no recommendation as the Committee wanted more background information on the item. The Committee requested that additional background information on the development of these targets be provided to the Transportation Advisory Board so that the Committee had enough information to provide a recommendation. As such, additional information has been included in the staff analysis section.

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**ROUTING**

<b>TO</b>	<b>ACTION REQUESTED</b>	<b>DATE COMPLETED</b>
TAC Planning	Review & Recommend	7-12-18
Technical Advisory Committee	Review and Recommend	8-1-2018
Transportation Advisory Board	Review & Recommend	
Metropolitan Council Transportation Committee	Review & Recommend	
Metropolitan Council	Review & Adopt	

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%