

ACTION TRANSMITTAL 2021-12

DATE: March 5, 2021
TO: Transportation Advisory Board
FROM: Technical Advisory Committee
PREPARED BY: David Burns, Senior Planner (David.Burns@metc.state.mn.us)
SUBJECT: Federal Performance Measure Adoption
REQUESTED ACTION: Adoption of the PM2 and PM3 performance measure targets.
RECOMMENDED MOTION: That the TAB recommend adoption of the PM2 and PM3 performance measure targets.

BACKGROUND AND PURPOSE OF ACTION: 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 statewide targets for pavement, bridge, and travel time reliability measures on October 1, 2020. MnDOT and the Council met in early 2020 to jointly set Congestion Mitigation and Air Quality (CMAQ) targets for the region, as required by law for areas not in air quality attainment. The purpose of this action is to comply with federal regulations and establish performance measure targets prior to the March 30, 2021 deadline for PM2 (pavement and bridge condition) and PM3 (system reliability, Congestion Mitigation and Air Quality) measures.

The proposed targets, as well as the adopted state targets, for pavement/bridge, system performance, and CMAQ are shown in the attachment. The CMAQ performance targets were coordinated jointly between the Council and MnDOT. As shown in the attachment, staff is recommending the following actions:

- Concur with the adopted MnDOT Pavement/Bridge Interstate performance measure targets and non-Interstate NHS bridge target.
- Set targets specific to the metro area as shown in the attachment for non-Interstate NHS pavement in good and poor condition.
- Set targets specific to the metro area as shown in the attachment for the System Reliability performance measures. This is due to the to the significant difference between reliability within the metro area and Greater Minnesota.
- Concur with the adopted MnDOT Congestion Reduction (CMAQ) performance targets.

All targets were developed using 2019 data, which is the most current data available. As such, the travel impacts due to the COVID-19 pandemic are not reflected in the targets. This may result in performance that is significantly different than the targets. An update to the performance targets will occur in 2023 and will reflect the impacts of the pandemic.

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 recommended targets are likely achievable, with current performance at or near the established targets. Setting metro-specific targets for the region for the system reliability measures is useful due to the significant difference in the performance of these measures between the metro area and Greater Minnesota. The impacts of the COVID-19 pandemic make it unusually difficult to predict near-term system performance. 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 AND COMMENTS: During the February 11 TAC Planning Committee meeting, Bill Dermody moved to recommend the 2021 targets with two modifications – change the region’s target for the percent of non-Interstate NHS pavement in good condition from 50% to 53% and change the target for the percent of non-Interstate NHS pavement in poor condition from 4% to 3%; Innocent Eyoh seconded. A roll call vote was taken, and the motion passed unanimously.

At its March 3, 2021 meeting, the Technical Advisory Committee unanimously recommended adoption of the proposed federal PM2 and PM3 performance measure targets.

ROUTING

TO	ACTION REQUESTED	DATE SCHEDULED/ COMPLETED
TAC Planning	Review & Recommend	February 11, 2021
Technical Advisory Committee	Review & Recommend	March 3, 2021
Transportation Advisory Board	Review & Recommend	March 17, 2021
Metropolitan Council Transportation Committee	Review & Recommend	March 22, 2021
Metropolitan Council	Review & Adopt	March 24, 2021

Measure		Existing Metro Area Performance	MnDOT Adopted Target	Proposed Target
Pavement/Bridge Condition	Bridge:			
	% NHS bridges by deck area in good condition	32.7%	35%	35%
	% NHS bridges by deck area in poor condition	4.8%	4%	4%
	Pavement:			
	% interstate pavement in good condition	58.5%	55%	55%
	% interstate pavement in poor condition	1.6%	2%	2%
% non-interstate NHS in good condition	56%	50%	53%	
% non-interstate NHS in poor condition	1%	4%	3%	
System Reliability	% reliable person-miles travelled on interstate	69.5%	>80%	>70%
	% reliable person-miles travelled on non-interstate NHS	79.6%	>90%	>80%
	Truck travel time reliability index	2.32	<1.5	<2.2
CMAQ*	On-road mobile source emissions	2,648	2,647	2,647
	% of travel by non-SOV	23.9%	25%	25%
	Peak-hour excessive delay (annual hours of excessive delay per capita)	8.5	8.5	8.5

*must be same targets as adopted MnDOT targets