

Action Transmittal

Transportation Advisory Board



Meeting Date: February 15, 2023

Date: February 14, 2023

Action Transmittal: 2023-07

Adoption of PM2, PM3 and CMAQ Federal Performance Measures

To: Transportation Advisory Board
From: Technical Advisory Committee
Prepared By: David Burns, Planning Analyst, 651-602-1887

Requested Action

Adoption of the PM2, PM3, and CMAQ performance measure targets.

Recommended Motion

That the Transportation Advisory Board recommend adoption of the PM2, PM3 and CMAQ performance measure targets.

Background and Purpose

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 3, 2022. The Council, as the region's MPO, must adopt targets by March 30, 2023.

Council and MnDOT staff met in early 2022 to discuss the existing metro and state performance and discuss bridge condition, pavement condition, and system reliability targets. Additionally, as required by law for areas not in air quality attainment, Council and MnDOT staff met to jointly set Congestion Mitigation and Air Quality (CMAQ) targets for the region. Based upon these meetings, staff is recommending that the Council adopt the statewide targets for federally required performance measures.

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 overarching 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 above or near the established targets. The system reliability is currently well above the typical performance within the metro area. This is due to the methodology used to assess performance and the impact of the COVID-19 pandemic. These pandemic impacts make it unusually difficult to predict near-term

system performance. As a result, it would be difficult to set useful metro-specific targets for these measures. 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. The attached table shows the proposed targets for the region.

Committee Comments and Action

At its January 12, 2023, meeting, the TAC Planning Committee unanimously recommended that TAC recommend adoption of the PM2, PM3 and CMAQ performance measure targets.

At its February 1, 2023, meeting, the Technical Advisory Committee unanimously recommended adoption of the PM2, PM3 and CMAQ performance measure targets.

Routing

To	Action Requested	Date Completed (Scheduled)
TAC Planning	Review & Recommend	January 12, 2023
Technical Advisory Committee	Review & Recommend	February 1, 2023
Transportation Advisory Board	Review & Recommend	<i>February 15, 2023</i>
Metropolitan Council Transportation Committee	Review & Recommend	<i>February 27, 2023</i>
Metropolitan Council	Review & Adopt	<i>March 8, 2023</i>



Proposed Targets

Measure		Existing Metro Area Performance	MnDOT Adopted Target - 2023	MnDOT Adopted Target - 2025	Proposed 2023 Target	Proposed 2025 Target
Bridge Condition	% 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%
Pavement Condition	% 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%
System Reliability	% 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
CMAQ	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