

## **ACTION TRANSMITTAL 2018-43**

**DATE:** July 12, 2018

**TO:** TAC Planning Committee

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

**SUBJECT:** Federal Performance Measure Adoption

**REQUESTED ACTION:** 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).

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 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. The regional transit providers adopted the TAM targets shown on page 3 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.

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. As shown in the accompanying tables, 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 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 recommended targets are likely achievable, with current performance at or near the established targets. 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.

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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 & Recommend	
Transportation Advisory Board	Review & Recommend (or Adopt)	
Metropolitan Council Transportation Committee	Review & Recommend (or Concurrence)	
Metropolitan Council	Review & Adopt (or Concurrence)	

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%