

## **ACTION TRANSMITTAL 2021-12**

**DATE:** February 4, 2021  
**TO:** TAC Planning Committee  
**PREPARED BY:** David Burns, Senior Planner ([David.Burns@metc.state.mn.us](mailto: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 TAC Planning Committee recommend that TAC 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 performance measure targets.
- Set targets specific to the metro area as shown in the attachment for the System Reliability performance measures. This is due 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.

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**ROUTING**

<b>TO</b>	<b>ACTION REQUESTED</b>	<b>DATE SCHEDULED/ COMPLETED</b>
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