

2012 Transportation System Performance Evaluation

3/10/2014

Transportation Committee



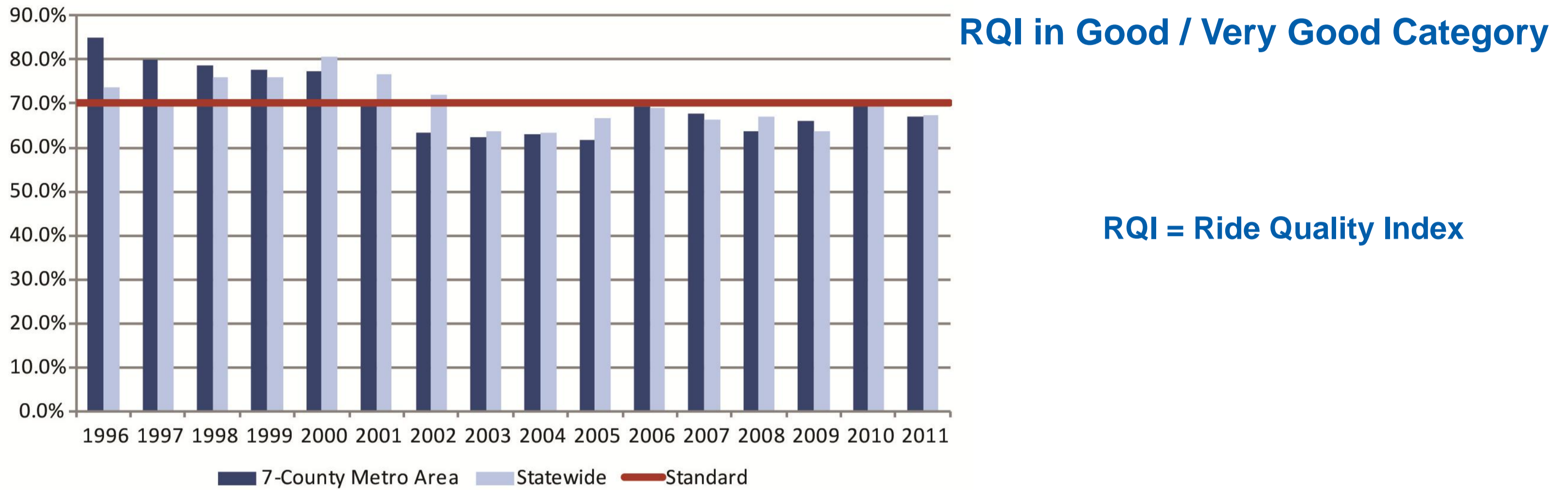
Legislative Requirement

- Before each TPP update, the TSPE is required to:
 - Evaluate the ability to effectively and efficiently transport goods and people
 - Evaluate trends and their impacts
 - Assess the success in meeting regional transportation benchmarks
 - Evaluate the transit system with a comparison to peer regions with regard to key operating and investment measures

Systems Covered in 2012 TSPE

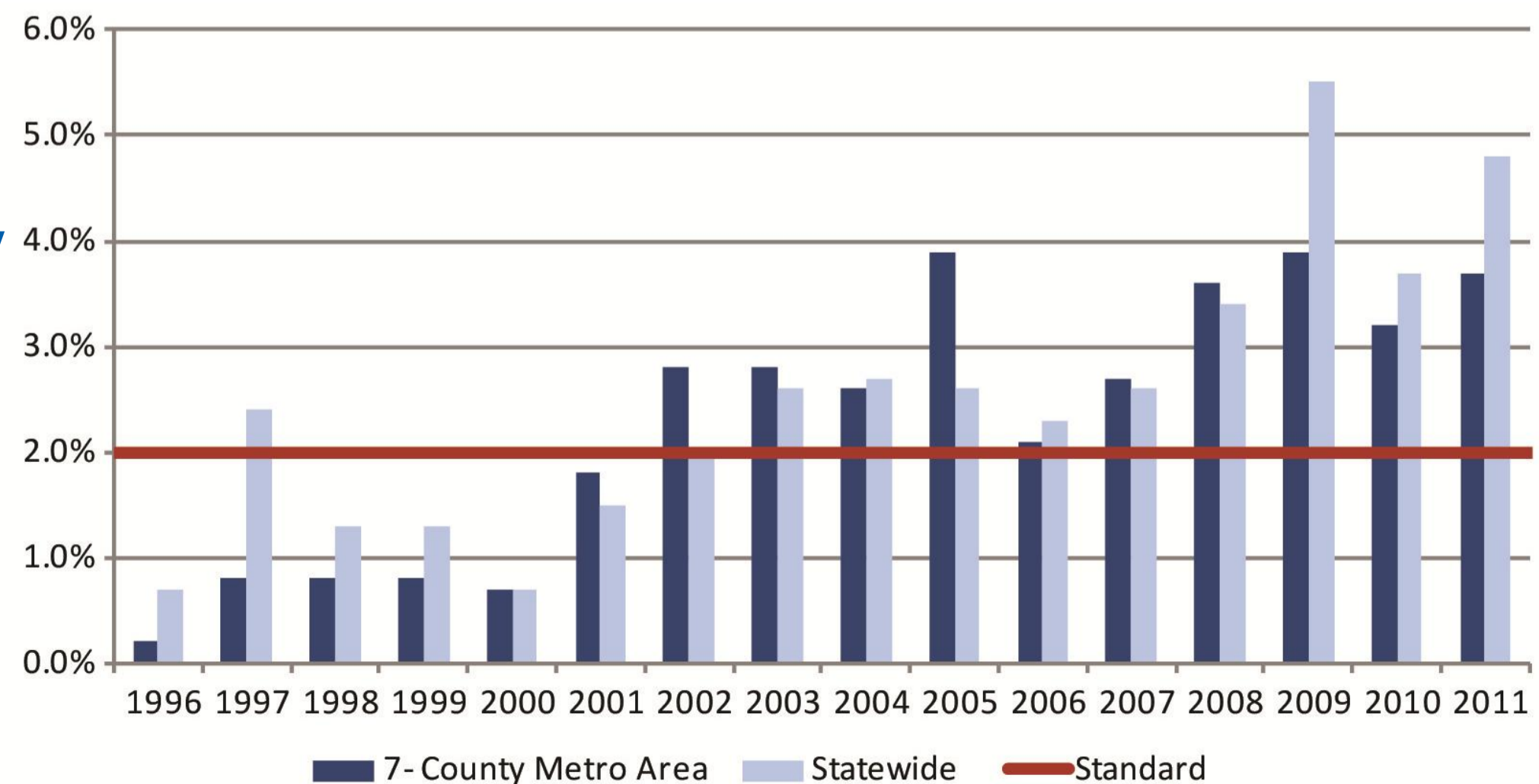
- Highway System
- Transit System
- Freight System
- Aviation System
- Bicycle and Pedestrian System

Pavement Condition on Principal Arterials

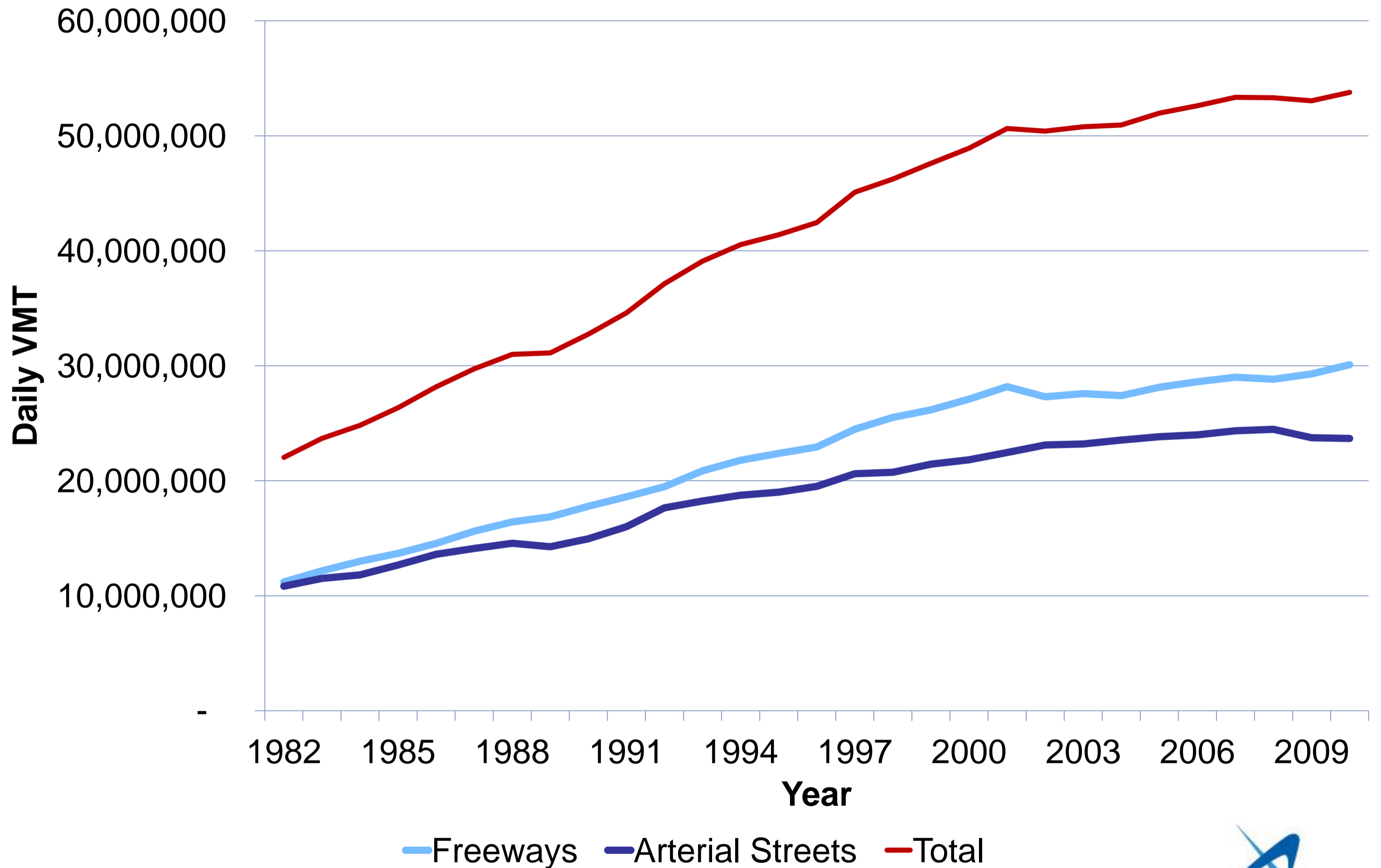


RQI = Ride Quality Index

RQI in Poor / Very Poor Category

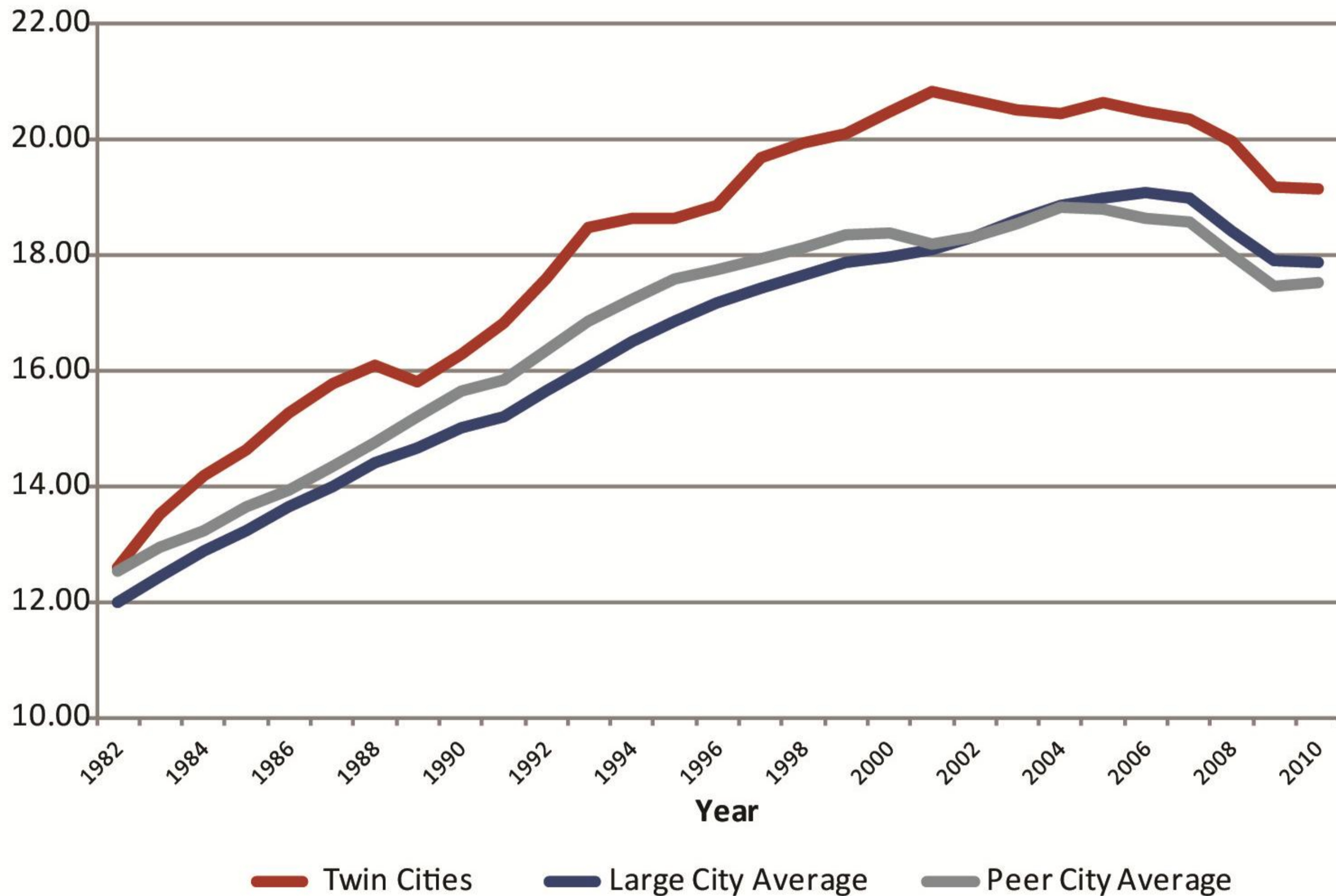


Vehicle Miles Traveled 1982 - 2010



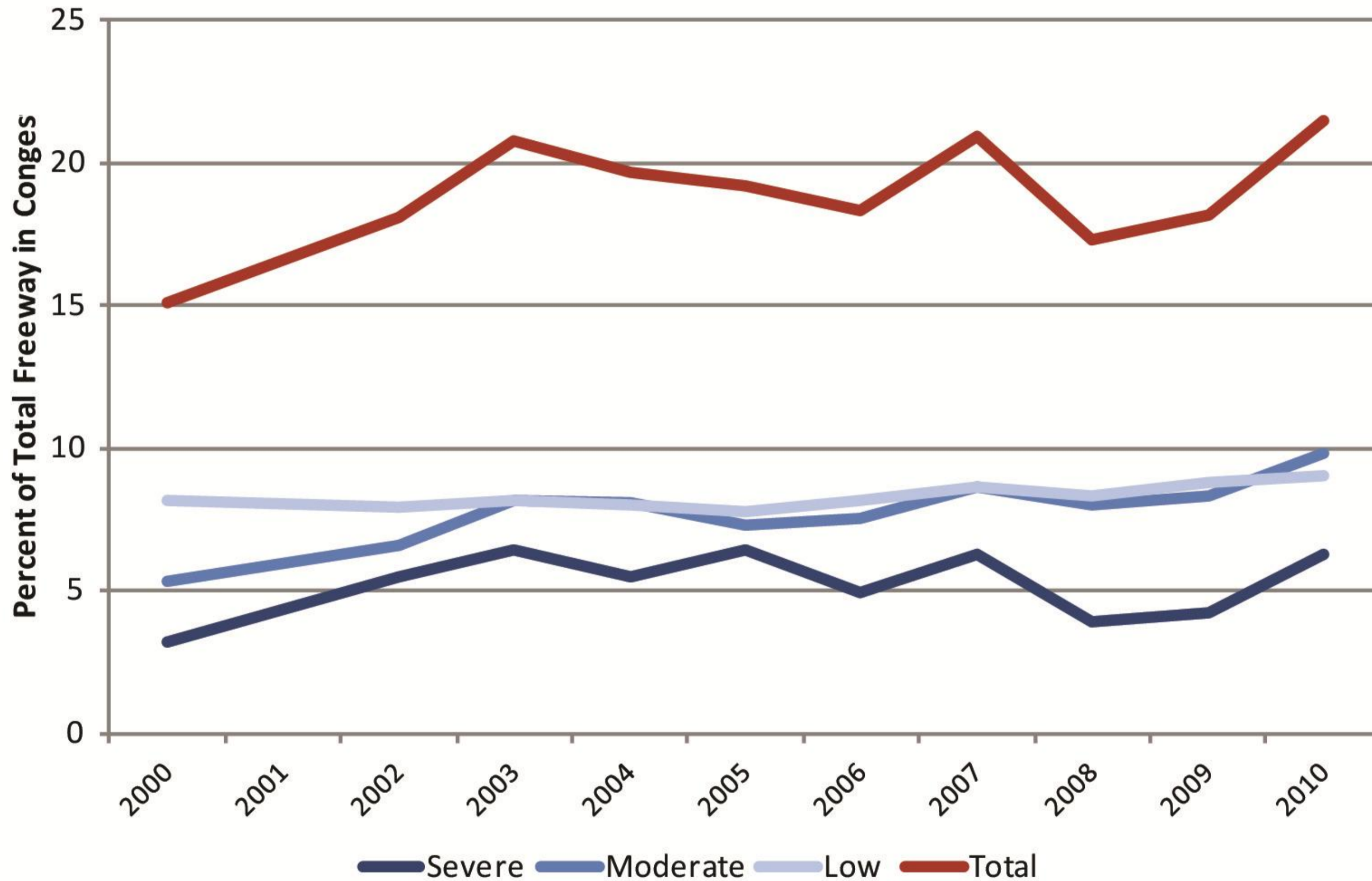
Source: TTI 2011 Urban Mobility Report

Daily VMT per Capita



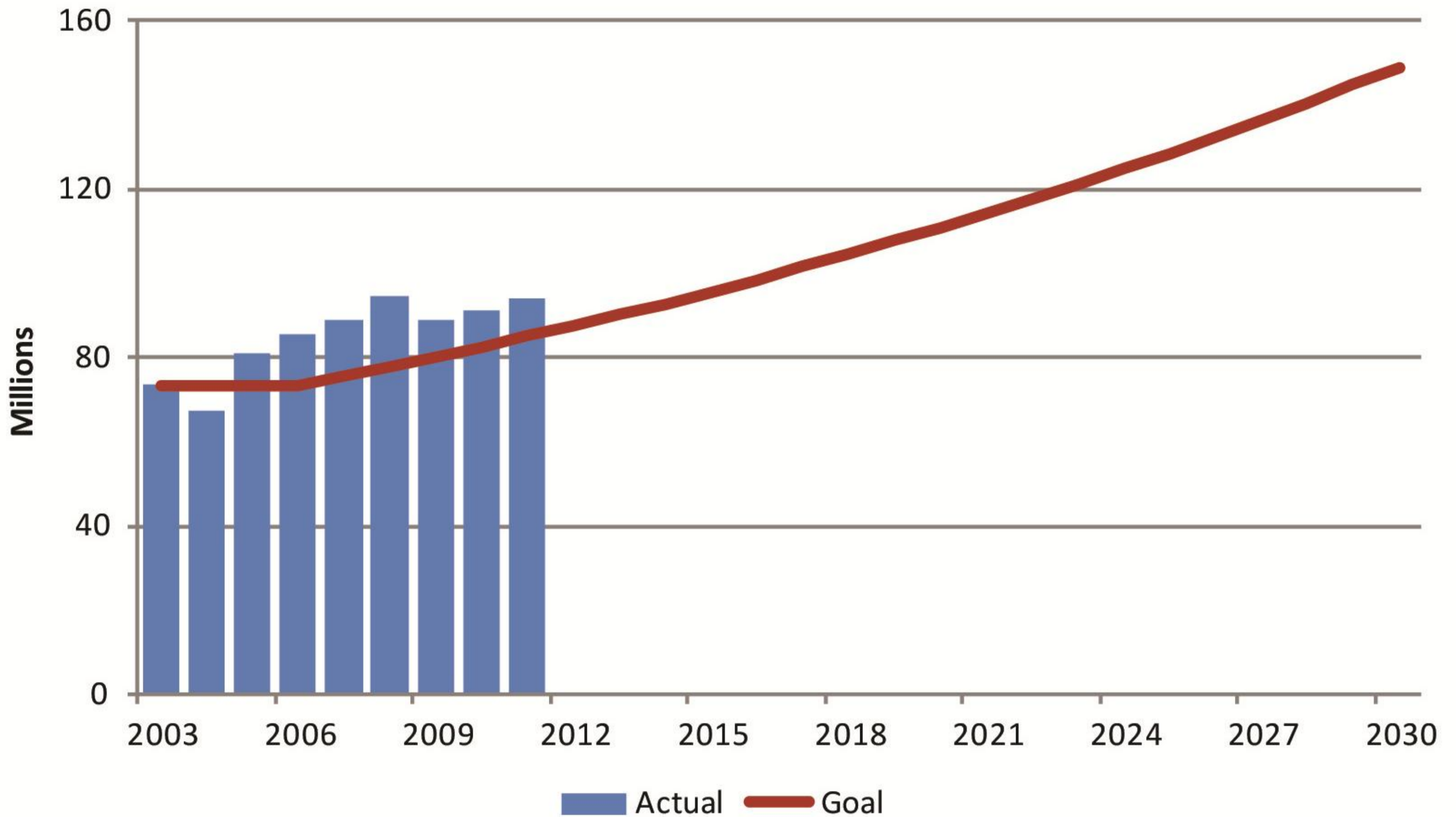
Source: 2011 TTI Urban Mobility Report

Change in Congestion

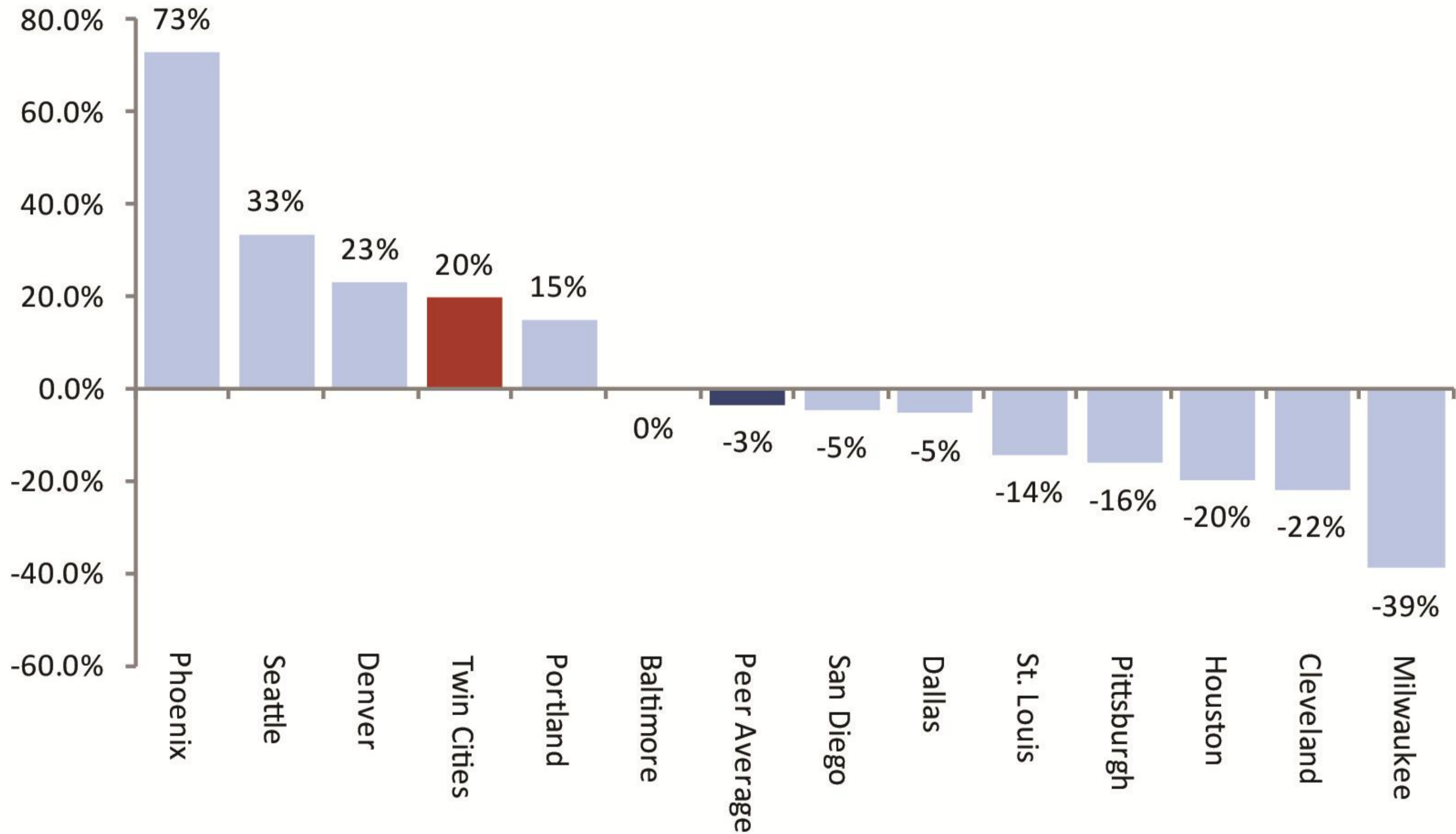


Low = < 1 Hour
Moderate = 1-2 Hours
Severe = > 2 Hours

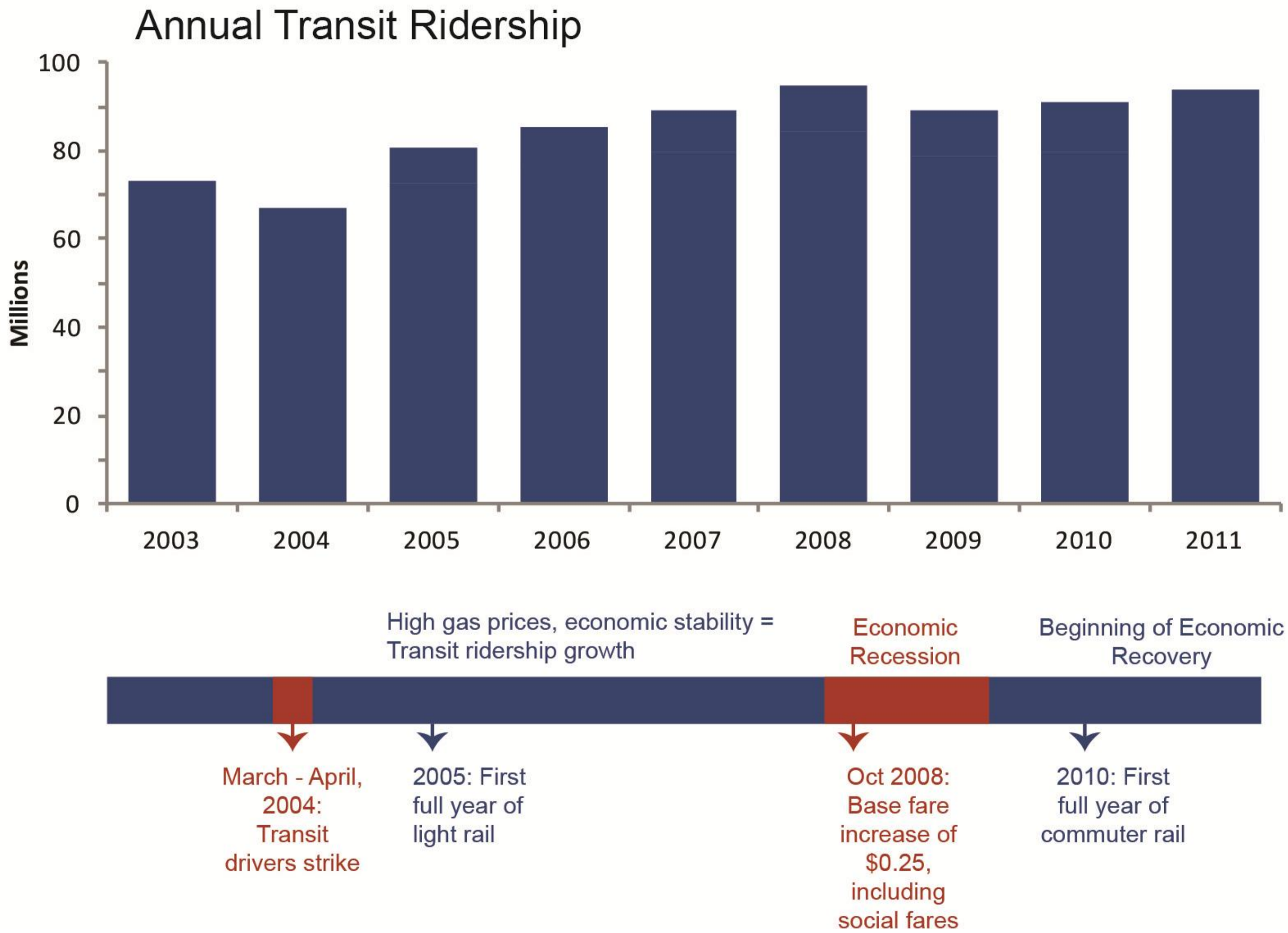
Transit System Ridership Goal



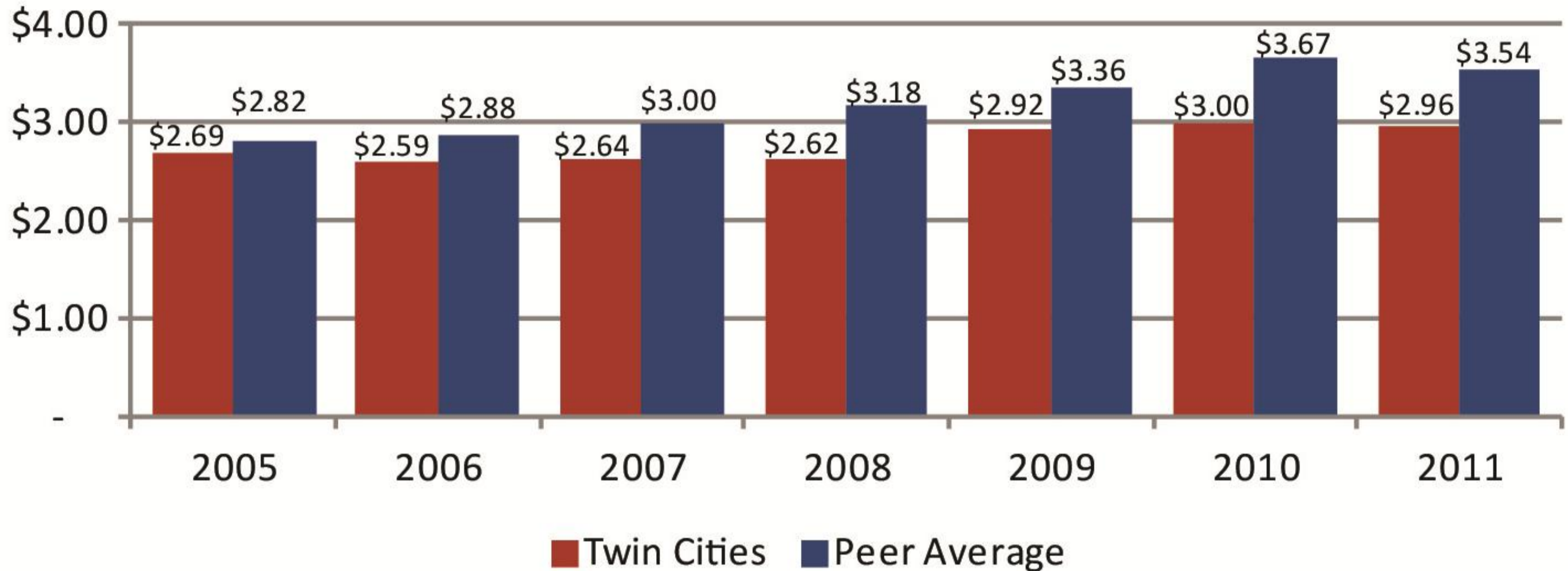
Annual Ridership Change 2001-2011



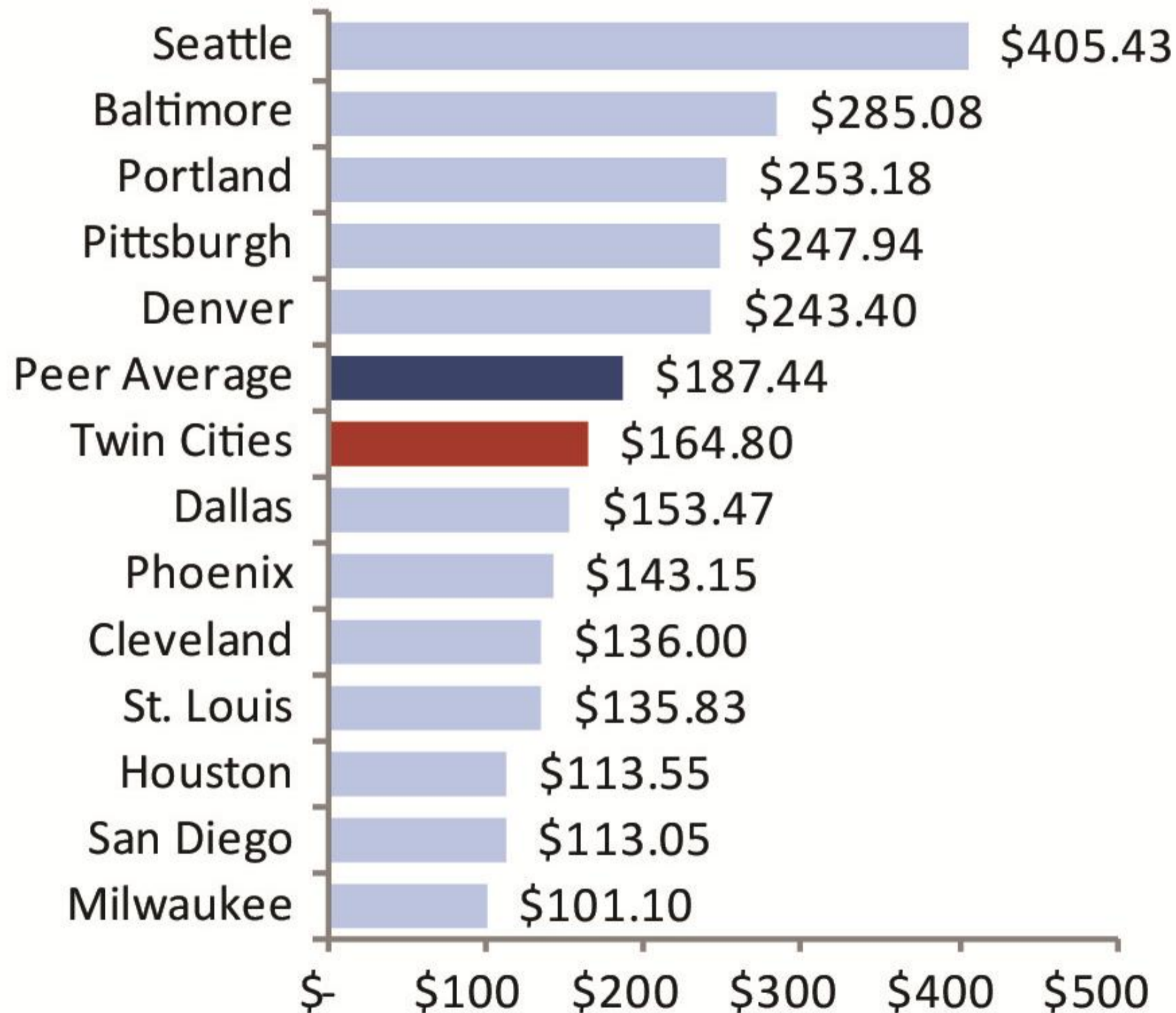
Trends Affecting Ridership



2011 Peer Region Subsidy per Trip

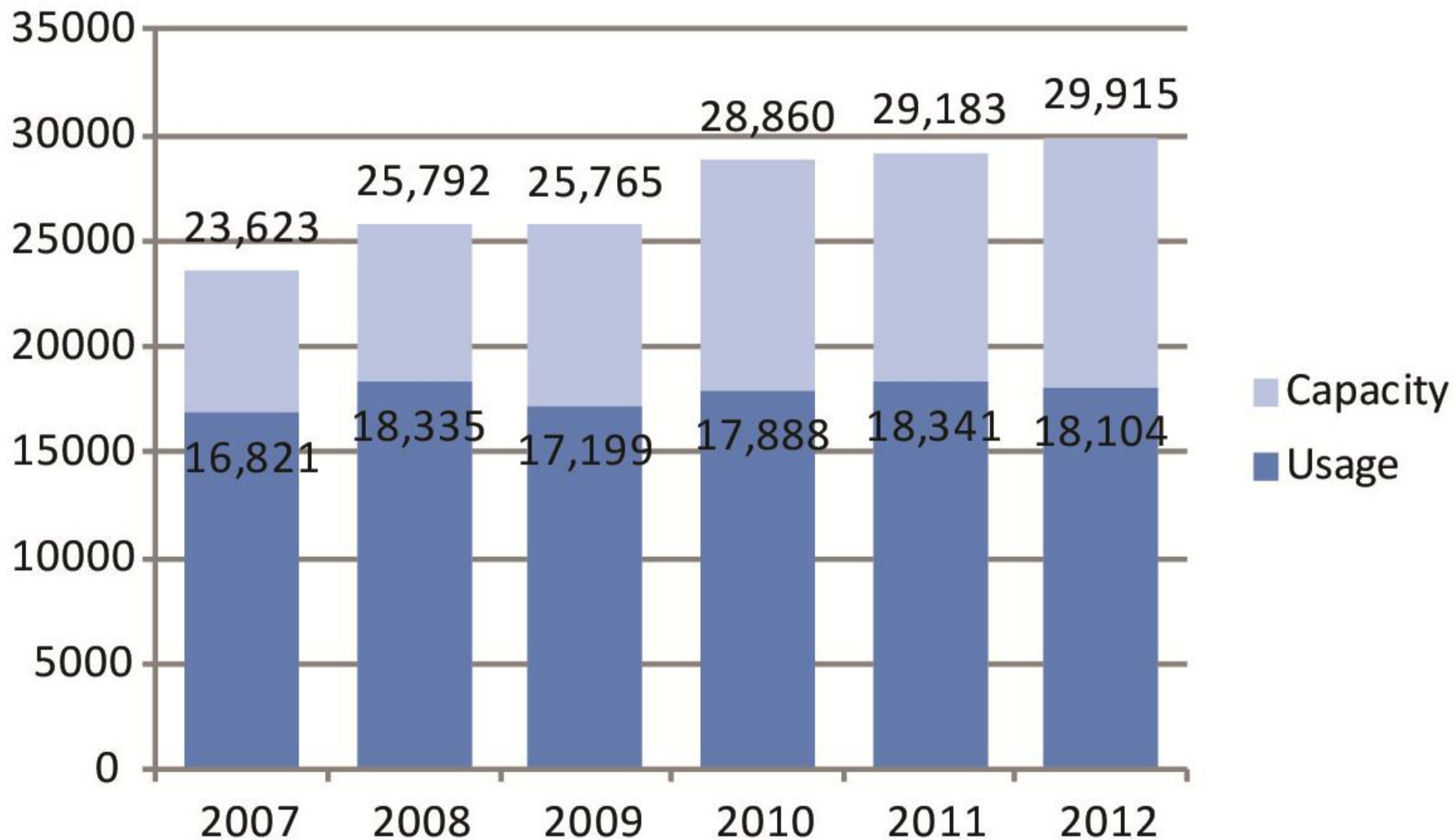


Annual Operating and 10-year Average Capital Subsidy per Capita



2011 NTD Regional Figures –
Population is 2010 Urbanized Population

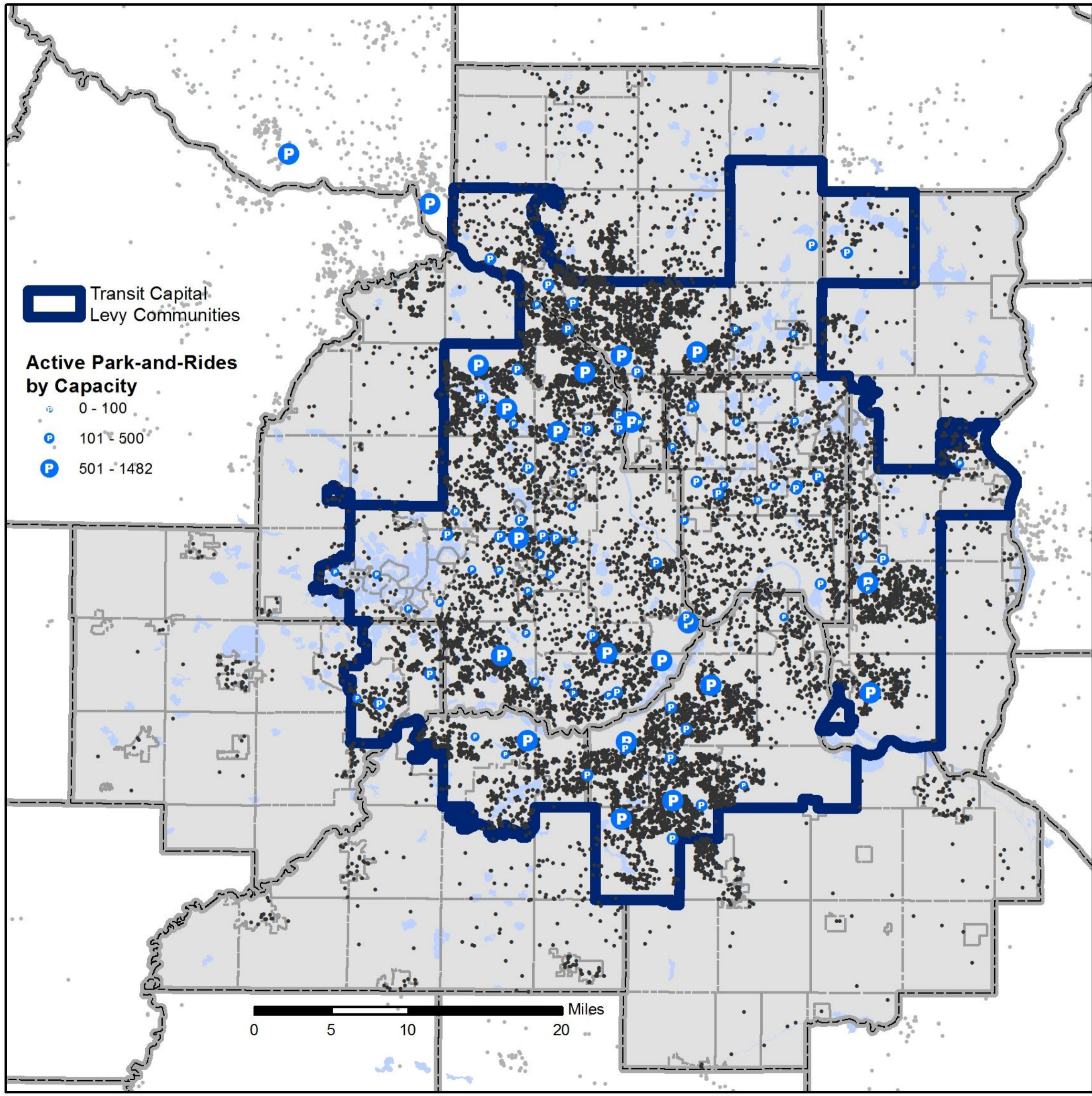
Park-and-Ride Usage and Capacity 2007 - 2012



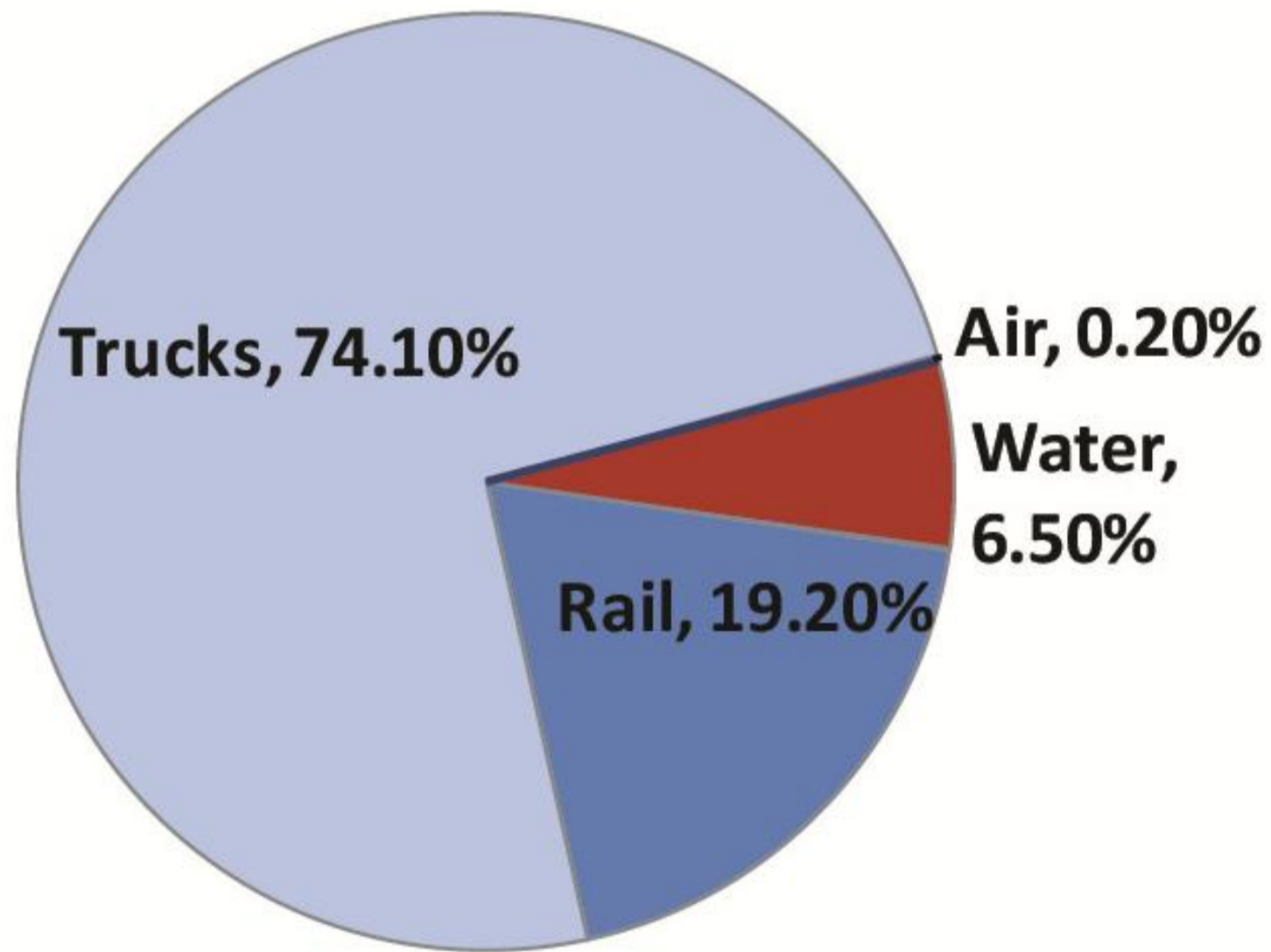
Park-and-Ride User Home Origin Survey

User Home Origins	% of Total
Inside Transit Capital Levy Communities	73%
Outside Transit Capital Levy Communities but Inside Seven-County Metro	10%
Outside of the Seven-County Metro Area	17%
Total	100%

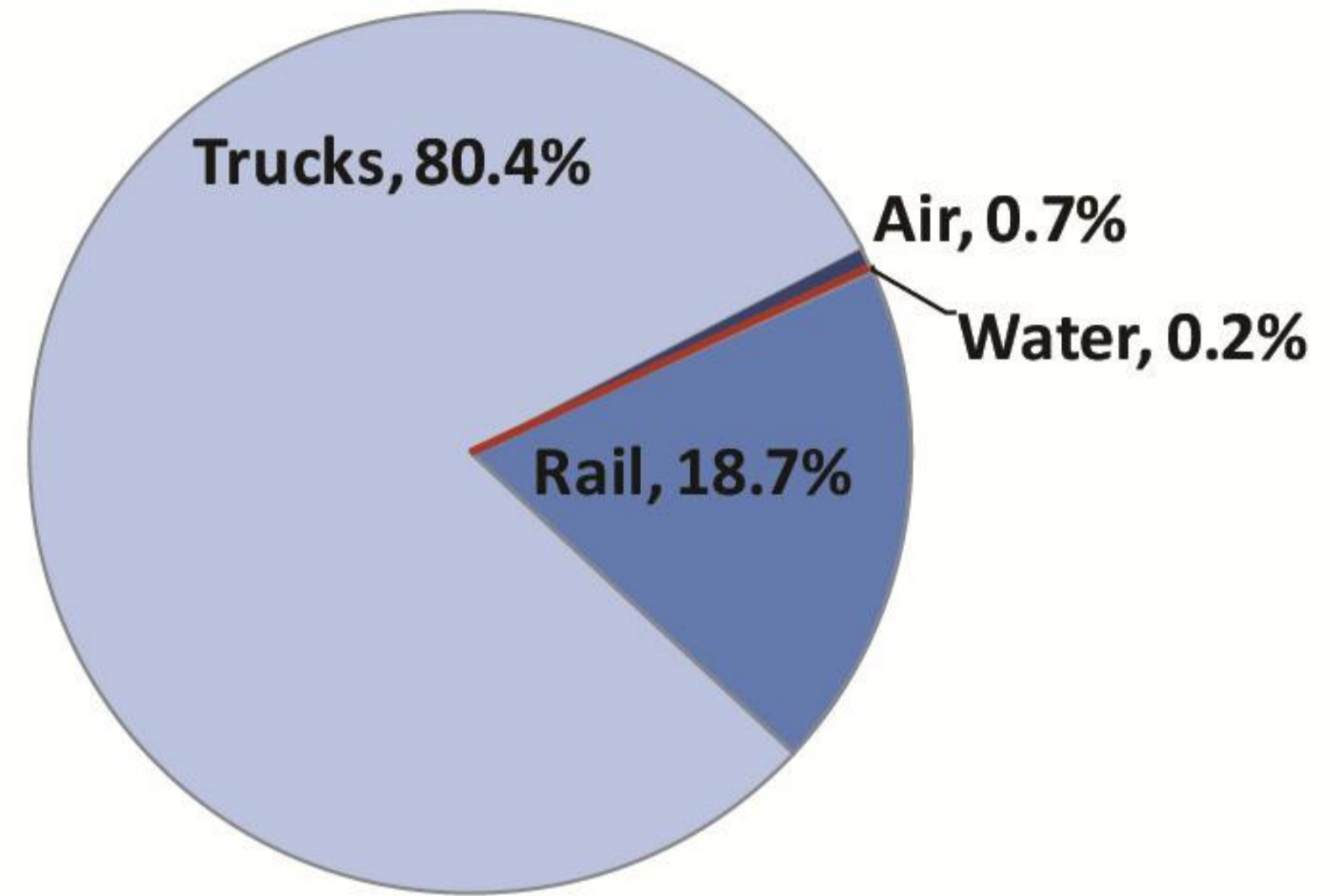
Minnesota Users	97%
Wisconsin Users	3%
Total	100%



Freight Movement by Mode



Regional Freight Modal Split by Tonnage



Regional Freight Modal Split by Value

Aviation Activity - 2000 and 2010

Airport	Change in Enplanements 2000 to 2010 (millions)	Percent Change in Enplanements	Change in Operations 2000 to 2010 (1000s)	Percent Change in Operations
Atlanta	4.6	11%	79	9%
Charlotte	4.2	34%	71	16%
Denver	5.5	28%	103	20%
Detroit	0.3	2%	-88	-16%
Minneapolis – St. Paul	-0.7	-4%	-70	-13%
Philadelphia	2.1	15%	16	3%
US Total	52.6	7%	-6,875	-10%

Future Transportation System Performance Evaluations

- Address MAP-21 requirement that Long Range Transportation Plans include a system performance report.
- Evaluate “the condition and performance of the transportation system with respect to the performance targets” set by the MPO for the MAP-21 national goal areas.
- Integrate both national goal area measures and 2040 TPP performance measures

Transportation System Performance Evaluation

Questions?