

## Transportation Committee

Meeting date: March 22, 2021

For the Metropolitan Council meeting of March 24, 2021

**Subject:** Federal Performance Measure Adoption

**District(s), Member(s):** All

**Policy/Legal Reference:** MAP-12, FAST Act

**Staff Prepared/Presented:**

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**Division/Department:** Metropolitan Transportation Services (MTS)

### Proposed Action

That the Metropolitan Council adopt the pavement and bridge condition, system reliability and Congestion Mitigation and Air Quality (CMAQ) performance measure targets.

### Background

Pursuant to 23 CFR 490, all Metropolitan Planning Organizations (MPOs) must set and adopt system performance targets in identified performance areas in order to monitor and track progress towards achieving the outcomes. Metropolitan Planning Organizations (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 specific to the metropolitan planning area. The purpose of this action is to comply with federal regulations and establish regional performance measure targets for pavement and bridge condition (PM2) and system reliability and Congestion Mitigation and Air Quality (PM3) measures.

MnDOT established and adopted statewide targets for pavement, bridge, and travel time reliability measures on October 1, 2020. MnDOT and Council staff met in early 2021 to discuss the state's performance targets and determine whether to recommend using the statewide targets or setting regionally specific targets. The state's and proposed regional targets are shown in the attachment.

Similar to past years, this action item recommends the following:

- Concur with the adopted MnDOT Pavement and Bridge Interstate performance measure targets and non-Interstate bridge target.
- Set targets specific to the metro area as shown in the attachment for non-Interstate 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 significant difference between reliability within the metro area and Greater Minnesota.
- Concur with the adopted MnDOT Congestion Mitigation and Air Quality (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 again in 2023 and will reflect the impacts of the pandemic.

## **Rationale**

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.

## **Thrive Lens Analysis**

The adoption of the federal performance measures is broadly associated with all five Thrive Outcomes. The pavement and bridge measures address the Stewardship outcome by ensuring the Council supports the preservation and maintenance of the region's transportation infrastructure. The system reliability measures address the Prosperity outcome by helping to ensure efficient access to work and other destinations. The CMAQ measures address the Sustainability outcome by reducing the impact of transportation investments on the natural environment and climate change.

## **Funding**

There are no implications to funding.

## **Known Support / Opposition**

At its March 17, 2021 meeting, the Transportation Advisory Board unanimously recommended adoption of the proposed federal PM2, PM3 and CMAQ performance measure targets. There is no known opposition to this item.

Measure		Existing Metro Area Performance	MnDOT Adopted Target	Proposed Target
Pavement/Bridge Condition	<b>Bridge:</b>			
	% NHS bridges by deck area in good condition	32.7%	35%	35%
	% NHS bridges by deck area in poor condition	4.8%	4%	4%
	<b>Pavement:</b>			
	% 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

METROPOLITAN COUNCIL  
390 Robert Street North, St. Paul, Minnesota 55101-1805

RESOLUTION NO. 2021-13

Adopting National Highway System Pavement and Bridge Performance Targets

- WHEREAS, the U.S. Department of Transportation established performance measures for pavement and bridge condition on the National Highway System (NHS) as detailed in 23 CFR 490, Subpart C, National Performance Measures for Assessing Pavement Condition, and 23 CFR 490, Subpart D, National Performance Measures for Assessing Bridge Condition; and
- WHEREAS, the Minnesota Department of Transportation (MnDOT) established performance targets for each of the four NHS pavement condition performance measures in accordance with 23 CFR 490.307(a); and
- WHEREAS, MnDOT established performance targets for each of the two NHS bridge condition performance measures in accordance with 23 CFR 490.407(c); and
- WHEREAS, metropolitan planning organizations (MPOs) must establish performance targets for each of the NHS pavement and bridge condition performance measures; and
- WHEREAS, MPOs establish NHS pavement and bridge condition targets by either agreeing to plan and program projects so that they contribute to the accomplishment of the State DOT NHS pavement or bridge condition targets or commit to quantifiable targets for the metropolitan planning area.

NOW, THEREFORE, BE IT RESOLVED:

1. THAT the Metropolitan Council agrees to plan and program projects so that the projects contribute to the accomplishment of the following regional targets for the calendar years of 2021 through 2024:
  - Percentage of pavement on the interstate system in good condition: 55%
  - Percentage of pavement on the interstate system in poor condition: 2%
  - Percentage of non-interstate NHS in good condition: 53%
  - Percentage of non-interstate NHS in poor condition: 3%
  - Percentage of NHS bridges by deck area in good condition: 35%
  - Percentage of NHS bridges by deck area in poor condition: 4%

Adopted this \_\_\_\_\_ day of \_\_\_\_\_, 2021.

\_\_\_\_\_  
Charles A. Zelle, Chair

\_\_\_\_\_  
Elizabeth Sund, Recording Secretary

METROPOLITAN COUNCIL

390 Robert Street North, St. Paul, Minnesota 55101-1805

RESOLUTION NO. 2021-14

RESOLUTION TO ADOPT PERFORMANCE TARGETS TO ASSESS NATIONAL HIGHWAY SYSTEM PERFORMANCE AND FREIGHT MOVEMENT ON THE INTERSTATE SYSTEM

WHEREAS, the U.S. Department of Transportation established performance measures for performance and freight on the National Highway System as detailed in 23 CFR 490, Subpart E, National Performance Management Measures to Assess Performance of the National Highway System, and 23 CFR 490, Subpart F, National Performance Management Measures to Assess Freight Movement on the Interstate System; and

WHEREAS, the Minnesota Department of Transportation (MnDOT) established performance targets for each of the two Travel Time Reliability performance measures in accordance with 23 CFR 490.507(a); and

WHEREAS, MnDOT established a performance target to calculate the Freight Reliability performance measure in accordance with 23 CFR 490.607; and

WHEREAS, metropolitan planning organizations (MPOs) must establish performance targets for the Travel Time Reliability and Freight Reliability measures; and

WHEREAS, MPOs establish Travel Time Reliability and Freight Reliability targets by either agreeing to plan and program projects so that they contribute to the accomplishment of the State DOT Travel Time Reliability target or Freight Reliability target or commit to a quantifiable target for the metropolitan planning area.

NOW, THEREFORE, BE IT RESOLVED:

1. THAT the Metropolitan Council commits to a performance target of greater than 70 percent reliable person miles travelled on the interstate for the metropolitan planning area; a performance target of greater than 80 percent reliable person miles travelled on the non-interstate NHS for the metropolitan planning area; and a truck travel time reliability index of less than 2.2 for the metropolitan planning area.

Adopted this \_\_\_\_\_ day of \_\_\_\_\_, 2021.

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Charles A. Zelle, Chair

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Elizabeth Sund, Recording Secretary