Federal Performance Measure Adoption

METROPOLITAN COUNCIL

March 2023 – Transportation Committee - David Burns

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Federal Performance Measures Overview

- Federal transportation law requires Metropolitan Planning Organizations to adopt transportation system performance targets for a number of measures, including:
  - Safety
  - Pavement condition
  - Bridge condition
  - System performance/reliability
  - Transit asset management
  - Transit safety
- Federal performance measures are a subset of our Transportation Policy Plan performance measures and are focused on short-term, achievable outcomes
- Safety targets are set annually; all others are four-year targets with the option to change the target after two years

Federal Performance Measures Process

- Regional safety performance measures were adopted in February 2023; this business item contains the remaining performance targets for the 2022 to 2025 period
- Goal of performance targets is to improve investment decision-making through selection of projects that move the region towards achieving the adopted target
- The Council, along with all other MPOs in the state, work closely with MnDOT on establishing state-wide performance targets
- MPOs may choose to either support statewide performance targets set by MnDOT or set targets specific to the region
- Federal performance measures build upon the Council's established performance-based planning and programming approach and assists in ensuring the region is on-track to meet our regional vision

Federal Performance Measures Process (continued)

- Congestion Mitigation Air Quality measures must be set jointly by MnDOT and the Council
  - Applicable to geographic areas not in air quality attainment
  - Region has a small area within Ramsey County that necessitates setting CMAQ targets due to non-attainment in airborne particulate matter (PM10)
  - Region is now in attainment; it is anticipated this will be the last time we set CMAQ targets

Pavement, Bridge, System Reliability Performance Measures

Pavement and Bridge Reliability Measures (PM2)

- Interstate Pavement in Good Condition
- Interstate Pavement in Poor Condition
- Non-Interstate Pavement in Good Condition
- Non-Interstate Pavement in Poor Condition
- NHS Bridges in Good Condition
- NHS Bridges in Poor Condition

System Reliability

- Interstate Reliability
- Non-Interstate NHS Reliability
- Truck Travel Time Reliability Index

Congestion Mitigation and Air Quality (CMAQ)

- Peak Hour Excessive Delay Per Capita
- Non-Single Occupancy Vehicle Travel
- Total Emissions Reductions of On-Road Source Mobile Emissions (PM10)

Proposed Targets

Measure		Existing Metro Area Performance	MnDOT Adopted Target - 2023	MnDOT Adopted Target - 2025	Proposed 2023 Metro Target	Proposed 2025 Metro 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

Thank you

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