

Action Transmittal

Transportation Advisory Board



Meeting Date: February 19, 2025

Date: February 12, 2025

Action Transmittal: 2025-05

Adoption of Adjusted Infrastructure Federal Performance Measures

To: Transportation Advisory Board
From: Technical Advisory Committee
Prepared By: David Burns, Planning Analyst, 651-602-1887

Requested Action

That the Transportation Advisory Board recommend the adoption of the adjusted federal infrastructure performance measure targets to the Metropolitan Council in order to align with the revised MnDOT statewide targets.

Recommended Motion

That the Transportation Advisory Board recommend the adoption of the adjusted federal infrastructure performance measures to the Metropolitan Council, with the following revisions:

- An adjustment of the 2025 target for non-interstate NHS pavement in good condition from 55% to 40%
- An adjustment of the 2025 target for NHS bridges in good condition from 35% to 20%

Background and Purpose

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 2022-2026 statewide targets for pavement, bridge, and travel time reliability measures on October 3, 2022. In turn, the Council adopted the same targets on March 8, 2023.

Federal law provides an opportunity to adjust the performance measure targets at the mid-point of the performance period. As a result, MnDOT formally adjusted the statewide 2022-2026 performance period targets for pavement and bridge condition on October 1, 2024. As the Council formally adopted matching targets in order to plan and program to support the statewide targets, this action will ensure that the Council's targets continue to match those of the state.

MnDOT opted to adjust the 2025 statewide targets for percent of non-interstate NHS pavement in good condition and percent of NHS bridges in good condition in order to more accurately reflect the expected outcomes. The 2023 two-year targets were not met and, as a result, MnDOT adopted the adjusted targets for 2025 to more closely align with the anticipated conditions for non-interstate NHS pavement in good condition and NHS bridges in good condition. A table depicting the proposed amended targets is provided on page 3. Note that the only adjustments are to the two aforementioned performance measure 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 overarching 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 impact of the Covid-19 pandemic made it difficult to predict near-term system performance when the targets were initially set by MnDOT in October of 2022. As a result, the subsequent assessment of the non-interstate NHS highways meeting the “good” condition fell below expectation. Additionally, the percent of NHS bridges meeting the “good” condition threshold was also lower than anticipated. The proposed amended targets are informed by a more accurate assessment of the actual conditions in “fair” condition and allow for a more realistic, achievable target.

There are no direct financial penalties to the Council if the targets are not met, although the state may potentially face penalties should minimum conditions not be met. With the proposed adjusted targets, this is unlikely.

Committee Comments and Action

At its January 9, 2025, meeting, the TAC Planning Committee recommended adoption of the adjusted federal infrastructure performance measures to the Metropolitan Council, with the following revisions:

- An adjustment of the 2025 target for non-interstate NHS pavement in good condition from 55% to 40%
- An adjustment of the 2025 target for NHS bridges in good condition from 35% to 20%

At its February 5, 2025, meeting, the Technical Advisory Committee recommended adoption of the adjusted federal infrastructure performance measures to the Metropolitan Council, with the following revisions:

- An adjustment of the 2025 target for non-interstate NHS pavement in good condition from 55% to 40%
- An adjustment of the 2025 target for NHS bridges in good condition from 35% to 20%

Routing

To	Action Requested	Date Completed (Scheduled)
TAC Planning	Review & Recommend	January 9, 2025
Technical Advisory Committee	Review & Recommend	February 5, 2025
Transportation Advisory Board	Review & Recommend	<i>February 19, 2025</i>
Metropolitan Council Transportation Committee	Review & Recommend	<i>February 24, 2025</i>
Metropolitan Council	Review & Adopt	<i>March 12, 2025</i>



Measure		MnDOT Adopted Target - 2023	MnDOT Adopted Target - 2025	Proposed 2023 Metropolitan Area Target	Proposed 2025 Metropolitan Area Target
Bridge Condition	% NHS bridges by deck area in good condition	30%	35% 20%	30%	35% 20%
	% NHS bridges by deck area in poor condition	5%	5%	5%	5%
Pavement Condition	% interstate pavement in good condition	60%	60%	60%	60%
	% interstate pavement in poor condition	2%	2%	2%	2%
	% non-interstate NHS in good condition	55%	55% 40%	55%	55% 40%
	% non-interstate NHS in poor condition	2%	2%	2%	2%
System Reliability	% reliable person-miles travelled on interstate	82%	82%	82%	82%
	% reliable person-miles travelled on non-interstate NHS	90%	90%	90%	90%
	Truck travel time reliability index	<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
	% of travel by non-SOV	28%	29%	28%	29%
	Peak-hour excessive delay (annual hours of excessive delay per capita)	8.5	8.5	8.5	8.5