2040 Transportation Policy Plan Update – Conversion to Performance Based Plan
About the plan

• Long-range transportation plan for the Twin Cities region
• Required under state and federal law
• Prepared in coordination with
  – Transportation Advisory Board (and committees)
  – Minnesota Department of Transportation
  – Metropolitan Airports Commission
• Includes multiple modes – highways, transit, bikes, pedestrians, freight, aviation
Why update the plan now?

- Updates required every 4 years
- Thrive MSP 2040 policy direction
- New socio-economic forecasts to 2040
- MAP-21 changes
- Census expanded urban area to portions of Wright and Sherburne counties
- Studies, data since last plan
Urbanized Area (UZA)

• U.S. Census Bureau defined new UZA in spring 2012
• Includes portions of Wright and Sherburne counties: Elk River, Big Lake Township, Albertville, St. Michael, Otsego, and Hanover
• Primarily affects planning for National Highway System (Principal Arterials)
• The new communities will be included in our long-range planning efforts
National Highway System

Feb 2013
MAP-21

• Went into full effect October 1, 2012 and authorizes programs through September 30, 2014
• Includes programmatic consolidation
  – No earmarks
  – Most discretionary programs eliminated
• Creates a performance-based Federal program
  – Increase the accountability and transparency of the Federal program
  – Improve transportation investment decision-making
National Highway Performance Measures

• Safety
  – Fatalities and serious injuries—both number and rate per vehicle mile traveled--on all public roads

• Infrastructure condition
  – Pavement condition on the Interstate System and on remainder of the NHS
  – Bridge condition on the NHS

• Congestion reduction
  – Traffic congestion

• System reliability
National Highway Performance Measures

• Freight movement and economic vitality
  – Freight movement on the Interstate System
• Environmental sustainability
  – On-road mobile source emissions
• Reduced project delivery delays
National Transit Performance Measures

• FTA will define State of Good Repair (SGR) standards for measuring the condition of capital assets
  
  Equipment  Rolling stock
  Infrastructure  Facilities

• FTA will develop corresponding SGR performance measures

• Grantees are required to set the targets

• Must be incorporated into the metropolitan plan and TIP
Impact on Transportation policy Plan

• Regional plan must use a performance-based approach to decision-making that supports the national goals
• MPOs must establish targets for national measures
• Plans must include measures, targets, and a performance report comparing actual performance to target values
• Adding clearly defined Goals and Objectives
Impact on Transportation policy Plan

• Measures and targets must be considered when developing policies, programs and investment priorities
• Coordination with MnDOT and other transit operators beyond the Council on measures and targets
• TAB and Metropolitan Council must link projects in the TIP to performance measures and targets
New Reporting Requirements

• Requires a Metropolitan System Performance Report

Ø Evaluation of the condition and performance of the transportation system

Ø Progress achieved in meeting performance targets in comparison with the performance in previous reports

Ø Evaluation of how selection of a preferred scenario has improved conditions and performance, if applicable

Ø Evaluation of how local policies and investments have impacted costs necessary to achieve performance targets, where applicable.
Timing of MAP-21 and TPP

• Still must update transportation plan every 4 years
• Specifics will come after the expiration of MAP-21
• Some MPOs are moving forward with developing a performance-based approach to planning that aligns with MAP-21, with the understanding that updates may be necessary
• Performance-based planning processes will grow and evolve over time, starting with more simple measures that can be calculated with available data
## Rulemaking Schedule

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<th>Measures / Fiscal Year</th>
<th>Safety Measures</th>
<th>Pavement &amp; Bridge Measures</th>
<th>CMAQ, Performance, and Freight Measures</th>
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**Single Effective Date:** Spring 2015
Timing of MAP-21 and TPP

**MAP-21 Actions**
- **2013:** NPRM: Infrastructure Goal Area
- **2014:** NPRM: Safety Goal Area, NPRM: Other Goal Areas
- **2015:** MAP-21 Expires
  - Final Rules Become Effective for All Goal Areas, Transit, and Planning
  - States/Transit Agencies Set Targets
  - MPOs Set Targets
- **2016:** TPP Adopted
  - Thrive MSP 2040 Adopted
  - Solicit stakeholder input on Thrive policy issues with Roundtable Sessions

**Thrive MSP 2040 and TPP Actions**
Performance Based Planning Study – Progress to Date

• Study began in 2012
• Two Technical Reports prepared:
  – Best Practices
  – TPP Review
• Workshops held in early 2013
  – Stakeholder input
  – Educational (MAP-21, Performance Based Planning)
  – Summary of comments prepared
Performance Based Planning – Workshop Comments

- MAP-21 Implementation
- Performance Measures and Targets
- Multimodal
- Livability and Quality of Life
- Land Use and Transportation Planning
- Jurisdictional Integration
- Data Availability
- Investment Decision-Making
- Risk of Mediocrity
Performance Based Planning – MAP-21 Implementation

• Performance-based planning practices are already in place throughout the region and at the State level

• Rulemaking timeline for MAP-21 regulations is creating a sense of uncertainty on the implications for regional and local planning efforts
Performance Based Planning – Performance Measures and Targets

• MAP-21 is designed to be flexible and customizable

• Performance measures and targets may vary by parts of the region (e.g., urban vs. rural) or by system type

• May use a range of measures and targets that can be both quantitative and qualitative
Performance Based Planning – Multimodal

• MAP-21 is highway centric

• Performance-based planning efforts will need to consider all modes of transportation for both freight and passengers

• Measure the user experience, moving from system-based measures to people-based measures
Performance Based Planning – Livability and Quality of Life

- Incorporate livability and quality of life considerations into performance-based planning efforts

- Not required under MAP-21

- State-of-the-practice is evolving
Performance Based Planning – Land Use and Transportation Planning

• MAP-21 focused on the National Highway System (NHS)
• In the regional context, additional consideration should be given to performance measures that monitor non-NHS routes
• Non-NHS routes are highly influenced by local land use decisions - explore performance measures that take into account the impact of land use
Performance Based Planning – Jurisdictional Integration

• Performance-based activities are currently occurring at both the local and state levels

• Work with local jurisdictions to understand what they are already doing and to integrate these efforts into the Council’s performance-based planning efforts
Performance Based Planning – Data Availability

• Data availability and compatibility will influence the region’s ability to report on performance

• Help inform the selection of performance measures

• What is possible to measure now and identify what to measure in the future.
Performance Based Planning – Investment Decision-Making

• TPP to demonstrate whether investments are moving toward performance targets

• Council will need to work closely with implementing agencies to determine appropriate regional targets and to evaluate performance of those investment decisions
Performance Based Planning – Risk of Mediocrity

• Twin Cities could potentially lose its competitive edge if it were to focus only on meeting the required measures and associated targets

Conversely

• Penalties associated with failure to meet targets may be an incentive to avoid more “aspirational” targets
Next Steps

- TPP Update kick-off in March 2013
- Integrated with Thrive MSP 2040
- Internal work groups formed
- Two committees established
  - Technical
  - Policymakers
- Draft TPP ready for formal public review and comment by early 2014
- Adoption in late 2014
Questions?

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