

Performance Based Transportation Planning and Performance Assessment

***Land Use Advisory Committee
March 15, 2012***

Performance Measurement Data Sources

- Transit – National Transit Database
 - By provider
 - Consolidated providers in each region
- Highways – Texas Transportation Institute
 - Twin Cities are a “large city” with regional population between 1 and 3 million

Peer Region Transit System Comparisons



Transit Region Comparison

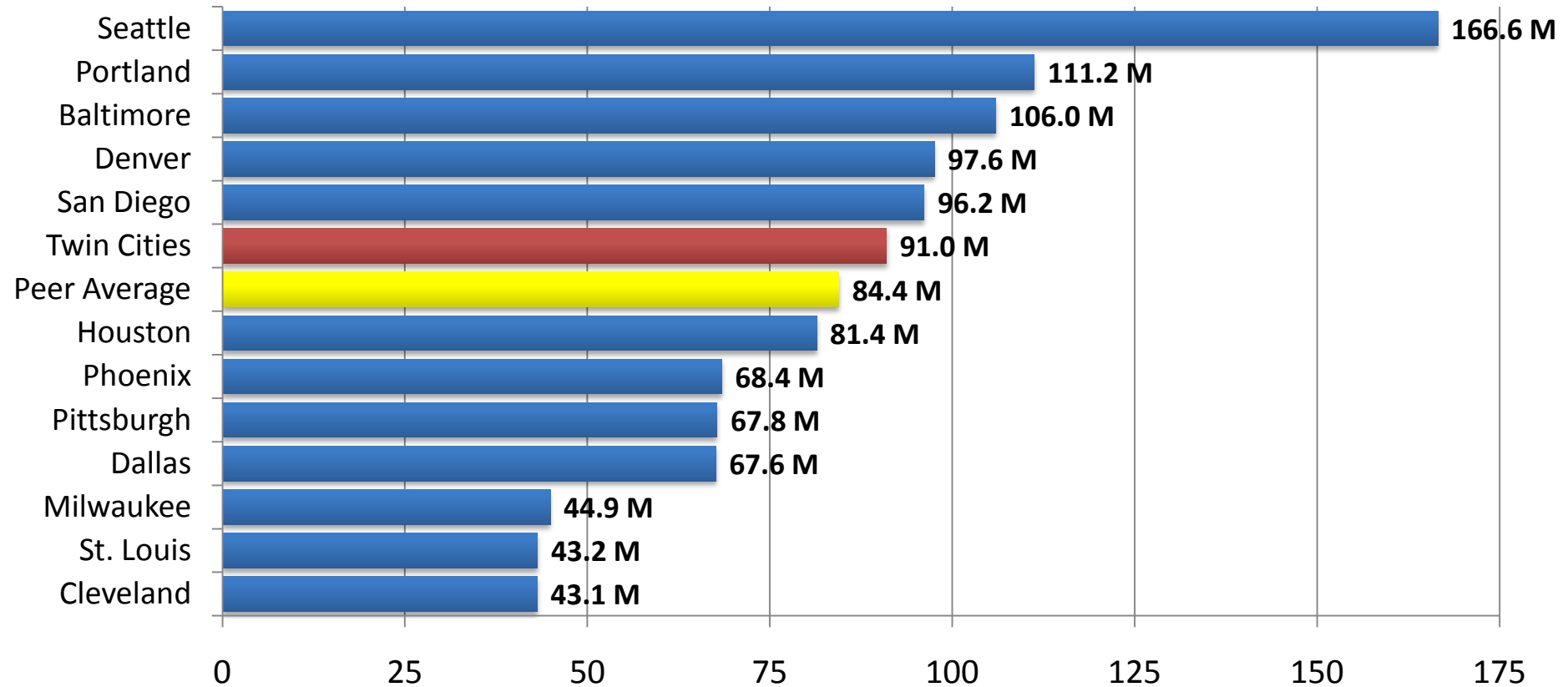
	Bus	Heavy Rail	Comm. Rail	Light Rail	Van Pool	Other
Baltimore	X	X	X	X		
Cleveland	X	X		X		
Dallas	X		X	X	X	
Denver	X			X	X	
Houston	X			X	X	
Milwaukee	X				X	
Phoenix	X			X	X	
Pittsburgh	X			X	X	X
Portland	X		X	X	X	
St. Louis	X			X	X	
San Diego	X		X	X	X	
Seattle	X		X	X	X	X
Twin Cities	X		X	X	X	

Peer Region Comparison

- Population and Demographics
 - Peer Average: 2.41 M (Min: 1.3 M Max: 4.1 M)
 - Twin Cities: 2.39 M
- Modes
 - All have Bus, Dial-a-Ride, and LRT (except Milwaukee)
 - Some Commuter Rail
- Transit Service and Ridership

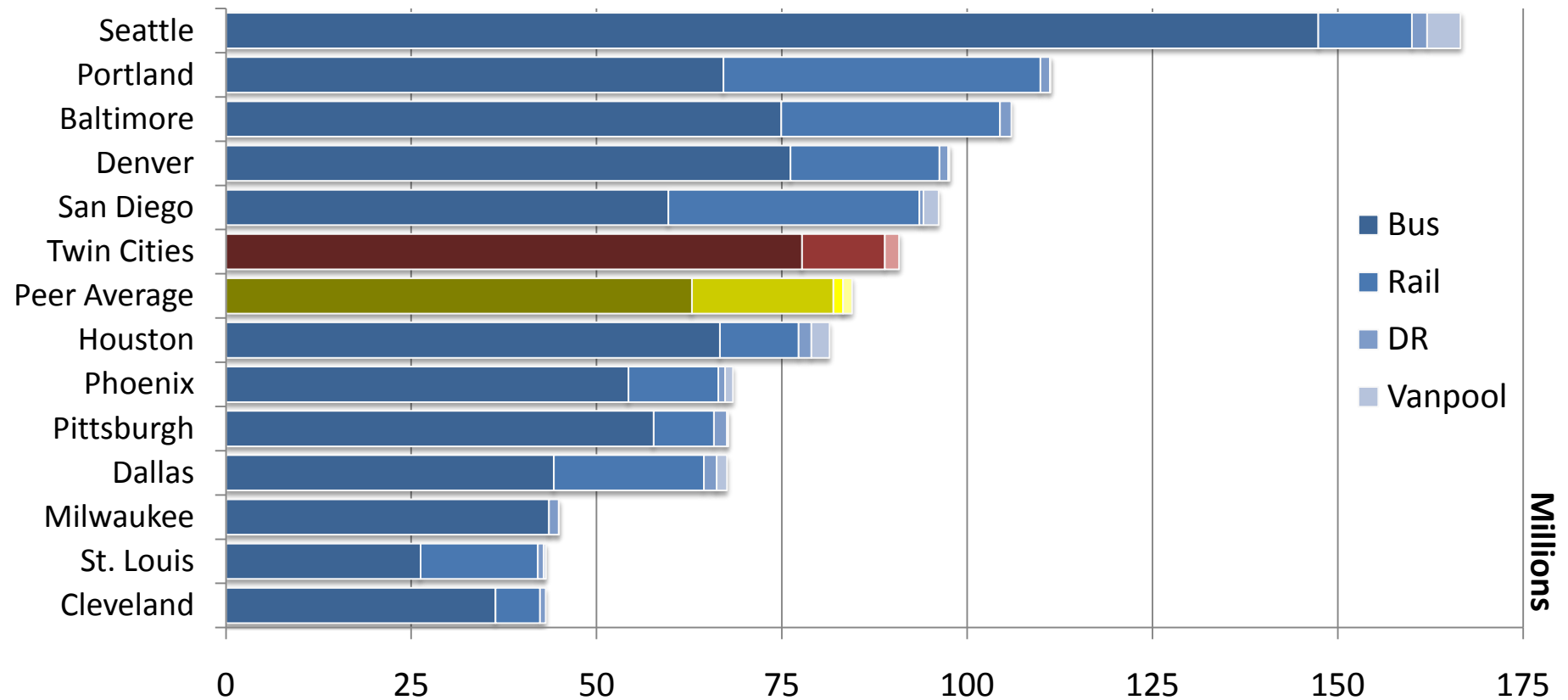
Transit Region Comparison

2010 Regional Ridership, in Millions



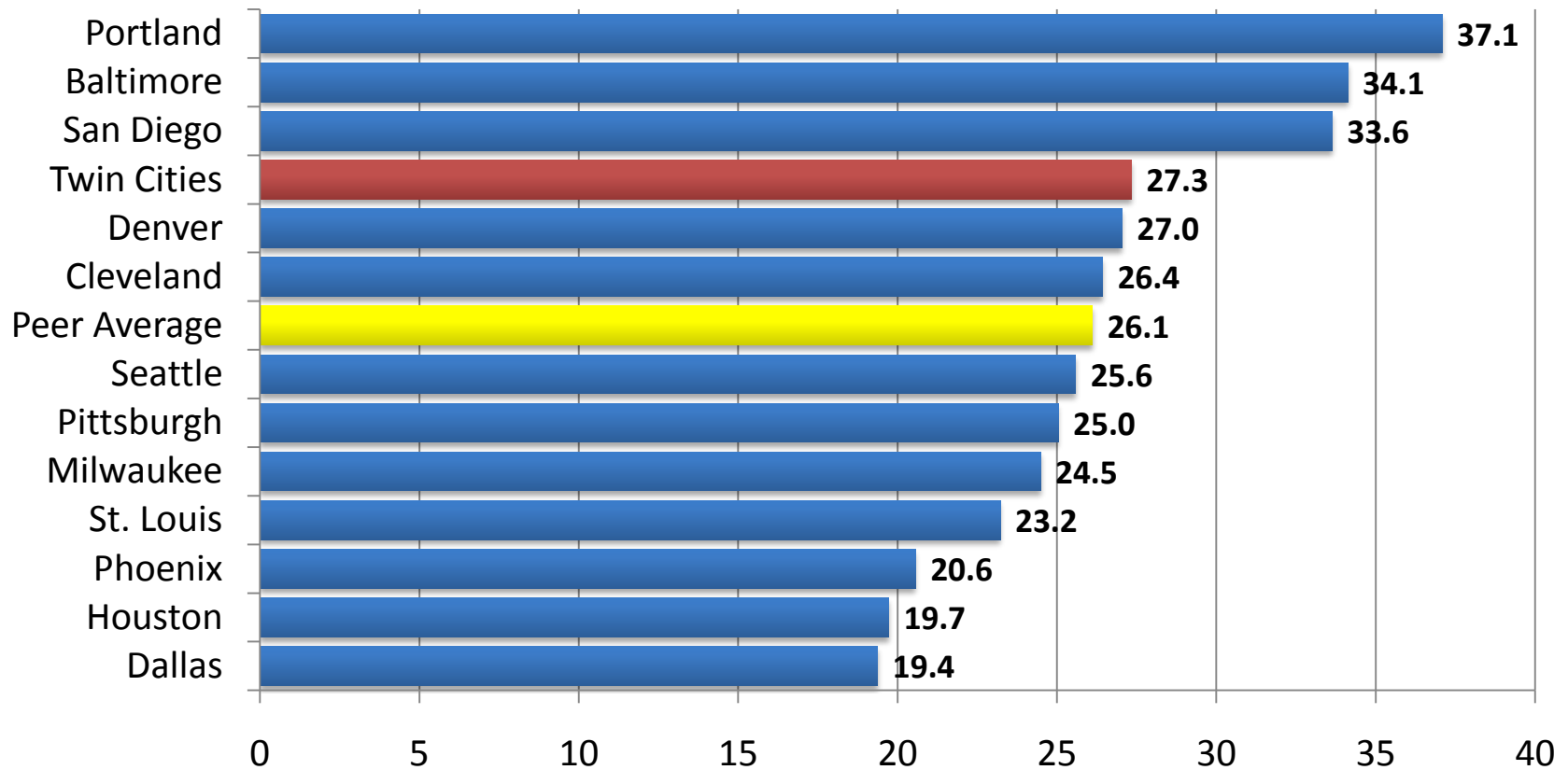
Transit Region Comparison

2010 Regional Ridership, by Transit Mode



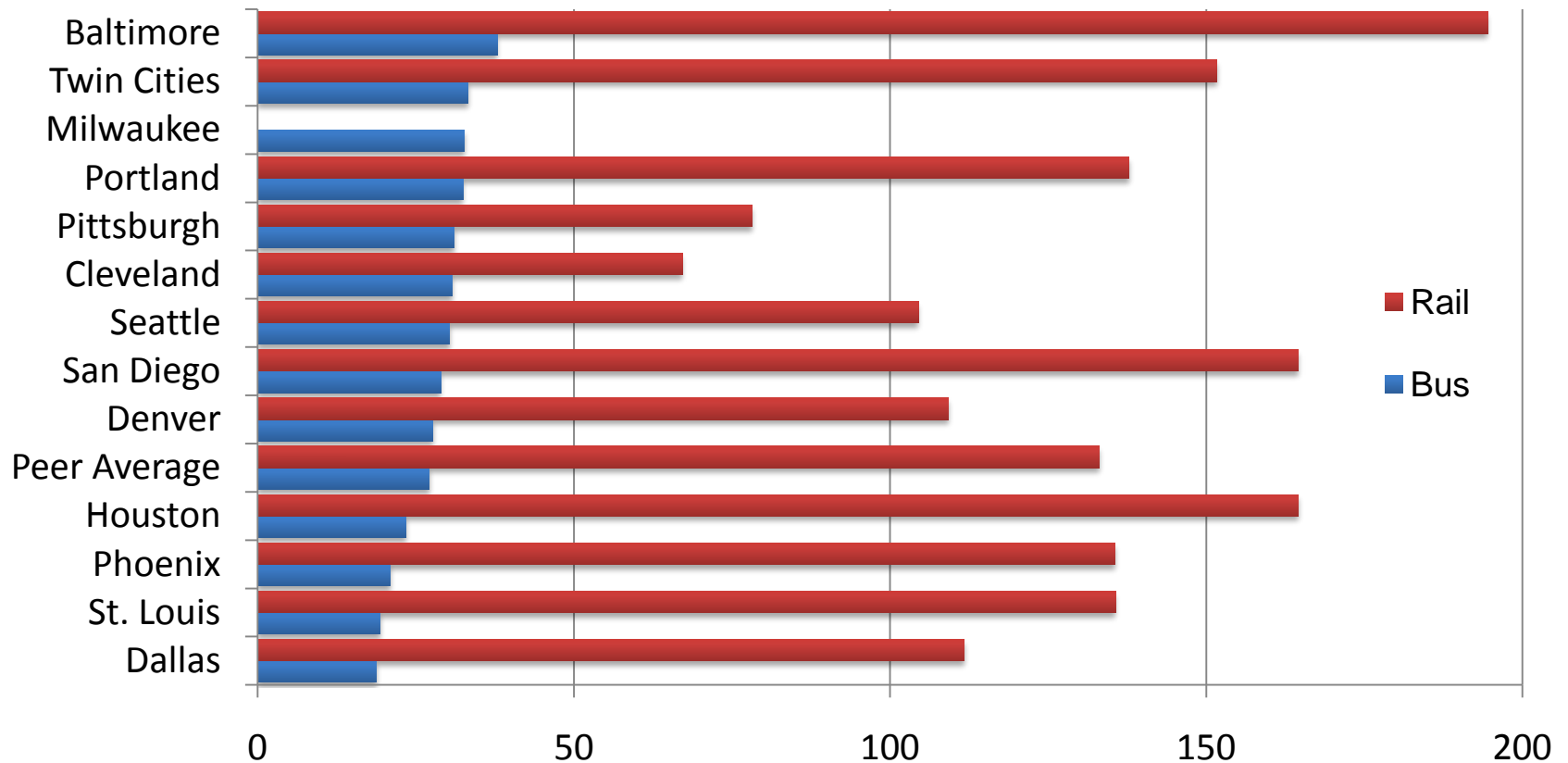
Transit Region Comparison

2010 Productivity (Passengers per Hour)



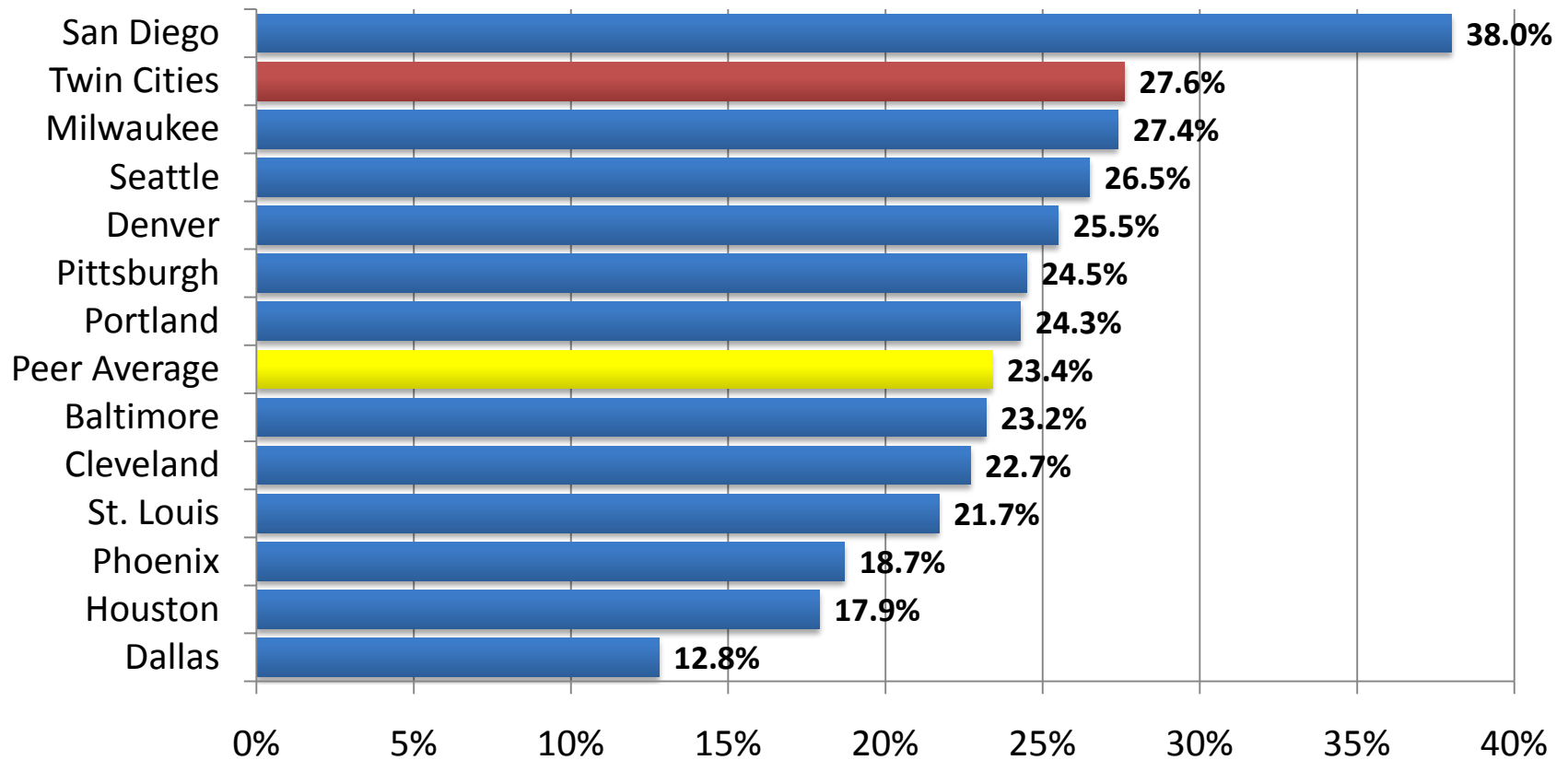
Transit Region Comparison

Productivity (Passengers per Hour), by Mode



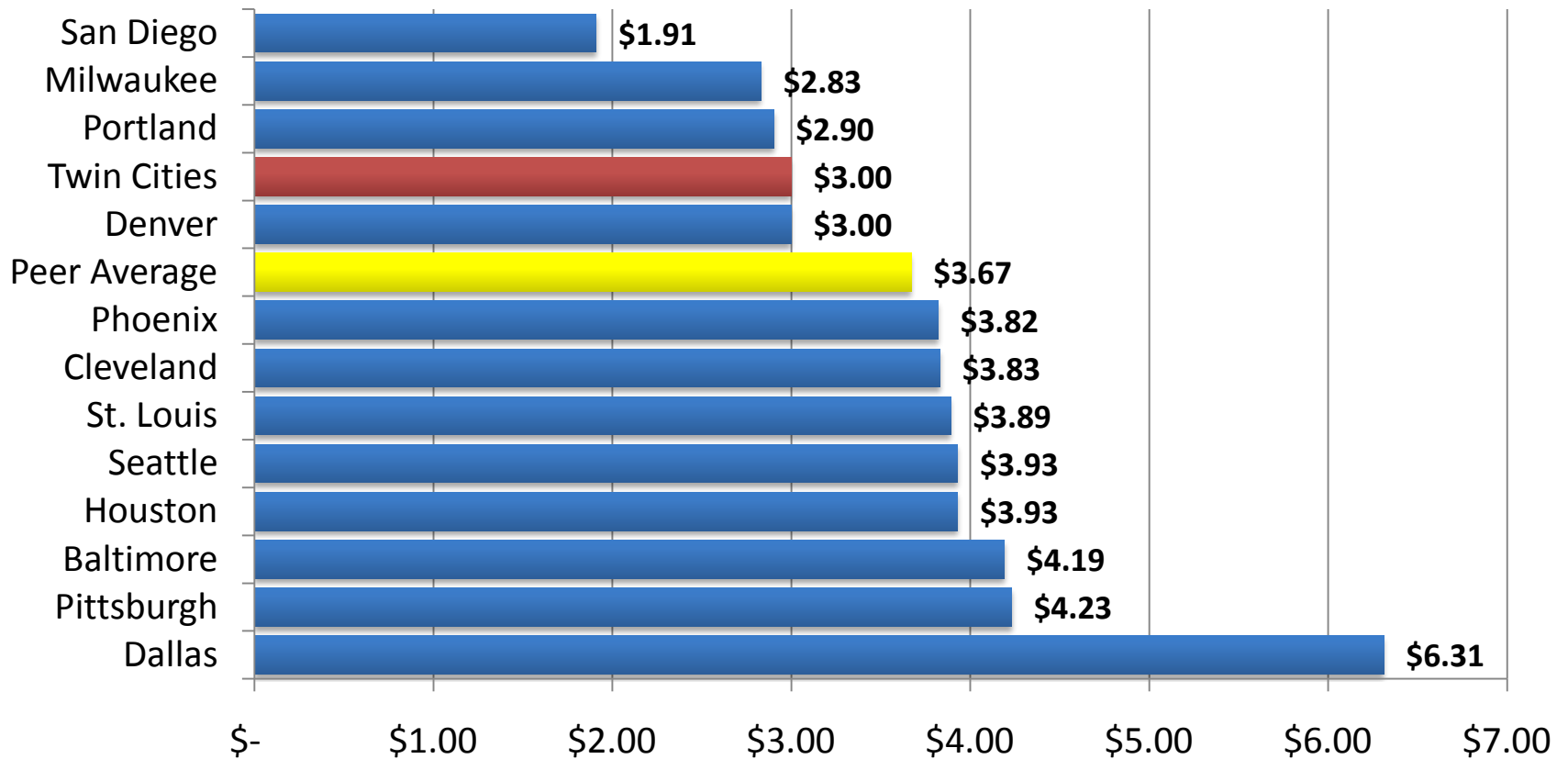
Transit Region Comparison

2010 Fare Recovery

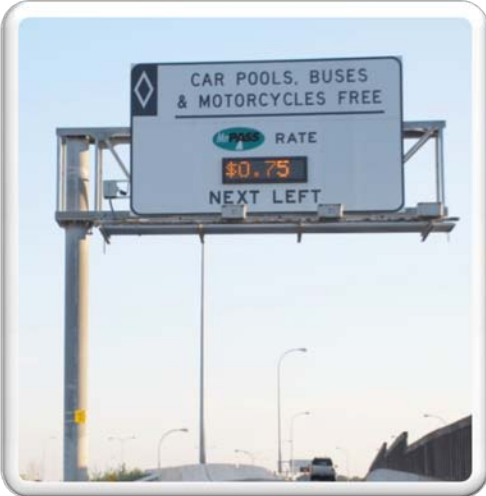


Transit Region Comparison

2010 Subsidy per Passenger Trip



Peer Region Highway System Comparisons

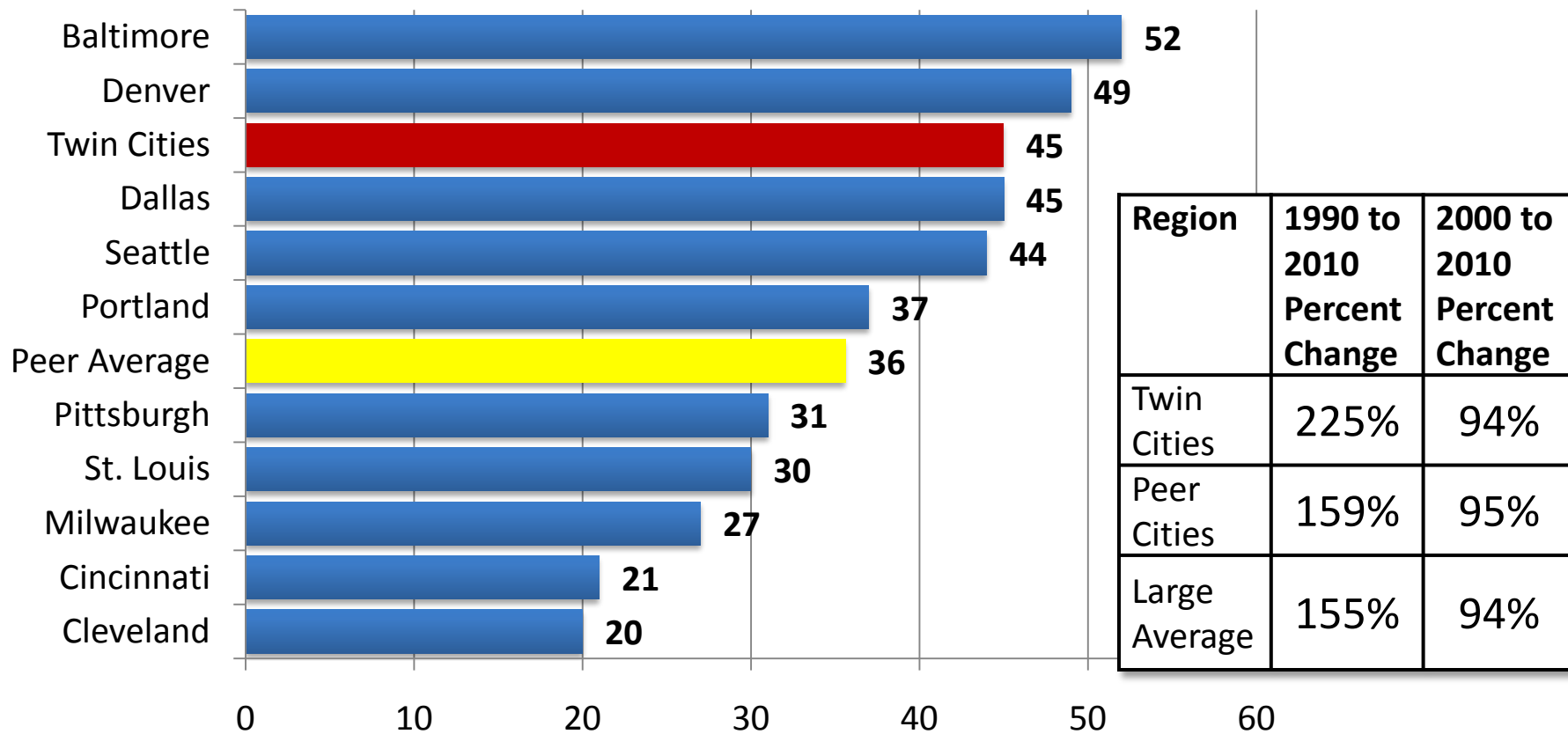


Highway Region Comparison

- Baltimore
- Milwaukee
- Cincinnati
- Pittsburgh
- Cleveland
- Portland
- Seattle
- Dallas
- Denver
- St. Louis

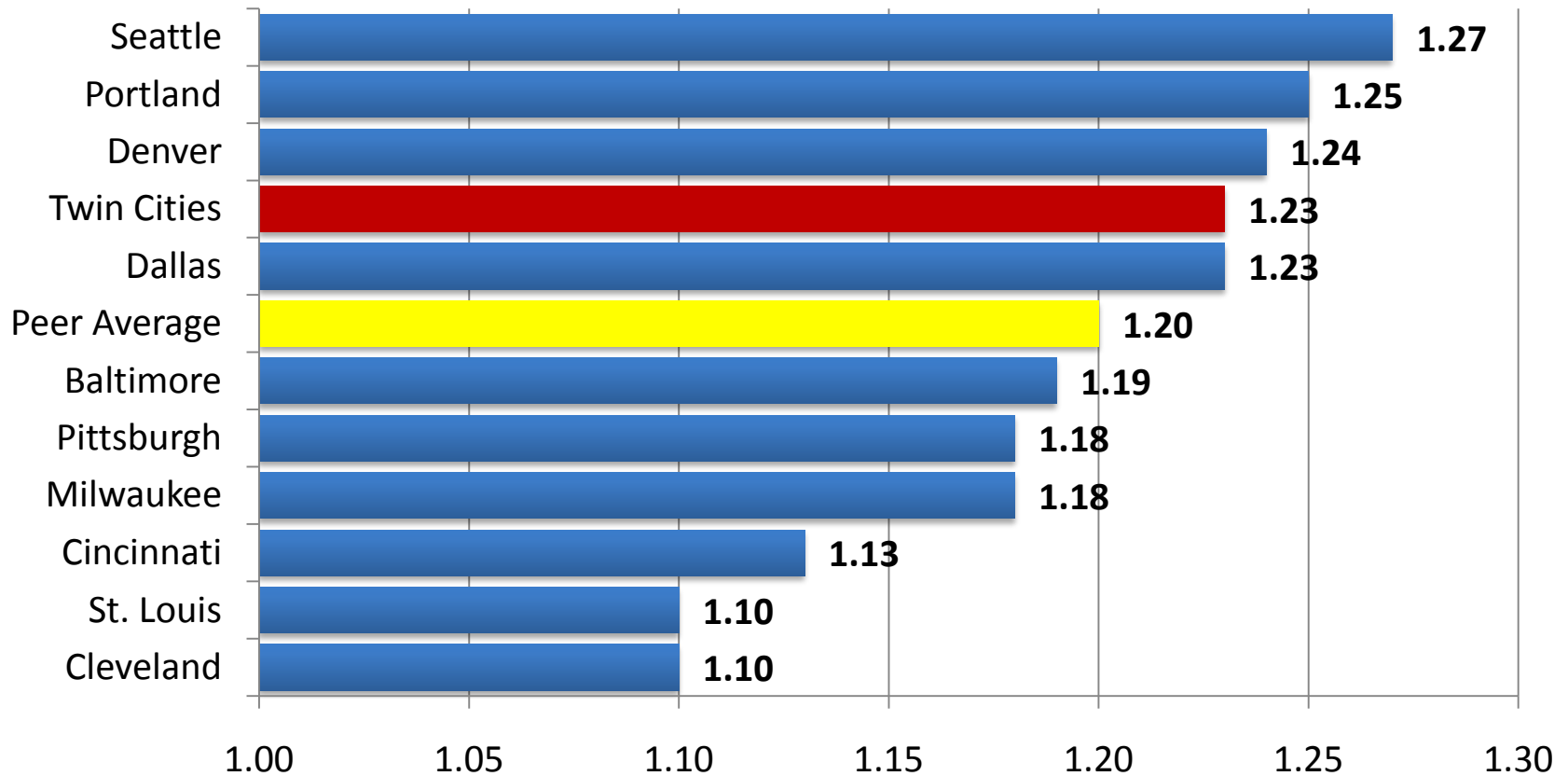
Highway Region Comparison

2010 Annual Delay per Peak Auto Commuter (person-Hours)



Highway Region Comparison

2010 Travel Time Index



Highway Region Comparison

Region	Travel Time Index		
	2010	2000	1990
Baltimore	1.19	1.14	1.12
Cincinnati	1.13	1.15	1.09
Cleveland	1.10	1.15	1.08
Dallas	1.23	1.20	1.11
Denver	1.24	1.26	1.11
Milwaukee	1.18	1.18	1.12
Twin Cities	1.23	1.31	1.13
Pittsburgh	1.18	1.22	1.22
Portland	1.25	1.26	1.12
Seattle	1.27	1.31	1.27
St. Louis	1.10	1.21	1.10
Peer City Average	1.20	1.21	1.13

Proposed 2012-2013 Work

Two major work tasks:

1. Produce legislatively required Transportation System Performance Evaluation
2. Technical preparation for a performance-based transportation policy plan update in 2014

Performance Assessment

- Existing state statute 473.1466 requires the Metropolitan Council to “carry out a performance evaluation of the metropolitan area’s transportation system prior to each major revision of the TPP.”
- The performance evaluation must:
 - Evaluate ability of the system to meet the need for effective and efficient transportation of goods and people
 - Evaluate trends and impacts on the transportation system
 - Assess the region’s success in meeting adopted benchmarks;
 - Evaluate the regional transit system with comparisons to peer regions.

Performance Assessment cont.

- Past transportation system evaluations conducted in 2002 and 2006
- Transit system evaluations conducted 2004, 2007, 2010
- Past assessment work included many measures for highways and transit but did not identify key performance goals

Performance-Based Planning

- Focuses on working toward desired **system** performance outcomes
- Ties decision-making and setting of goals and objectives to measureable outcomes
- Identifies and tracks performance measures over time to help determine if goals and objectives are being met
- Strong indications that the federal reauthorization will include requirements for performance-based planning, programming and monitoring by MPOs

Next Steps

- System Performance Evaluation
 - Update measures from past evaluations
 - Incorporate new measures for additional modes (air, freight, bike and pedestrian)
 - Provide analysis of trends
 - Draft by Oct. 2012
- Review current TPP for goals and objectives that can be quantified
- Literature review and summary of peer region performance-based planning practices

Next Steps cont.

- Identify current, state-of-the-art performance measures that:
 - Cover all modes
 - Best reflect the TPP goals and objectives
 - Can be used to prioritize investments
 - Can be used to assess on-going progress towards TPP objectives
- Coordinate performance-based planning preparation and measures identification with Framework drafting and MnDOT planning work

Results

- 2014 Transportation Policy Plan update will include objectives based on plan goals
- Objectives should be:
 - Measurable over time
 - Developed through consensus among partners (MnDOT, MAC, Counties, CTIB, etc.)
 - Realistic (if targets are established)
- Establish an on-going measurement and monitoring plan to track progress