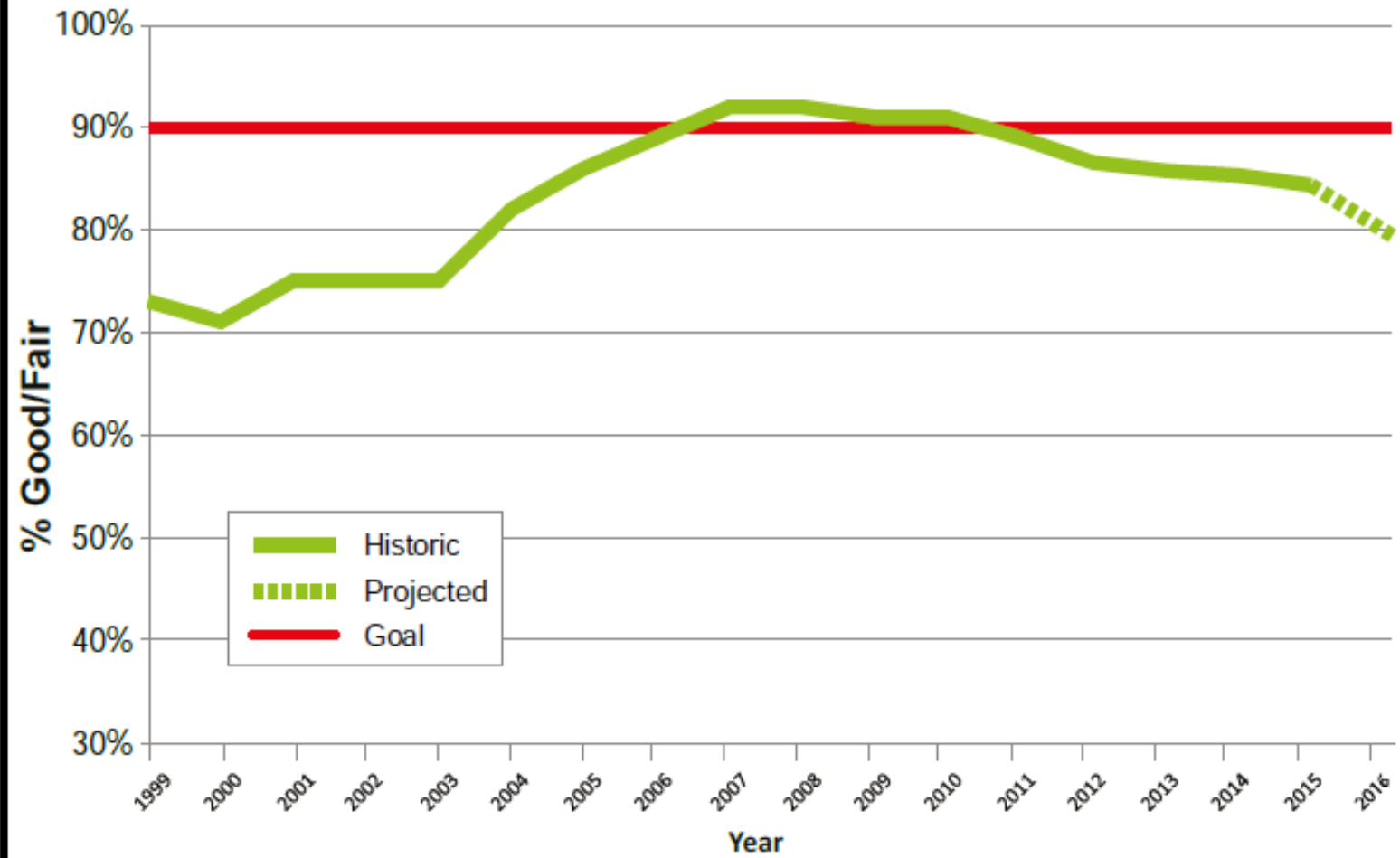


Performance Management

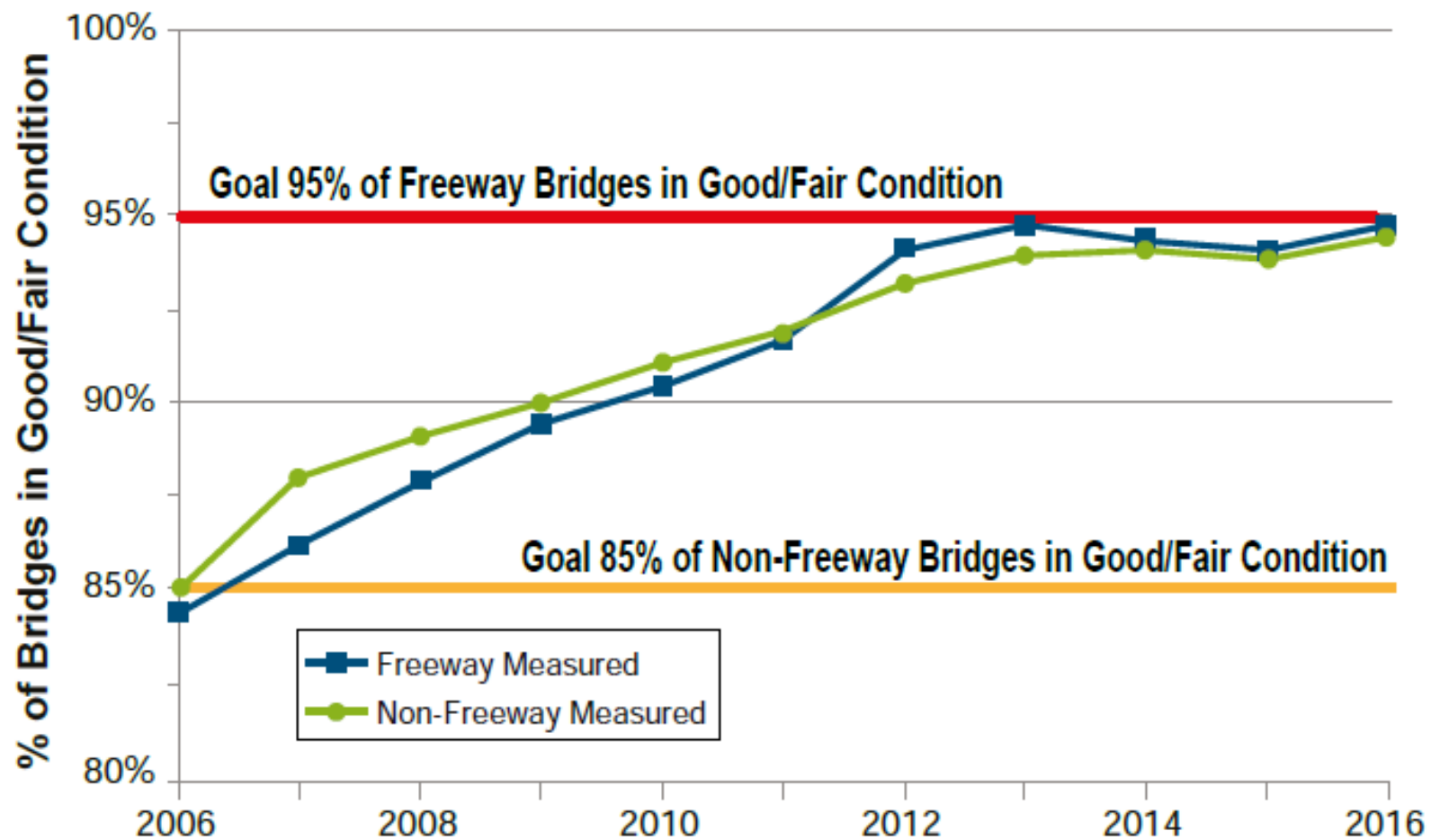
Michigan Story



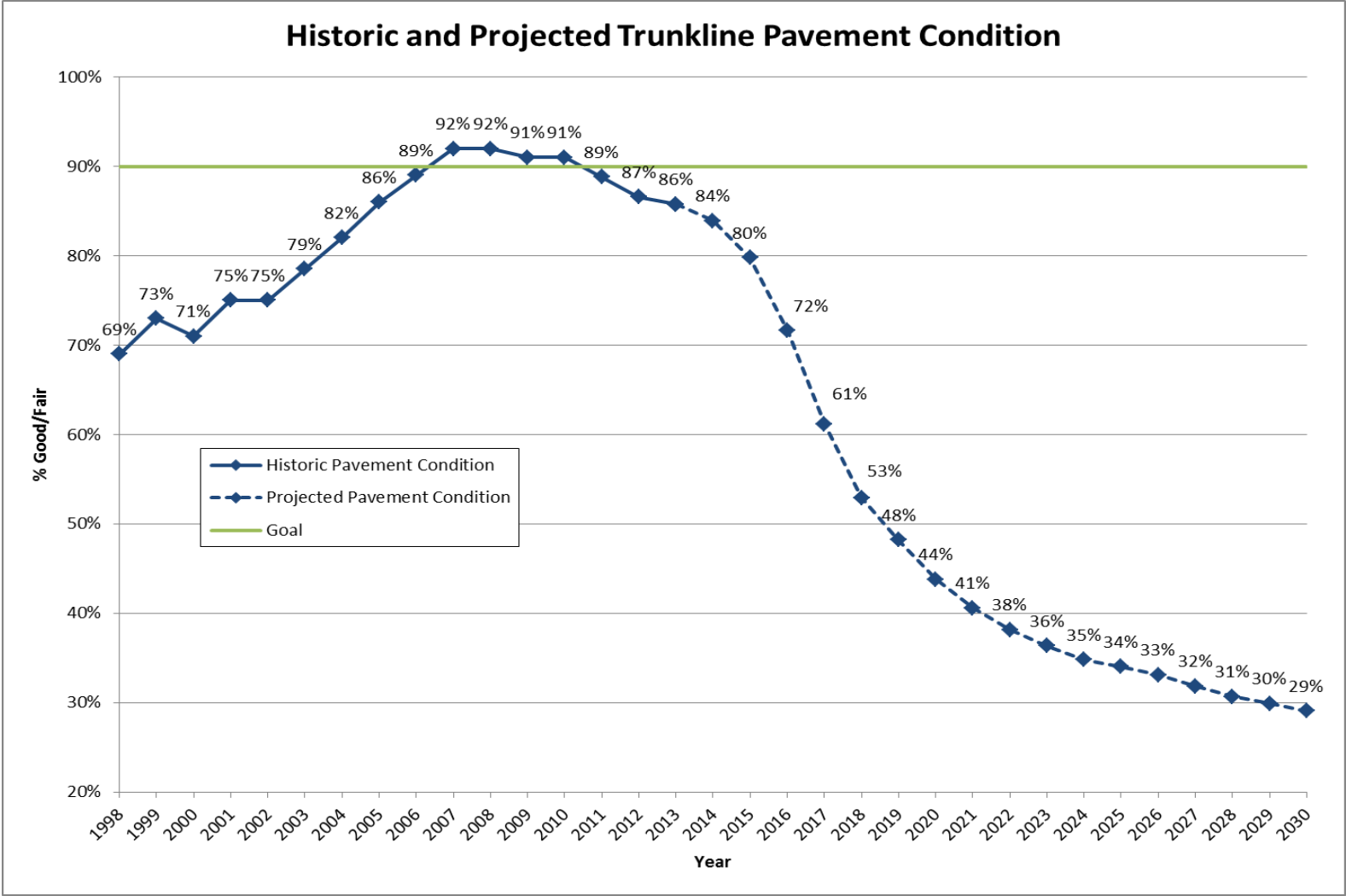
MDOT Historic Pavement Condition



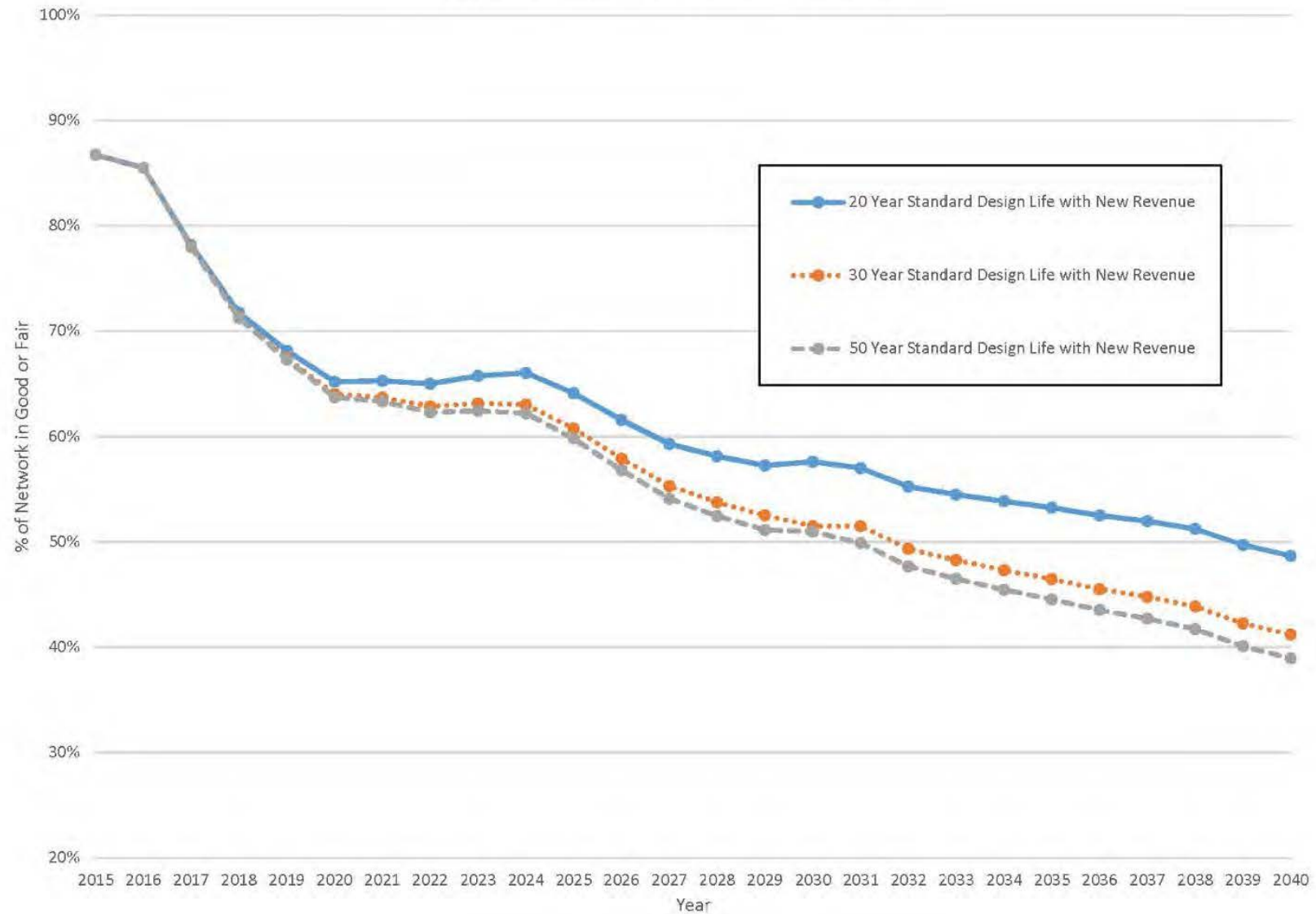
Statewide Freeway and Non-Freeway Bridge Condition



Historic and Projected Trunkline Pavement Condition



Freeway Pavement Condition Comparison



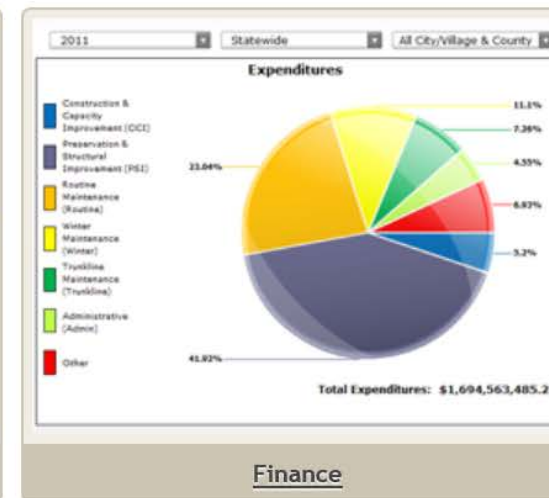
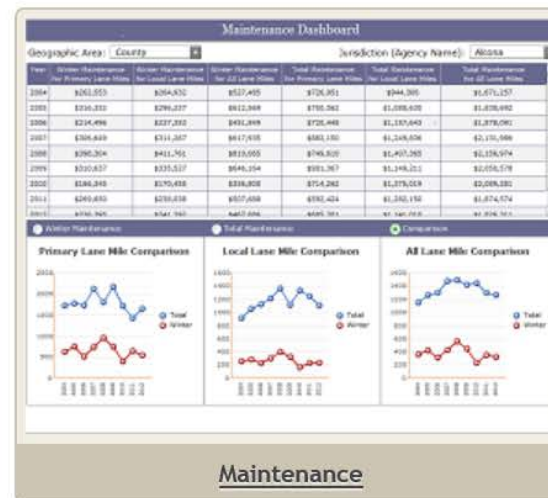
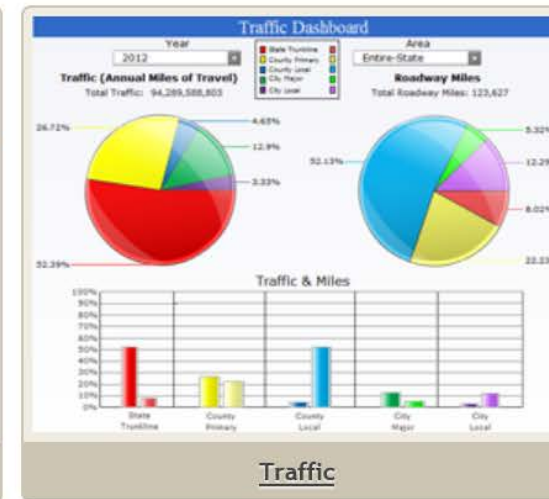
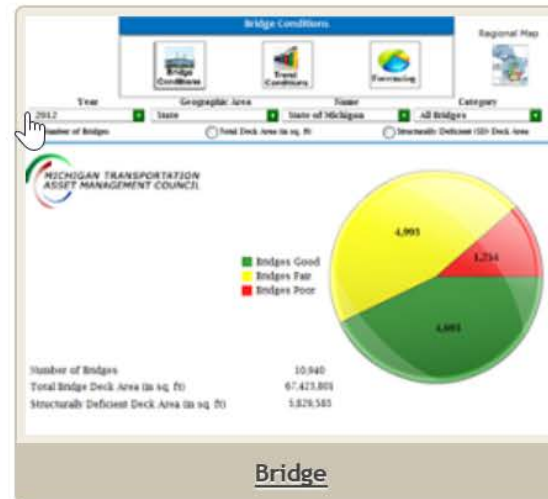
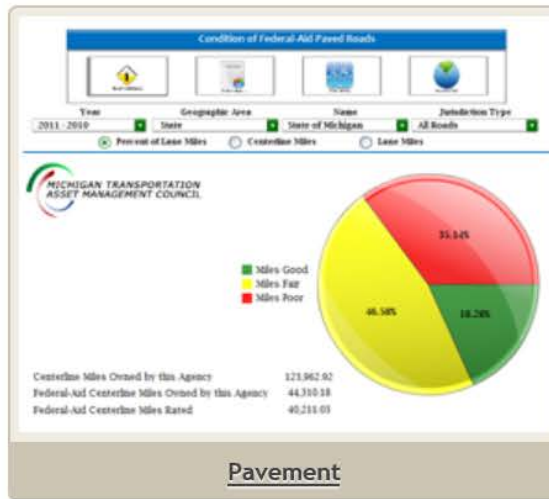
MiScorecard Performance Summary

Business Unit: Transportation
Executive/Director Name: Kirk Steudle
Reporting Period: Mar 2016

Green >90% of target
Yellow >= 75% - 90% of target
Red <75% of target
Date Approved: 4/28/2016

Metric ID	Metric	Status	Progress	Target	Current	Previous	Frequency	Metric Definition
A Economic Growth								
1	Commercial vehicle traffic miles	Yellow		Maint/increase	5.40B 2014	5.80B (2013)	CY Annually	Maintain or increase the number of commercial traffic miles in billions traveled on Michigan roads.
2	Rail freight traffic in millions of tons	Green		Maint/increase	57.9M 2013	54.6M (2012)	Every Other Year	Maintain or increase total freight in and out of Michigan.
3	Passenger air service in and out of Michigan	Green		Maint/increase	37.3M 2014	37.1M (2013)	CY Annually	Maintain or increase number of air passengers in and out of Michigan
4	U.S. trade with Canada transported by commercial trucking through Michigan borders	Green		Maint/increase	45.7% 2014	43.1% (2013)	CY Annually	Maintain or increase the percent of U.S./Canada trade transported by commercial trucking through Michigan borders.
5	Jobs created as part of the 5-year program	Yellow		Maint/increase	12,267 2015	14,264 (2014)	CY Annually	Maintain or increase the number of direct and indirect jobs sustained by highway investment.
6	Create an Accelerated Rail Investment Plan for the Chicago Detroit/Pontiac Corridor	Green		December 2015	79% 2014	48% (2013)	CY Annually	Development of a multi-state Tier One EIS and Service Development Plan for implementation of accelerated passenger rail and increased round trip frequencies within the Chicago to Detroit/Pontiac rail corridor. These documents will provide sufficient information to support future decision making to fund and implement investments in this 300 mile corridor.
B Safety								
7	Statewide crash fatality reduction	Green		-3.4% (2014)	876 2014	951 (2013)	CY Annually	Reduce statewide crash fatalities from 889 in 2011 to 750 in 2016.
8	Statewide crash serious injury reduction	Green		-3.4% (2014)	4,909 2014	5,283 (2013)	CY Annually	Reduce statewide crashes resulting in serious injury from 5,706 in 2011 to 4,800 in 2016.
9	Statewide total crashes reduction	Green		Reduce	298,699 2014	289,061 (2013)	CY Annually	Reduce total statewide crashes from previous year.
10	Cost savings from safety investments	Green		5 yrs or less	3.0 yrs 2014	3.9 yrs (2013)	CY Annually	Average time of return for state trunkline safety improvement projects.
11	Work zone crash fatality reduction	Red		Reduce	21 2014	9 (2013)	CY Annually	Reduce the number of work zone accident fatalities.
12	Work zone crash serious injury reduction	Green		Reduce	71 2014	77 (2013)	CY Annually	Reduce the number of work zone accident serious injuries.
C Condition								
13a	Sufficiency surface condition	Yellow		90%	77.3% 2014	78.0% (2013)	CY Annually	Improve or sustain 90% of trunkline pavements in fair or better condition based on sufficiency.
13b	International roughness index	Green		90%	93.9% 2014	94.0% (2013)	CY Annually	Improve or sustain 90% of trunkline pavements in fair or better condition.
13c	Remaining service life	Green		90%	85.3% 2014	85.8% (2013)	CY Annually	Improve or sustain 90% of trunkline pavements with remaining service life value of three years or higher.
13d	PASER (Pavement Surface Evaluation and Rating System)	Yellow		Improve	62.0% 2014	66.6% (2013)	CY Annually	Improve percent of paved Federal aid roads (both trunkline and local roads) in good or fair condition.
13e	Predicting pavement condition	Yellow		83.8% (2014)	85.3% 2014	NA	CY Annually	Percent of trunkline pavements with a remaining service life value of 3 years or higher. Maintain pavement system condition within 1.0% of the predicted condition based on available funds.
14a	Trunkline Freeway Bridges	Green		95%	94.0% 2015	93.8% (2014)	CY Annually	Improve and sustain 95% of all trunkline freeway bridges in fair or good condition.
14b	Trunkline Non-freeway Bridges	Green		85%	94.1% 2015	94.3% (2014)	CY Annually	Sustain 85% of all trunkline non-freeway bridges on the trunkline system in fair or good condition.
14c	Structurally deficient trunkline bridges	Green		Reduce	5.7% 2015	5.8% (2014)	CY Annually	Reduce the percent of trunkline bridges that are structurally deficient.

ASSET Management Council



Performance Management Benefit

- ▶ Transparency
- ▶ Organizational Growth
- ▶ Quality
- ▶ Process Improvements
- ▶ Asset Management

Workshop Outcomes

- ▶ VISION - Michigan Continues to be a recognized as a progressive and innovative transportation leader
- ▶ GOAL - Develop a Transportation Performance Management network of inclusion of Michigan Transportation Agencies
 - ▶ Share Best Practices
 - ▶ Leverage Strengths and opportunities amongst and between all transportation agencies
 - ▶ Elevate communication, collaboration, and coordination amongst and between all Michigan transportation agencies.