

Transportation Performance Management The Minnesota Story

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Introduction to Minnesota

A large stone sculpture of the state of Minnesota. The word "Minnesota" is written across the state outline in a red, cursive font.

Minnesota

Welcomes
You

#ONLYINMN

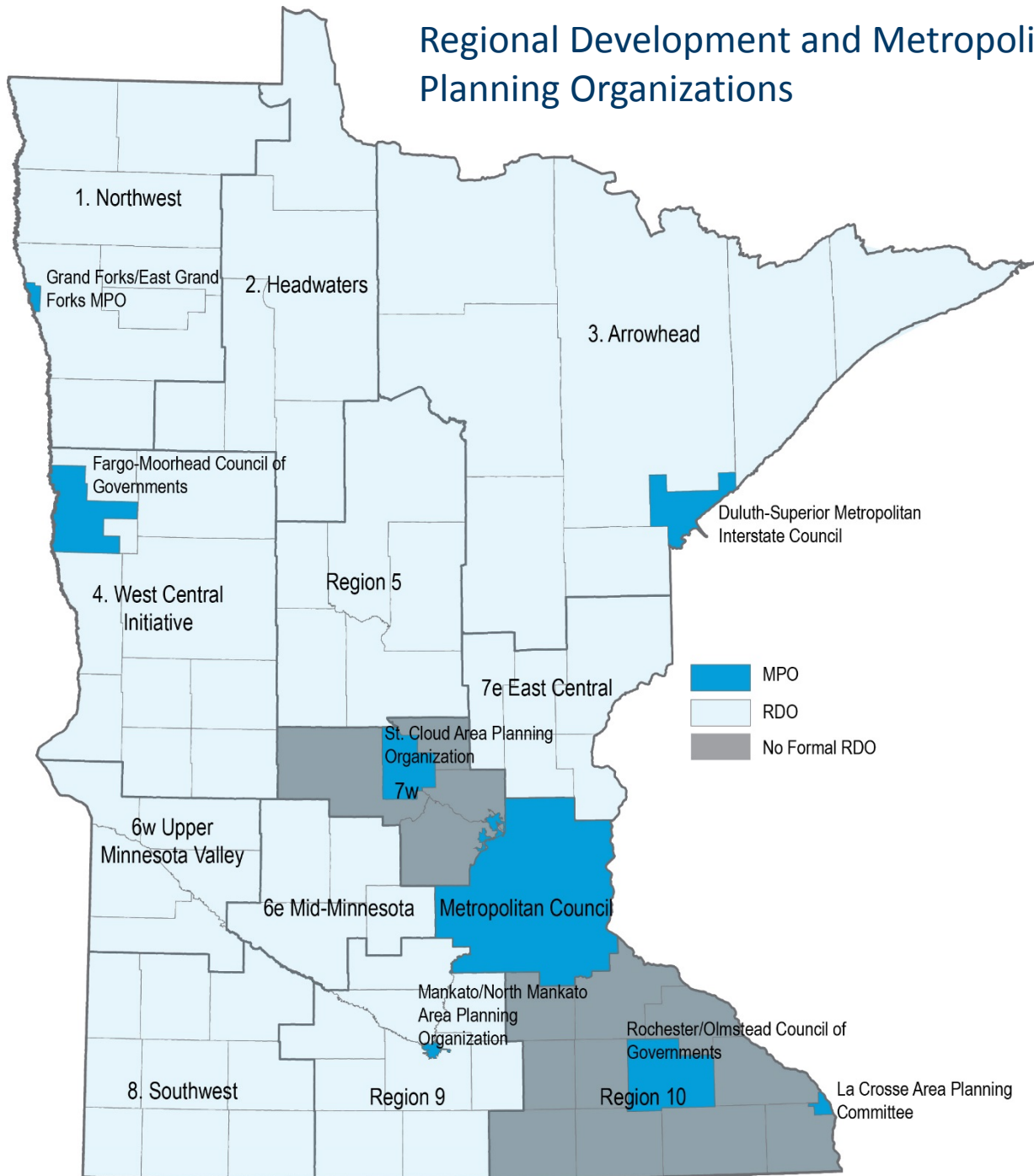


Transportation in Minnesota

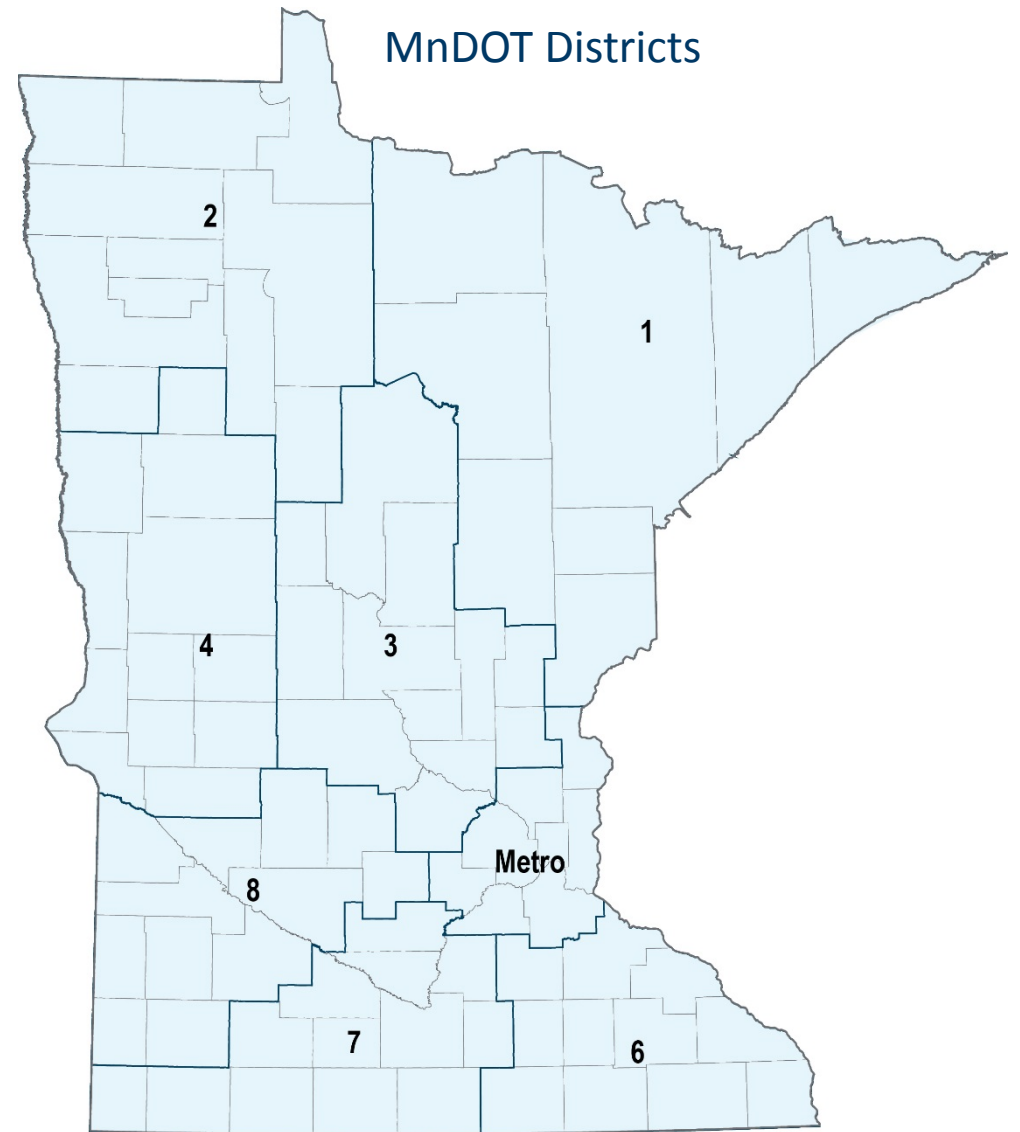


- Over 142,000 centerline miles of public roads (5th largest roadway network)
- Over 12,000 miles of state highway
- Population 5.5 million (21st most populous state)
- Diverse economy translates to diverse transportation needs
- Pressure for continued capacity improvements
- Large active living community
- Recent pushes for additional transportation revenue

Regional Development and Metropolitan Planning Organizations



MnDOT Districts



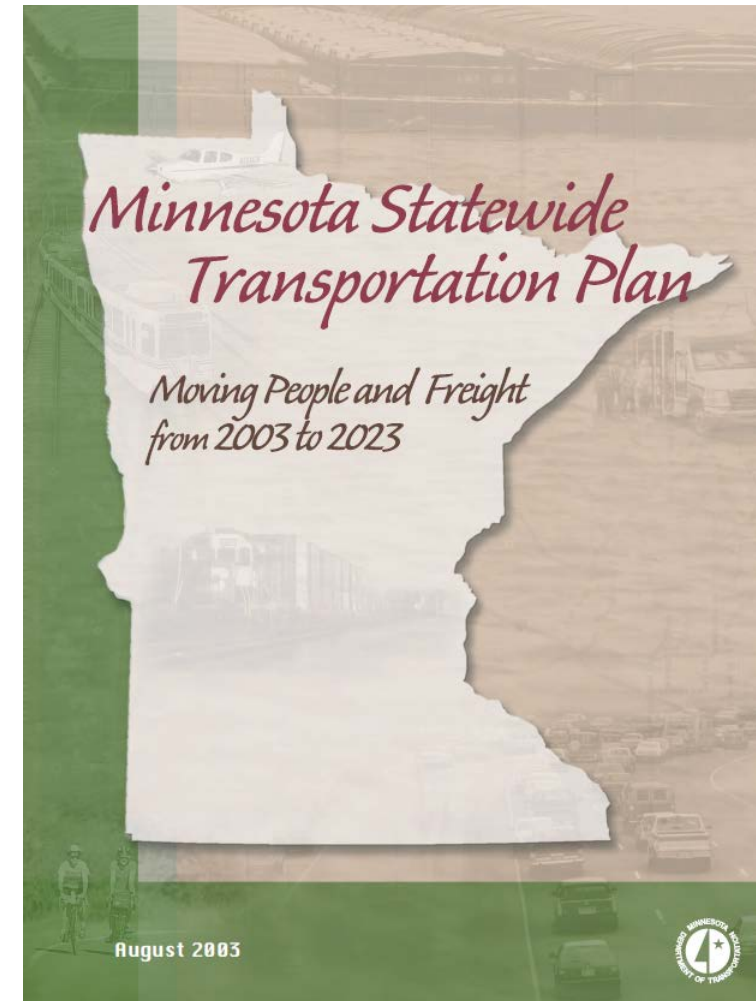
Transportation Planning in Minnesota

Why Measure Performance?

- Evaluate progress toward stated objectives
 - Determine whether strategies are effective
 - Adjust if needed to achieve better outcomes
- Make decisions based on ends, not means
 - Provide a clear, consistent rationale for resource allocation
 - Determine adequacy of current or expected funding
 - Connect planning to programming to project selection
- Improve transparency and accountability

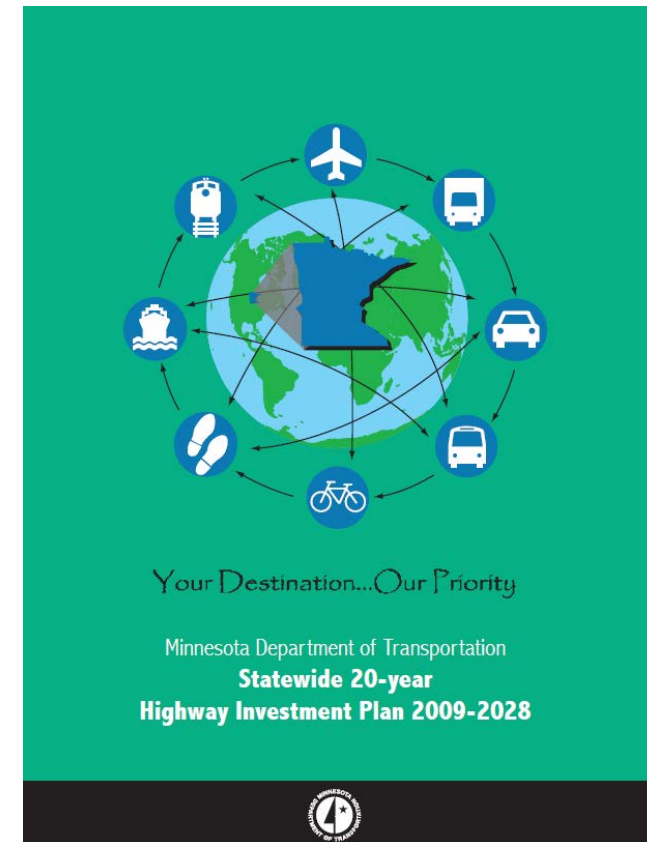
Past performance-based planning

- First performance-based plan adopted in 2003
 - Funding was sufficient to meet targets for asset condition and statewide mobility
- Targets traditionally developed by functional office experts
 - Not necessarily connected to spending decisions
 - Have not always considered needs in other areas

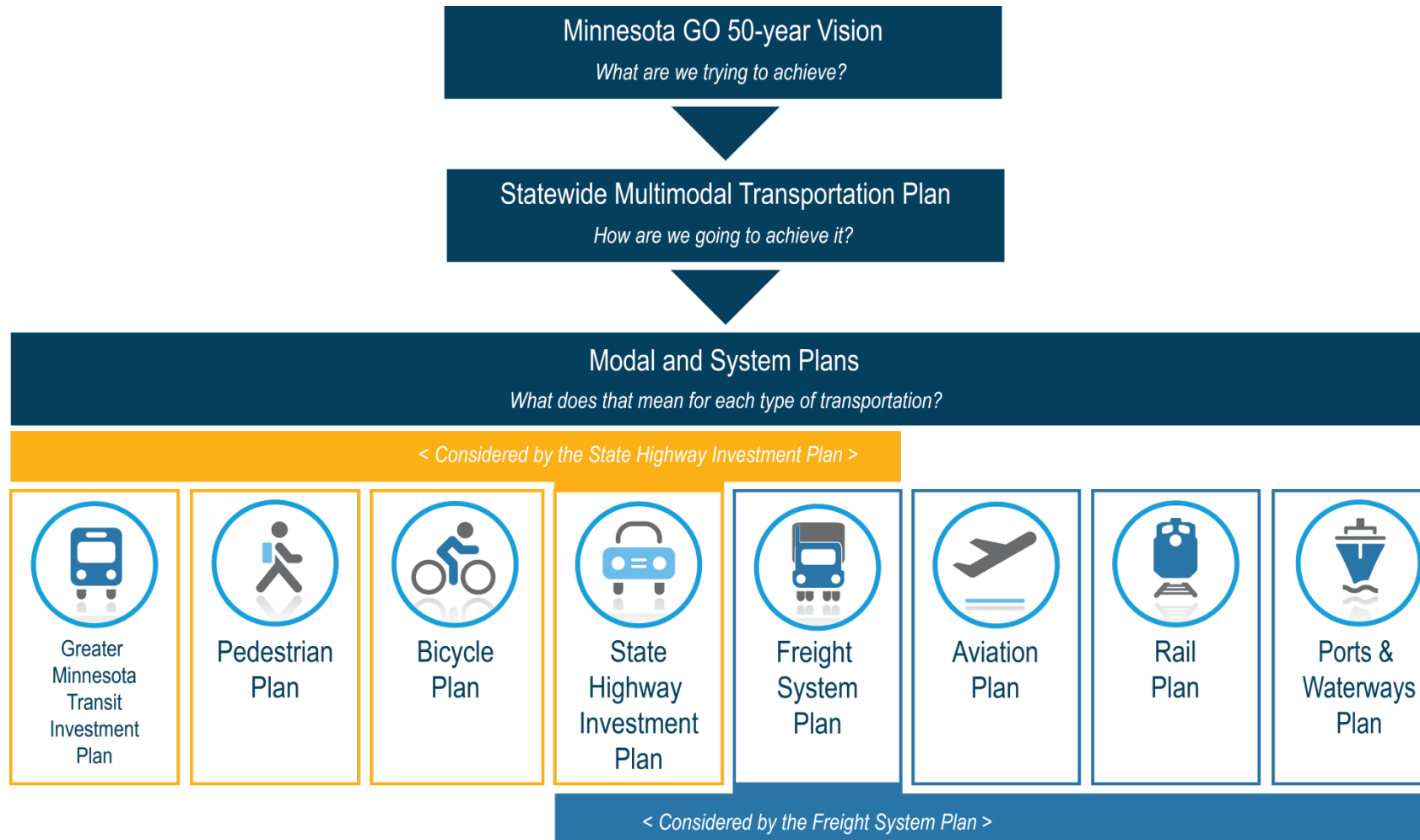


Past performance-based planning

- By 2009, asset condition need alone exceeded projected revenue
- MnDOT's Statewide 20-year Highway Investment Plan (2009-2028) adopted a "balanced approach" that allocates resources across competing priorities
- Did not plan to meet all performance targets
- Just completed 4th performance based plan(s) in January 2017



MnDOT Family of Plans



Statewide Multimodal Transportation Plan



OBJECTIVES, PERFORMANCE MEASURES & STRATEGIES

This plan focuses on five objectives:

- Open decision-making
- Transportation safety
- Critical connections
- System stewardship
- Healthy communities

Each objective includes related strategies for MnDOT and transportation partners. Taken together, the objectives and strategies support the Minnesota GO Vision and help address the changes affecting Minnesota (Chapter 3).

All transportation partners are engaged in many different activities that help to realize the vision on a daily basis. The purpose of this plan is not to list every possible activity, but to focus on key areas where additional emphasis is needed.

To help ensure that progress is made in the coming years, each objective includes a list of related performance measures. These measures will help track progress toward meeting the objectives and the desired outcomes of the vision.

The objectives and related strategies are listed in no particular order. All are critical focus areas for the upcoming years. Each objective has four parts:

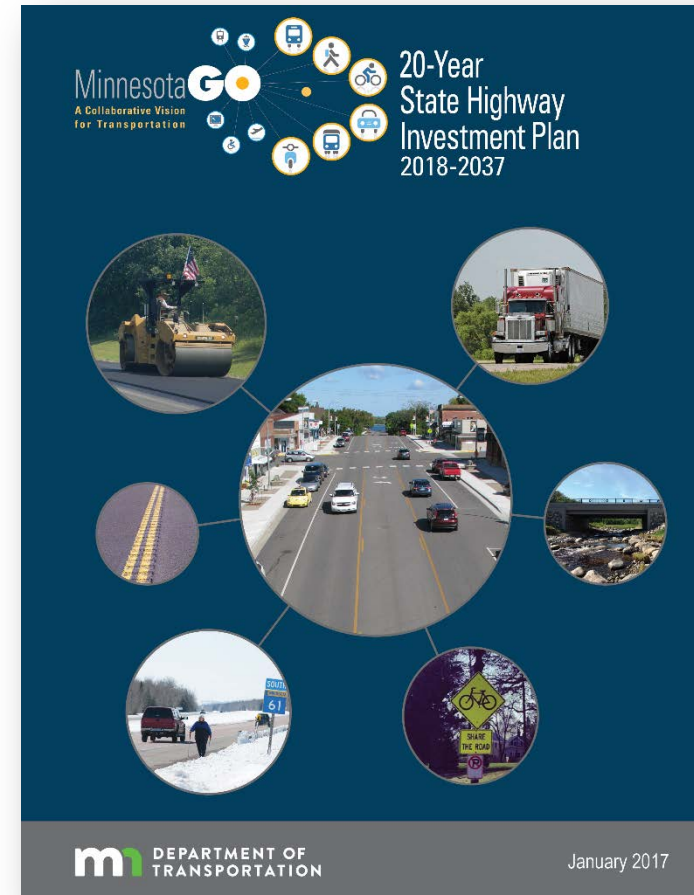
- **Objective statement** – a few key phrases that describe the goal that MnDOT and transportation partners are working toward
- **What this is about** – more description about the goal of the objective
- **Performance measures** – existing performance measures that track progress toward the objective
- **Strategies** – a list of actions to help MnDOT and transportation partners achieve the objective. The bold text of each indicates the strategy statement and is followed by additional description and examples.

Focuses on 5 objectives

- Open Decision Making
- Transportation Safety
- Critical connections
- System Stewardship
- Healthy Communities

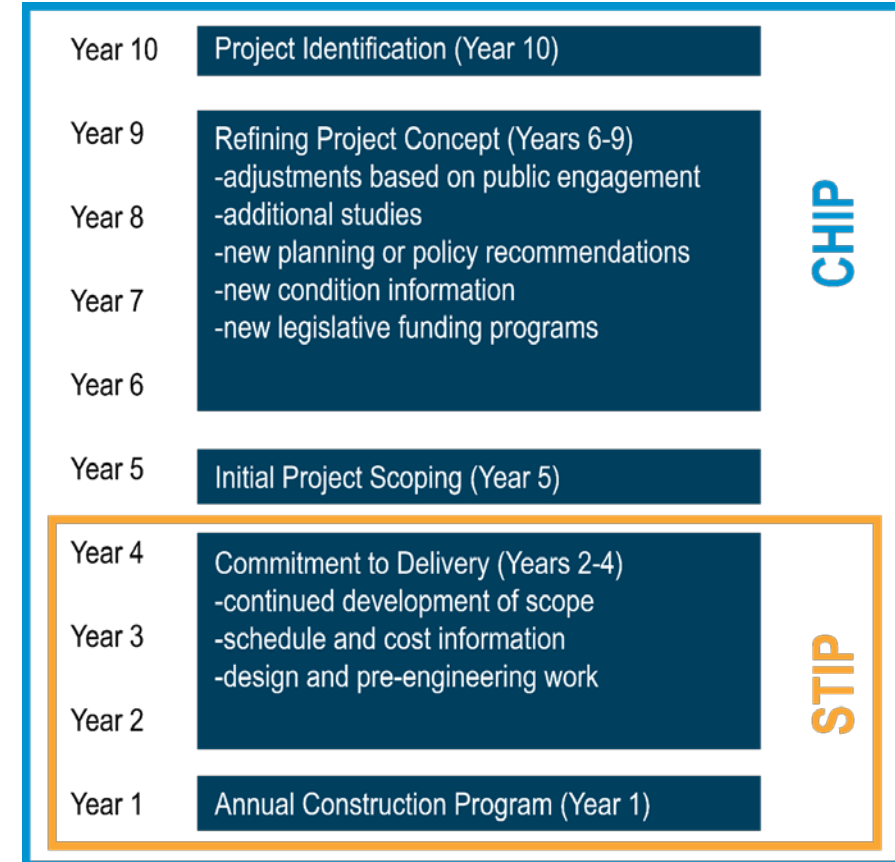
Minnesota's State Highway Investment Plan (MnSHIP)

- Fiscally constrained, 20-year plan
- Directs capital investments for the state highway network
- Part of MnDOT's Family of Plans
- Updated every four years (moving to 5 year cycle)
- Not project specific



10-year Capital Highway Investment Plan/ Project Development Timeline

- CHIP details MnDOT capital investments over the next 10 years on the state highway network
 - Project-specific
 - Fiscally constrained
 - Updated every year
 - Sets MnDOT Districts' capital budgets

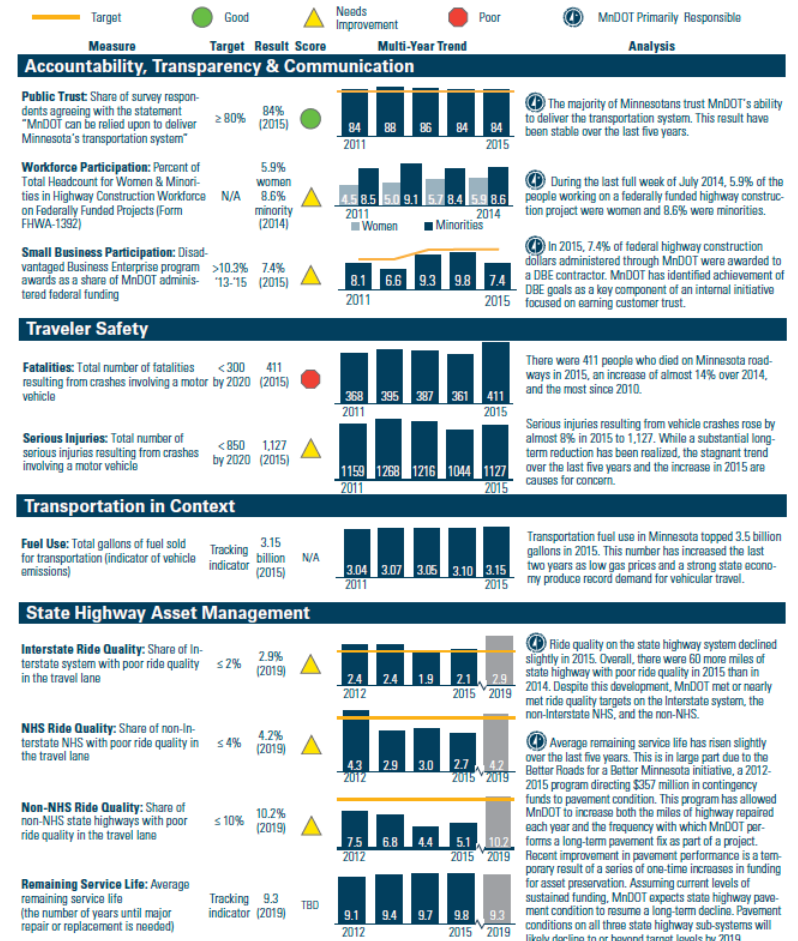


Project Let and Constructed

Performance Reporting

- Reports measure results by Multimodal plan objective
- Demonstrates current/near term progress
- Includes projections when available
- Developing a new measures website that will be done later this fall/early winter

2015 Minnesota Transportation Results Scorecard



Performance measures in MnSHIP

- Establish investments needed to meet targets and other key system goals
- Create a range of “performance level” options within individual investment categories
- Facilitate evaluation and public discussion of alternative investment scenarios
- Develop and implement investment programs
 - Statewide Performance Program
 - District Risk Management Program

Develop Performance Levels

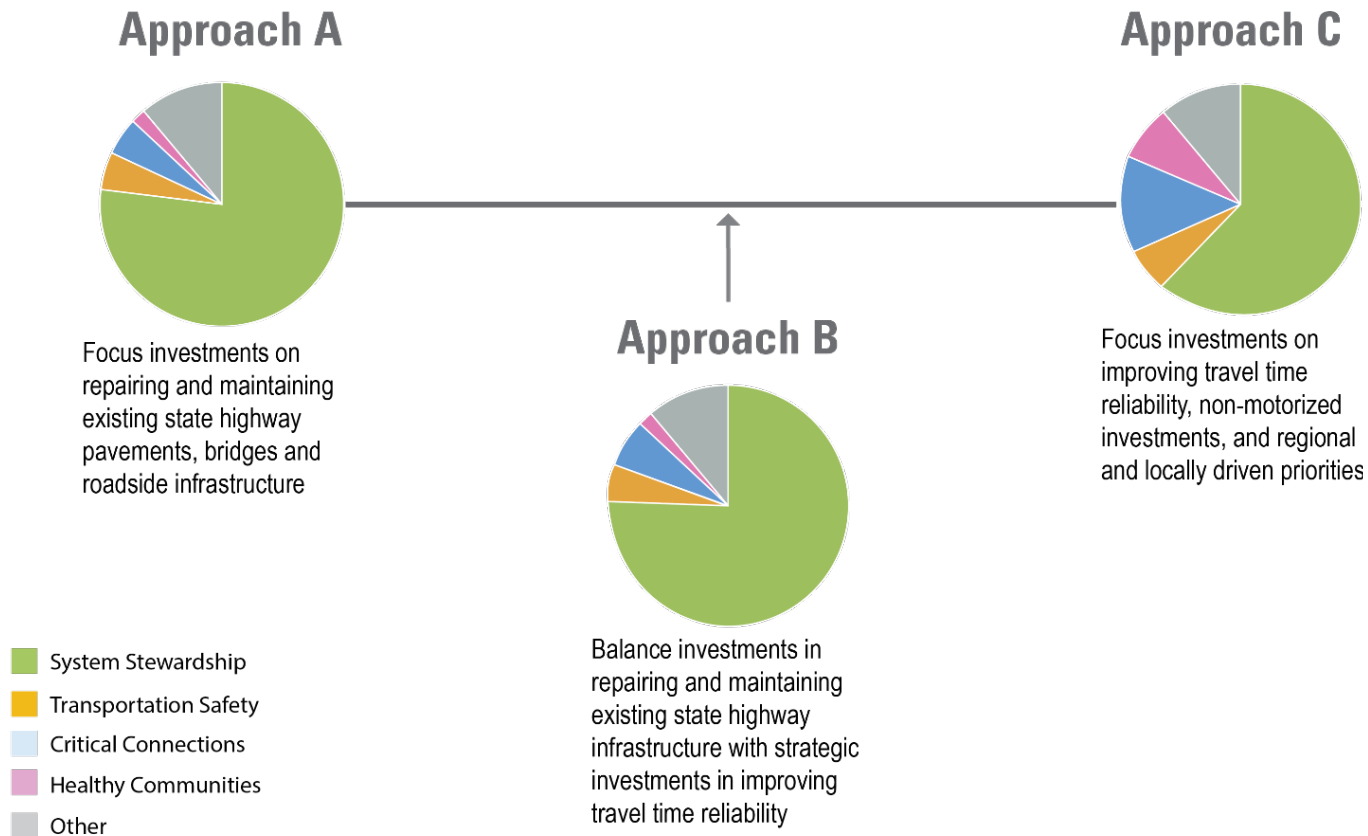
- MnDOT divided investment in to several categories
 - 10 in 2013 MnSHIP
 - 14 in 2017 MnSHIP
- MnDOT used performance measure and risk to define a potential range of investment in each category
- PL 0 represents the minimum level of investment that is acceptable for each category

Pavement Condition		
Overarching Goal: Preserve the structural integrity of MnDOT's pavements to provide a safe and reliable surface for passenger vehicles, freight, transit and non-motorized users.		
	Performance Level 0 <i>Lowest cost, greatest risk</i>	Performance Level 1 <i>Lower cost, higher risk</i>
Investment Approach <i>(See Approach Folio)</i>	Approach C Corresponds with current investment	Approach A, B
Investment Level <i>Total</i>	\$8,447 M	\$9,242 M
Years 5-10 (2022-2027) Years 11-20 (2028-2037)	\$527.9 M/yr \$527.9 M/yr	\$577.6 M/yr \$577.6 M/yr
Investment Description	Maintain current investment direction based on 2013 MnSHIP investment direction	Maintain our Interstate at a level compliant with MAP-21. Maintain GASB 34 threshold on the NHS and Non-NHS system.
Outcomes <i>To what extent would MnDOT meet performance targets for Pavement Condition?</i>		

MnSHIP Investment Categories

System Stewardship	Transportation Safety	Critical Connections	Healthy Communities	Other
<ul style="list-style-type: none">• Pavement Condition• Bridge Condition• Roadside Infrastructure Condition• Facilities• Jurisdictional Transfer	<ul style="list-style-type: none">• Traveler Safety	<ul style="list-style-type: none">• Twin Cities Mobility• Greater MN Mobility• Freight• Bicycle Infrastructure• Accessible Pedestrian Infrastructure	<ul style="list-style-type: none">• Regional + Community Improvement Priorities	<ul style="list-style-type: none">• Project Delivery• Small Programs

Three Approaches



- Three investment scenarios used

- Prioritize maintaining the current system
- Balance investments between maintaining system and strategic mobility investments
- Emphasis mobility of all modes and local concerns

MnSHIP performance targets vs. projected outcomes vs. MAP-21 performance targets

MnSHIP performance targets

- Long term
- Described as “aspirational” or “desired”
- Used to estimate investment need

Projected outcomes

- Fiscally constrained
- Set concurrently with resource allocation
- May or may not meet targets

MAP-21 targets

- Short term; most are 2 and 4 year targets
- Given time frame, essentially are expected outcomes/estimate of where we think we’ll be
- Coordination with MPOs
- Expect over time we will understand how to better use this type of target

Gaps and Challenges

- Data limitations
- Use of targets limited to a relatively small number of measures
- Not all needs / decisions are performance based
- MnDOT must be responsive to local priorities even when a statewide performance target is being met
- New federal performance requirements

Questions



Thank You!