

Michigan Department of Transportation
PA 200 of 2012 Section 230
Report for April 1, 2013

Sec. 230. By October 31, 2012, the department shall identify 10 principal measurable outcomes to be affected by expenditure of the funds appropriated in part 1 and submit a report to the house and senate appropriations committees, the house and senate fiscal agencies, and the state budget director that ranks the outcomes by level of importance and contains current data on those outcomes. Beginning on April 1, 2013, the department shall provide biannual updates to the house and senate appropriations committees on changes in those measurable outcomes and departmental efforts to improve the outcomes.

	<u>Measurable Outcome</u>	<u>Outcome Type</u>	<u>Target</u>	<u>April 1, 2013</u>	<u>Oct 31, 2012</u>	<u>Metric Definition</u>
1	Capture all Federal aid.	Financial Health	100%	100% (2012)	100%(2011)	Capture all Federal aid plus redistribution.
2	Trunkline pavement system condition.	Condition				
	2a. Trunkline pavement remaining service life.		90%	87% (2012)	89% (2011)	Improve or sustain 90% of trunkline pavements with a remaining service life value of three years or higher.
	2b. Trunkline pavement condition as compared to predicted condition using remaining service life.		83.40%	Not available yet	86.6% (2012)	Percent of trunkline pavements with a remaining service life value of 3 years or higher. Maintain 2013 pavement system condition within 1.0% of the predicted condition based on available funds.
3	Trunkline bridge system condition.	Condition				
	3a. Trunkline bridge system condition.		94.60%	93.7% (2012)	93.7 (2011)	Percent of trunkline bridges in good or fair condition; maintain 2013 bridge system condition within .5% of the predicted condition based on available funds.
	3b. Structurally deficient bridges.		Reduce	5.5% (Jan 13)	6.8% (2012)	Reduce the percent of trunkline bridges that are structurally deficient.
4	Deliver trunkline construction program on budget.	Financial Health	<5%	Not available yet	-.66% (2012)	The aggregate of trunkline projects processed through construction closeout in the 2013 fiscal year will be delivered within 5% or less of the contracted amount.

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5	Support modal options to provide transportation options.	Condition				
	5a. Bus transit level of service.					
	i. Passengers.		< 5% decline	+2.3% (2011)	-3.6% (2010)	Maintain existing service level as indicated by the percent change from year to year.
	ii. Hours.		< 5% decline	+0.3% (2011)	-1.9% (2010)	Maintain existing service level as indicated by the percent change from year to year.
	iii. Miles.		< 5% decline	-0.4% (2011)	-3.4% (2010)	Maintain existing service level as indicated by the percent change from year to year.
	5b. Age of rural transit fleet.		20%	36% (2012)	27% (2011)	The highest percent of any one rural or specialized transit fleet that is past its useful life.
	5c. Intercity passenger rail level of service.		Within 10% of national trend	+6.6 of national trend (2011)	+3.5% of national trend (2010)	Keep passenger rail ridership trends in Michigan within 10% or better of national trends.
	5d. Rail freight traffic.		Maintain or increase	60.4 M tons (2010)	52.7M tons (2009)	Maintain or increase total freight in and out of Michigan.
	5e. Improve or sustain tier 1 airport primary runway pavements.		100.00%	84% (2012)	86% (2011)	Maintain 100% of all tier 1 airport primary runway pavements in good condition or better.
6	Complete trunkline bridge inspections.	Safety	100%	99.7% (2012)	99.8% (2011)	Complete 100% of trunkline bridge inspections due in 2013.
7	Deliver 2013 projects.	Economic Growth	95%	92% (2012)	N/A	Obligate 95% of 2013 projects approved for funding by the State Transportation Commission.
8	Advance innovations to quicken construction, improve quality, support economic growth, and improve safety.	Economic Growth & Safety				
	8a. Statewide crash fatality reduction.		-5%	889 (2011) -5.10%	937 (2010)	Reduce crash fatalities by 5% each year from 2007-2013.
	8b. Statewide crash serious injury reduction.		-5%	5,706 (2011) -4.60%	5,980 (2010)	Reduce crash serious injuries by 5% each year from 2007-2013.

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	8c. Statewide total crashes.		Reduce	284,049 (2011)	282,075 (2010)	Reduce total statewide crashes.
	8d. Cost savings from safety investments.		Five years or less	4.5 years (2012)	4.1 years (2010)	Average time of return for state trunkline safety improvement projects.
	8e. Work zone crash fatality reduction.		Reduce	18 (2011)	23 (2010)	Reduce the number of work zone accident fatalities.
	8f. Work zone crash serious injury.		Reduce	88 (2011)	85 (2010)	Reduce the number of work zone accident serious injuries.
	8g. Commercial vehicle traffic miles.		Maintain or increase	5.74B miles (2011)	5.74B miles (2010)	Maintain or increase the number of commercial traffic miles in billions traveled on Michigan roads.
	8h. Rail freight traffic.		Maintain or increase	60.4 M tons (2010)	52.7M tons (2009)	Maintain or increase total freight in & out of Michigan.
	8i. Passenger air service.		Maintain or increase	37.2M (2011)	37M (2010)	Maintain or increase number of air passengers in and out of Michigan.
	8j. U.S. trucking trade traffic through Michigan borders.		Maintain or increase	45.3% (2012)	44.9% (2011)	Maintain or increase the percent of trucking trade traffic through Michigan's border crossings.
	8k. Jobs created as part of the 5-year program.		Maintain or increase	16,900 (2011)	17,500 (2010)	Maintain or increase the number of direct and indirect jobs sustained by highway investment.
	8l. Create and implement an Accelerated Rail Program.		N/A	N/A		Manage the multi-state Tier One EIS for implementation of accelerated rail and increased round trip frequencies within the Detroit/Pontiac to Chicago segment. This is a new measure and a required milestone for FRA approval to upgrade to 10 daily roundtrips of 110 mph passenger rail service in this 300-mile corridor.
9	Regain time to normal speeds after winter weather events. Pilot on I-94 corridor.	Mobility	80%	87%	N/A	Regain time to normal speeds after winter weather events to two hours or less, 80% of the time on I-94 corridor pilot (Nov 15, 2013 to March 31, 2013).
10	Manage short and long-term debt to optimize available funds.	Financial Health	Less than 25%	21.7% (2012)	21.3% (2011)	Less than 25% of restricted revenue.