

Scorecard Performance Summary								
Department Name: Transportation Executive/Director: Kirk Steudle Period: October, 2012			↑ Performance Improving → Performance Staying the Same ↓ Performance Declining			90% or greater of target >=75% to <90% of target less than 75% of target		
Measure #	Economic Growth	Status	Trend	Target	Current	Previous	Frequency	Metric Definition
1	Commercial vehicle traffic miles	Yellow	→	Maintain or increase	5,748 miles (2011)	5,748 miles (2010)	Yearly	Maintain or increase the number of commercial traffic miles in billions traveled on Michigan roads.
2	Rail freight traffic	Green	↑	Maintain or increase	60.4 M tons (2010)	52.7M tons (2009)	Yearly	Maintain or increase total freight in and out of Michigan.
3	Passenger air service	Green	↑	Maintain or increase	37.2M (2011)	37.0M (2010)	Yearly	Maintain or increase number of air passengers in and out of Michigan.
4	U.S. trucking trade traffic through MI borders	Red	↓	Maintain or increase	44.9% (2011)	45.7% (2010)	Yearly	Maintain or increase the percent of trucking trade traffic through Michigan's border crossings.
5	Jobs created as part of the 5-year program	Red	↓	Maintain or increase	16,900 (2011)	17,500 (2010)	Yearly	Maintain or increase the number of direct and indirect jobs sustained by highway investment.
6	Create and implement an Accelerated Rail Program	Yellow	→	N/A	N/A	N/A	Yearly	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.
<b>Safety</b>								
7	Statewide crash fatality reduction	Green	↑	-5%	889 (2011) -5.1%	937 (2010)	Yearly	Reduce crash fatalities by 5% each year from 2007-2012.
8	Statewide crash serious injury reduction	Green	↑	-5%	5,706 (2011) -4.6%	5,980 (2010)	Yearly	Reduce crash serious injuries by 5% each year from 2007-2012.
9	Statewide total crashes	Red	↓	Reduce	284,049 (2011)	282,075 (2010)	Yearly	Reduce total statewide crashes.
10	Cost savings from safety investments	Green	↓	Five years or less	4.5 years (2012)	4.1 years (2011)	Yearly	Average time of return for state trunkline safety improvement projects.
11	Work zone crash fatality reduction	Green	↑	Reduce	18 (2011)	23 (2010)	Yearly	Reduce the number of work zone accident fatalities.
12	Work zone crash serious injury	Red	↓	Reduce	88 (2011)	85 (2010)	Yearly	Reduce the number of work zone accident serious injuries.
<b>Condition</b>								
13	Improve or sustain trunkline pavement							
	13a. Sufficiency surface condition	Yellow	→	90%	81% (2011)	83% (2010)	Yearly	Improve or sustain 90% of trunkline pavements in fair or better condition based on sufficiency.
	13b. International roughness index	Green	↑	90%	94% (2011)	93% (2010)	Yearly	Improve or sustain 90% of trunkline pavements in fair or better condition.
	13c. Remaining service life	Green	↓	90%	88.8% (2011)	91% (2010)	Yearly	Improve or sustain 90% of trunkline pavements with a remaining service life value of three years or higher.
	13d. PASER	Red	↓	Improve	64.9% (2011)	65.2% (2010)	Yearly	Improve percent of paved Federal aid roads (both trunkline and local roads) in good or fair condition.
	13e. Predicting pavement condition	Green	↑	83.4%	86.6% (2012)		Yearly	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.
14	Improve or sustain bridge conditions							
	14a. Freeway bridges	Green	↑	95%	93.9% (2012)	93.4% (2011)	Yearly	Improve and sustain 95% of all freeway bridges in fair or good condition.
	14b. Non freeway bridges	Green	↑	85%	92.9 (2012)	92.8% (2011)	Yearly	Sustain 85% of all non-freeway bridges on the trunkline system in fair or good condition.
	14c. Structurally deficient bridges	Green	↑	Reduce	6.8% (2011)	9.2% (2010)	Yearly	Reduce the percent of trunkline bridges that are structurally deficient.
	14d. Complete trunkline bridge inspections	Green	→	100.0%	99.8% (2011)		Yearly	Complete 100% of trunkline bridge inspections.
	14e. Predicting bridge condition	Green	→	94.6%	93.7% (2012)		Yearly	Percent of trunkline bridges in good or fair condition; maintain bridge system condition within .5% of the predicted condition based on available funds.
15	Preserve or maintain passenger transportation system							
	15a. Bus transit level of service							
	i. Passengers	Green	↑	< 5% decline	+2.3% (2011)	-3.6% (2010)	Yearly	Maintain existing service level as indicated by the percent change from year to year.
	ii. Hours	Green	↑	< 5% decline	+0.3% (2011)	-1.9% (2010)	Yearly	Maintain existing service level as indicated by the percent change from year to year.
	iii. Miles	Green	↑	< 5% decline	-0.4% (2011)	-3.4% (2010)	Yearly	Maintain existing service level as indicated by the percent change from year to year.
	15b. Age of rural transit fleet	Red	↓	20%	36% (2012)	27% (2011)	Yearly	The highest percent of any one rural or specialized transit fleet that is past its useful life.
	15c. Intercity passenger rail level of service	Green	↑	Within 10% of national trend	+6.6 of national trend (2011)	+3.5 of national trend (2010)	Yearly	Keep passenger rail ridership trends in Michigan within 10% or better of national trends.
16	Improve or sustain tier 1 airport primary runway pavements	Yellow	→	100.0%	86% (2012)	86% (2011)	Yearly	Maintain 100% of all tier 1 airport primary runway pavements in good condition or better.
17	Improve or sustain carpool lot pavement condition	Green	→	90.0%	96% (2012)	96% (2011)	Yearly	Maintain 90% of all trunkline carpool parking lot pavements in good or fair condition.
<b>Accountability</b>								
18	Meet on time requirements							
	18a. Letting trunkline projects on time							
	i. By dollars	Yellow	↓	90%	80.2% (2011)	84.1% (2010)	Yearly	Annual percent of dollars let meeting benchmarked yearly letting schedule.
	ii. By job numbers	Yellow	↓	90%	84.8% (2011)	91.1% (2010)	Yearly	Annual percent of jobs meeting benchmarked yearly letting schedule.
	18b. Projects completed on time	Green	→	100%	99.8% (2011)	99.4% (2010)	Yearly	Annual percent of construction projects completed early or on-time, considering those without liquidated damages.
19	Deliver approved projects	Yellow	→	95%	92.2(2012)%		Yearly	Obligate 95% of projects approved for funding by the State Transportation Commission.
<b>Mobility</b>								
20	Manage traffic incidents timely	Green	→	75%	91.7% (Oct '12)	89.5% (Sept '12)	Monthly	75% or greater with less than 120 minute delay.
21	Regain time after winter storm event	Yellow	→	80%	N/A	N/A	Yearly	Regain time to normal speeds after winter weather events to two hours or less 80% of the time (2012-2013 I-94 corridor pilot)
<b>Customers</b>								
22	Transport permit response time	Green	↑	Within 4 hours	95% (2011)	N/A	Yearly	New measure; Single issue transport permits in less than 4 hours.
23	Increase public perception of agency	Green	↑	5% increase	73% (2011) +15.9%	63% (2009)	Every 2-3 years	New measure; Overall increase in perception of how MDOT is performing.
<b>Financial Health</b>								
24	Capture all federal aid	Green	↑	100%	100% (2011)	100% (2010)	Yearly	Capture all Federal aid plus redistribution.
25	Keep projects costs within budgeted amount	Yellow	↓	Under or within 5%	76.5% (2011)	77.8% (2010)	Yearly	Keeping project costs per project under or within 5% of budget.
26	Deliver total trunkline construction program within budget	Green	↑	Within 5%	-66% (2012)		Yearly	The aggregate of trunkline projects processed through construction closeout delivered within 5% or less of the contracted amount.
27	Accuracy of final engineer's estimates	Green	→	50%	58.2% (2011)	58.8% (2010)	Yearly	50% within plus or minus 10% of bid.
28	Contain administrative costs	Yellow	↓	Less than 10%	7.1% (2011)	6.5% (2010)	Yearly	Less than 10% of total budget.
29	Maintain/increase bond rating	Green	→	AA or greater	AA+ (2011)	AA+ (2010)	Yearly	Maintain/increase rating to AA or greater.
30	Contain debt service as percent of budget	Green	↑	Less than 25%	21.3% (2011)	21.5% (2010)	Yearly	Less than 25% of budget costs.
<b>Environmental Stewardship</b>								
31	Increase alternate fuel vehicles in MDOT fleet	Green	↑	Increase	392 (2011)	369 (2010)	Yearly	Increase number of alternate fuel vehicles in fleet.
<b>Employees</b>								
32	Employee Engagement and Longevity	Yellow	→	Increase	43% (2012)		Yearly	Increase the percent of employees that identify strongly with the organization, are loyal to MDOT, and plan to work at MDOT for the long term, defined as "champions" on annual Good Government Survey.