



Minnesota's transportation system has a lot of pieces.

Our system is made up of roads, bridges, sidewalks, trails, airports, railroads, waterways and more. The people who build, maintain and use them are also part of the system.



Measuring performance helps us understand if our system is meeting our goals.

The agencies that manage our transportation system set goals for each piece. "Performance measures" are how we track them to make sure the system works how we expect.



Knowing which goals we meet and where we fall short drives how we invest in and operate our system.

Everything we do involves tradeoffs — costs vs. benefits, long-term vs. short-term and more. Performance data helps us make our decisions wisely.

TWO WAYS TO MEASURE

Initiated: 1990s

Minnesota was one of the first states to establish performance measures and continues to be a leader in using performance to inform decisions.

STATE



FEDERAL



Initiated: 2012

Legislation to set national performance measures passed in 2012. States were first required to report on them in 2017.



Minnesota's measures allow MnDOT to **track performance over time** and across the state's entire transportation system. They **inform decisions about how we invest in and operate** our system.

WHAT IS THE PURPOSE?

Federal measures allow US DOT to track and **compare performance across all states** in key areas to ensure that states **use federal funding responsibly**.



MnDOT measures performance **broadly across Minnesota's transportation system**, including roads and bridges, aviation, transit, biking, walking, environment, safety, workforce, customer satisfaction and more.

WHAT IS MEASURED?

US DOT focuses on **safety** on all state roadways and **performance** of the National Highway System related to road and bridge condition, congestion, travel time and freight movement reliability, and emissions.



MnDOT establishes performance measures and targets through **public and stakeholder-driven processes**, typically as part of long-range planning efforts.

HOW ARE MEASURES & TARGETS ESTABLISHED?

US DOT established performance measures and minimum condition requirements through the **federal rulemaking process**, with input from states. States set their own targets in coordination with MPOs.



A Minnesota "target" describes a **desired outcome** (what we want to happen). For most, there is **no deadline** to meet the target or penalty for not meeting it. It is a goal we continuously work to achieve.

HOW ARE TARGETS USED?

A federal "target" describes an **expected outcome** (what we think will actually happen) **in one, two or four years**. Not meeting a federal target or requirement can impact the flexibility of the federal funding a state receives.



MNDOT USES BOTH STATE AND FEDERAL MEASURES BECAUSE:

We've used certain measures for many years and we want to continue tracking them over time.

We set measures and targets to match the expectations of Minnesotans.

We measure performance across the broader transportation system, not just NHS roads and bridges.