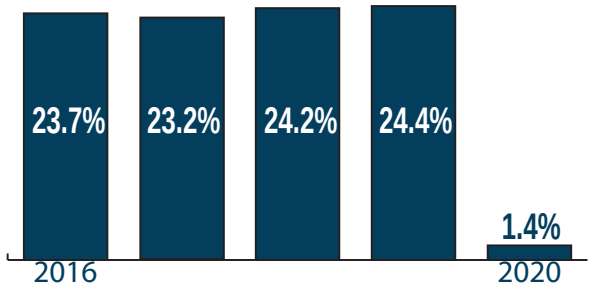
COVID-19 Impacts on Key Performance Measures
2020 Update

SCORE KEY: Good | Needs Improvement | Poor | Target

Twin Cities Freeway Congestion - Percent of metro-area freeway miles below 45mph in a.m. or p.m. peak



Target
Tracking Indicator

Result
1.4% (2020)

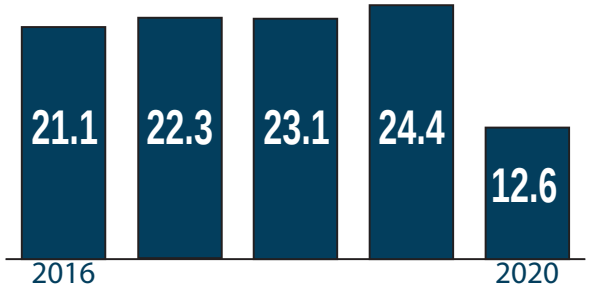
What Happened in 2020 and 2021

2020 saw an unprecedented drop in congestion throughout the state of Minnesota. Only 1.4% of the Twin Cities freeway miles were congested during 2020. Prior to 2020, the percent of congested freeway miles hovered around 24%. The number of cars on the road increased in 2021, coming close to pre-pandemic levels by the end of the year. Preliminary 2021 data shows congestion at about 70-75% below pre-pandemic levels.[1]

What May Happen in the Future

Congestion is likely to remain at low levels in the near future. Recent evidence from traffic volume data in the Twin Cities suggests that while daily volumes are rebounding to near pre-pandemic levels, the distribution of trips throughout the day has differed significantly.[2] Volumes during the traditional AM peak period are lower, consistent with many workers continuing to work remotely, while trips during the PM peak period are returning to higher levels. The pandemic is expected to continue influencing congestion and travel patterns because of ongoing concerns over transmission of COVID-19, which has led to many workers continuing to work remotely at least part-time in response to employer policies.

Air Transportation - Number of available seat miles (ASM) offered on scheduled flights from MSP Airport



Target
Tracking Indicator

Result
12.6 billion (2020)

What Happened in 2020 and 2021

MSP saw record low passengers during 2020, a 95% decline at the start of the pandemic.[1] The number of available seat miles from MSP partially rebounded in 2021, there were 6.5 million available seat miles from January to May of 2021. Over the same months in 2019 MSP had 9.8 million available seat miles.[2] Data from the last three months of 2021 shows airline passengers at 82% of 2019, when 2020 numbers for the same months were only at 35% of 2019.[3]

What May Happen in the Future

The Metropolitan Airport Commission (MAC) estimates that travel levels at MSP are not expected to fully bounce back until 2024.[4] They are continuing to move forward with major airport improvement projects while making changes to how airport systems are functioning for the health and safety of the passengers and staff. Both Sun Country and Delta, who have bases at MSP have announced changes that may show signs of increased air travel. Sun Country announced 11 new nonstop travel routes out of MSP beginning in 2022.[5] Delta set a goal of hiring 3,000 new flight attendants to serve customers by their summer 2022 season.[6]

Twin Cities Freeway Congestion

1] Minnesota Department of Transportation. Office of Traffic Operations.
2] Freeway Travel Trends. Metropolitan Council. https://metrotransitmn.shinyapps.io/freeway-traffic-trends/

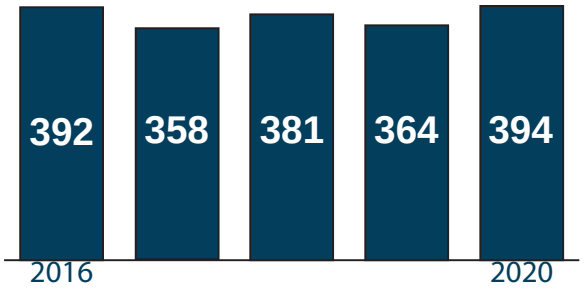
Air Transportation

1] Operations and Passenger Reports. Metropolitan Airports Commission. https://metroairports.org/operations-and-passenger-reports?year=126
2] TSA Checkpoint Travel Numbers. Transportation Security Administration. https://www.tsa.gov/coronavirus/passenger-throughput
3] *Ibid.*
4] Metropolitan Airports Commission. https://metroairports.org/
5] *Ibid.*
6] Join our Team. Delta Airlines. https://news.delta.com/join-our-team-sky-delta-hiring-flight-attendants-202122-class

COVID-19 Impacts on Key Performance Measures
2020 Update

SCORE KEY — Good | Needs Improvement | Poor | Target

Fatalities - Total number of fatalities resulting from crashes involving a motor vehicle



Target

< 225 by 2025

Result

394 (2020)

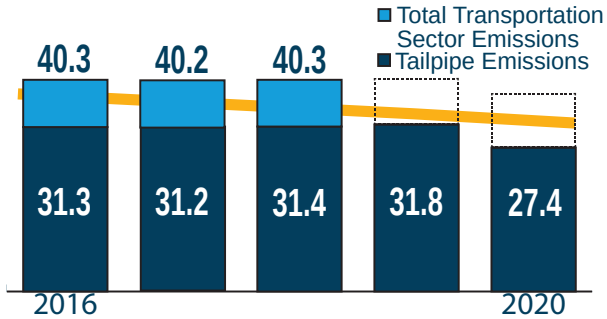
What Happened in 2020 and 2021

There were 394 fatalities in 2020 and 498 fatalities in 2021*. Though there has been a decrease in vehicles on the road during COVID-19, traffic fatalities were the most in Minnesota since 2015. Most fatalities have been attributed to speeding, lack of seatbelt use, and drivers using the lighter traffic as an opportunity to disobey traffic laws.[1] In 2021, the number of cars on the road returned to near pre-pandemic levels. Despite increased vehicles miles traveled (VMT), unsafe driving practices as seen during 2020 have continued. Vulnerable users (ie: motorcyclists, pedestrians) are more prevalent in crashes resulting in death and serious injury than in prior years. In 2021 younger drivers are rising in prevalence among crashes resulting in death or serious injury. These concerning trends in severe outcomes are similar nationwide. However, as a leader in traffic safety with 18 years of Toward Zero Deaths initiatives these are especially concerning for Minnesota.
*2021 data preliminary as of January 28, 2022

What May Happen in the Future

MnDOT continues to work toward zero deaths (TZD) while continuing the TZD strategies around speed, impairment, unbelted, and distraction. Minnesota's 2020 SHSP update directs MnDOT and DPS to develop action teams.[2] The Speed-Related Focus Area is moving forward with speed enforcement waves, improving messaging about safe speeds, exploring automated speed enforcement, and looking at roadway design improvements. Driver Speed Feedback Signs are also being reviewed for additional funding opportunities.

Carbon Emissions from the Transportation Sector- Annual CO_2 emissions generated by the Minnesota transportation system



Target

30.5 million tons of CO_2 (2025)

Result

40.3 million tons of CO_2 (2018)

What Happened in 2020 and 2021

According to the US Energy Information Administration carbon emissions in 2020 were 4.6 billion metric tons.[1] This is an 11% decrease from 2019 emissions, the largest decrease in emission on record, and is the lowest level since 1983. The EIA reports that transportation sector emissions dropped 15% from 2019. Carbon emissions from 2021 are uncertain but are likely to rebound and grow as travel increases and the global economy strengthens.[2]

What May Happen in the Future

Carbon emissions rebounded to nearly their pre-pandemic levels during 2021. The EIA forecasted a 7% increase in carbon emissions for 2021 and an additional 1% increase in 2022.[3] There has been a return to nearly pre-pandemic levels for both aviation and vehicle miles traveled, despite the pandemic continuing. The continued flexibility of telecommuting coupled with an increase in VMT could signal employees returning to offices part-time and an increase in discretionary travel. The long-term impacts from the pandemic on carbon emissions continues to be a changing narrative.

Fatalities

1] Reports and Statistics. Office of Transportation Safety: Department of Public Safety. https://dps.mn.gov/Pages/default.aspx
2] Minnesota Strategic Action Highway Safety Plan. Minnesota Department of Transportation. http://www.dot.state.mn.us/trafficeng/safety/shsp/

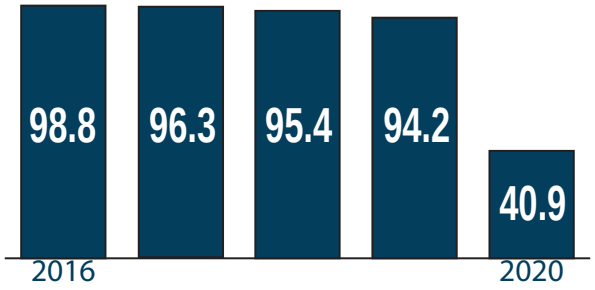
Carbon Emissions from the Transportation Sector

1] Today in Energy. U.S. Energy and Information Administration. https://www.eia.gov/todayinenergy/detail.php?id=48856
2] *Ibid.*
3] Short-term Energy Outlooks. U.S. Energy and Information Administration. https://www.eia.gov/outlooks/steo/report/renew_co2.php

COVID-19 Impacts on Key Performance Measures
2020 Update

SCORE KEY: Good | Needs Improvement | Poor | Target

Twin Cities Transit Ridership - Boardings recorded by public transit providers serving metro-area counties



Target
145-150 million by 2030

Result
49.9 million (2020)

What Happened in 2020 and 2021

Public transit experienced a dramatic drop in ridership in 2020, down 55% from 2019. Metro Transit reported local bus route ridership down 48%, light rail ridership down 59% on average, and express bus and Northstar Commuter Rail ridership down up to 80%.[1] 2021 overall ridership was down 46% from 2019 levels.[2] Commuter rail ridership was at 40% pre-COVID levels while local routes reached 92-100% pre-COVID ridership.[3] This change in travel patterns may show that those with flexibility in mode choice are not returning to transit quickly, especially for traditional commute patterns. From September to October of 2021 Metro Transit ran a dollar bus fare program to encourage ridership and is continuing to adapt services to the changing needs of the public during the COVID-19 pandemic.[4]

What May Happen in the Future

The American Public Transportation Association projects funding shortfalls for public transit well into 2023, partially due to depressed revenue from decreased ridership.[5] Metro Transit projected 2022 revenues from transit fares to be $63 million, up from the 2021 revenue of $45.1 million.[6] While Metro Transit projects that overall ridership will continue to be operating at a reduced level from pre-pandemic numbers, Metro Mobility ridership is projected to be back at 100% within 2022. Metro Mobility is Metro Transit's on-demand ride service for those with disabilities or health concerns. The Metropolitan Council recently completed their Travel Behavior Inventory, to better understand how, when, why, and where Minnesotans take public transit.[7] The results will guide route changes and shifts towards more equitable transit investments.

Greater Minnesota Transit Ridership - Boardings recorded by public transit providers serving Greater Minnesota

Target
17 million by 2025

Result
6.3 million (2020)

What Happened in 2020 and 2021

Transit providers throughout the state adjusted their service to provide essential trips amid significant ridership declines and shifting pandemic related needs. Total ridership for Greater Minnesota in 2020 was 6.3 million, down from 11.5 million in 2019. Many providers suspended less traveled routes, moved to backdoor boarding, and provided free or reduced cost trips, some of which continued into 2021.[1] Greater Minnesota transit systems continued to experience declines in ridership in 2021 compared to 2019, but saw a slight rebound in demand compared to 2020 levels. 2021 data is still being compiled and not available for further analysis as of January 2022.

What May Happen in the Future

Rural transit systems continue to provide customers access to basic needs across Minnesota. These include access to food, medical and health care facilities, employment, and educational facilities. In some areas of Minnesota, health care clinics have been closed or consolidated by health care providers due to COVID impacts, and other businesses have closed, making transit trips more critical than ever for transit dependent Minnesotans at a difficult time. Future transit trends will depend on how population shifts and other markers such as health care access and proximity to basic needs in regional centers across Minnesota rebound based on the impacts of COVID-19.[2]

Twin Cities Transit Ridership

1] 2020 Regional Transit Ridership. Metropolitan Council. https://metrocouncil.org/Transportation/Planning-2/Reports/Transit-Transitways/Regional-Transit-Ridership.aspx

2] Short of both drivers and riders, Metro Transit reducing some of its bus operations next month. Pioneer Press. https://www.twincities.com/2021/11/02/metro-transit-to-cut-trips-by-5-percent-eliminate-bus-routes-16-70-84-and-others/

3] *Ibid.*

4] Without commuters, Metro Transit gets creative about getting riders on board. MinnPost. https://www.minnpost.com/cityscape/2021/09/without-commuters-metro-transit-gets-creative-about-getting-riders-on-board/

5] The Impact of the COVID-19 Pandemic on Public Transit Funding Needs in the U.S. EBP, Inc. for the American Public Transportation Association. https://www.apta.com/wp-content/uploads/APTA-COVID-19-Funding-Impact-2021-01-27.pdf

6] 2022 Preliminary Budget in Brief. Metropolitan Council. https://metrocouncil.org/About-Us/Publications-And-Resources/BUDGETS-FINANCE/2022-Preliminary-Budget-in-Brief.aspx

7] Travel Behavior Inventory. Metropolitan Council. https://metrocouncil.org/Transportation/Performance/Travel-Behavior-Inventory.aspx

Greater Minnesota Transit Ridership

1] MN: Rochester Public Transit restores southern bus route. MassTransit. https://www.masstransitmag.com/bus/news/21165181/mn-rochester-public-transit-restores-southern-bus-route

2] Minnesota Department of Transportation. Office of Transit and Active Transportation.