

# COVID-19 Impacts on Key Performance Measures

**SCORE KEY** ● Good ▲ Needs Improvement ● Poor — Target

Measures	Target	Result & Score	2015-2019 Trend	What happened in 2020	What may happen in 2021
----------	--------	----------------	-----------------	-----------------------	-------------------------

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

Tracking Indicator

24.4% (2019) ▲

Year	2015	2016	2017	2018	2019
Percentage	23.4%	23.7%	23.2%	24.2%	24.4%

2020 saw an unprecedented drop in congestion throughout the state of Minnesota. Year over year congestion has dropped dramatically with only the most significant spot areas of congestion still seeing delays. In the early months of the pandemic the volume of vehicles on metro area roadways dropped by over 40%.<sup>1</sup> By December, daily traffic volumes were down by less than 10% on average, not counting December 23-25 when volumes were down by 30% to 50%.

Before the pandemic, 4.9% of the workforce worked from home. A recent survey of the American workforce found that 76% of people who can work from home, plan to do so at least 1 to 2 days a week after the pandemic has ended.<sup>2</sup> A report by Vanderbilt University finds that with even a 10% shift to work from home, congestion would be at levels not seen since the early 2000s.<sup>3</sup> This could result in congestion dramatically declining over the next few years.

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

Tracking Indicator

24.4 Billion (2019)

Year	2015	2016	2017	2018	2019
ASM (Billion)	21.1	22.3	23.1	23.1	24.4

Data from MSP shows that the numbers of passengers fell steeply in March, going from just under 3,000,000 passengers in February to under 500,000 passengers by April. By October 2020, MSP Airport traffic was at 40% normal, rising from a 95% decline at the start of the pandemic.<sup>4</sup> The Metropolitan Airports Commission (MAC)'s draft budget anticipates \$335 million in total operating revenues; a decline of 18% from the \$409 million in revenue initially projected for 2020.<sup>5</sup>

The MAC estimates that travel levels at MSP are not expected to fully bounce back until 2024.<sup>6</sup> The International Air Transport Administration (IATA) forecasts 2021 global airline revenue to decline 46% from 2019.<sup>7</sup> IATA expects aggressive cost-cutting to combine with increased demand during 2021, due to the re-opening of borders with testing and/or the widespread availability of a vaccine. This would see the industry turn cash-positive in the fourth quarter of 2021 which is earlier than previously forecasted.<sup>8</sup>

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

Target: < 225 by 2025

364 (2019)

Year	2015	2016	2017	2018	2019
Fatalities	411	392	358	381	364

There were 394 fatalities in 2020 (preliminary data), compared to 364 in 2019. Though there has been a decrease in drivers on the road during COVID-19, most fatalities have been attributed to speeding, lack of seatbelt use, and drivers using the lighter traffic as a license to disobey traffic laws.<sup>9</sup> State Patrol reported a 150% increase in speeds over 100 mph.

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.<sup>10</sup> The speed-related crashes action team will be developing coordinated enforcement waves and deploying additional portable Driver Speed Feedback signs.

1] COVID-19 March Impacts to Minnesota Travel Patterns. MnDOT Office of Transportation System Management:Transportation Data & Analysis and Metro District Office of Planning, Program Management and Transit. [http://www.dot.state.mn.us/tda/COVID19%20Impact%20to%20MN%20Travel%20Patterns%204\\_20\\_20.pdf](http://www.dot.state.mn.us/tda/COVID19%20Impact%20to%20MN%20Travel%20Patterns%204_20_20.pdf)

2] The Future of Work: How the Pandemic Has Altered Expectations of Remote Work. Morning Consult. <https://go.morningconsult.com/rs/850-TAA-511/images/Remote%20Work%20Report%20-%20Morning%20Consult%20-%20Final.pdf>

3] The Rebound. Vanderbilt University Transportation Lab. <https://lab-work.github.io/therebound/>

4] Operations and Passenger Reports. Metropolitan Airports Commission. <https://metroairports.org/operations-and-passenger-reports?year=126>

5] Metropolitan Airports Commission. <https://metroairports.org/>

6] *Ibid*

7] Deep losses continue into 2021. International Air Transport Association. <https://www.iata.org/en/pressroom/pr/2020-11-24-01/>

8] *Ibid*

9] Reports and Statistics. Office of Transportation Safety: Department of Public Safety. <https://dps.mn.gov/Pages/default.aspx>

10] Minnesota Strategic Action Highway Safety Plan. Minnesota Department of Transportation. <http://www.dot.state.mn.us/trafficeng/safety/shsp/>

# COVID-19 Impacts on Key Performance Measures

**SCORE KEY** ● Good ▲ Needs Improvement ● Poor — Target

Measures	Target	Result & Score	2015-2019 Trend	What happened in 2020	What may happen in 2021												
<b>Twin Cities Transit Ridership</b> - Boardings recorded by public transit providers serving metro-area counties	145-150 million by 2030	91.6 million (2019) <span style="color: red;">●</span>	<table border="1"> <tr><th>Year</th><td>2015</td><td>2016</td><td>2017</td><td>2018</td><td>2019</td></tr> <tr><th>Value</th><td>98.8</td><td>96.3</td><td>95.4</td><td>94.2</td><td>91.6</td></tr> </table>	Year	2015	2016	2017	2018	2019	Value	98.8	96.3	95.4	94.2	91.6	Metro Transit reports local bus route ridership is down 63%, light rail ridership is down between 69%-73%, and commuter rail ridership is down 96%. Metro Transit has adapted its service in various locations throughout the Twin Cities to meet the changing needs of riders during the COVID-19 Pandemic. <sup>1</sup>	Metro Transit is projecting 2021 ridership to be down 60% from pre-COVID-19 levels. <sup>2</sup> 2021 funding has been secured through the CARES Act, CARES Grant, reduced service, reduced administration, and funding reserves. Continued precautions to slow the spread of COVID-19, such as reduced bus capacity, are included in the 2021 budget.
Year	2015	2016	2017	2018	2019												
Value	98.8	96.3	95.4	94.2	91.6												
<b>Greater Minnesota Transit Ridership</b> - Boardings recorded by public transit providers serving Greater Minnesota	17 million by 2025	11.5 million (2019) <span style="color: orange;">▲</span>	<table border="1"> <tr><th>Year</th><td>2015</td><td>2016</td><td>2017</td><td>2018</td><td>2019</td></tr> <tr><th>Value</th><td>12.2</td><td>11.7</td><td>11.8</td><td>11.9</td><td>11.5</td></tr> </table>	Year	2015	2016	2017	2018	2019	Value	12.2	11.7	11.8	11.9	11.5	Transit providers throughout the state adjusted their service to provide essential trips amid significant ridership declines following the March shut down. Many providers suspended less traveled routes, moved to backdoor boarding, and provided free or reduced cost trips. <sup>3</sup>	Providers are expected to continue limited or adjusted service in 2021. In Rochester, fare collection was suspended for back door boarding, in 2021 fare collection is expected to resume after safety barriers are installed. <sup>4</sup> Other transit providers are making similar adjustments to meet changing rider demands and budget constraints.
Year	2015	2016	2017	2018	2019												
Value	12.2	11.7	11.8	11.9	11.5												
<b>Carbon Emissions from the Transportation Sector</b> - Total annual CO <sub>2</sub> emissions generated by the Minnesota transportation system	29.5 million tons of CO <sub>2</sub>	42.2 million tons of CO <sub>2</sub> <span style="color: red;">●</span>	<table border="1"> <tr><th>Year</th><td>2015</td><td>2016</td><td>2017</td><td>2018</td><td>2019</td></tr> <tr><th>Value</th><td>40.0</td><td>40.3</td><td>42.1</td><td>41.8</td><td>42.2</td></tr> </table>	Year	2015	2016	2017	2018	2019	Value	40.0	40.3	42.1	41.8	42.2	Carbon emissions are expected to experience a decline in 2020 with the World Carbon Project predicting a 12% decrease nationally. Much of this decrease is driven by a decrease in emissions from the transportation sector with the report finding a 10% decrease in car emissions and a 40% decrease in airplane emissions. <sup>5</sup>	As COVID-19 lingers into 2021, carbon emissions are expected to remain below 2019 numbers for both car and air travel. However, due to uncertainty surrounding the timing of widespread vaccine rollout and when other COVID mitigation measures may end, estimates from both studies varied from 5% to 9% reduction compared to 2019. <sup>6</sup>
Year	2015	2016	2017	2018	2019												
Value	40.0	40.3	42.1	41.8	42.2												

1] Metro Transit Ridership. <https://metro council.org/Transportation/Services/Metro-Transit.aspx>  
 2] 2021 Unified Budget. Metropolitan Council. <https://metro council.org/About-Us/Publications-And-Resources/BUDGETS-FINANCE/2021-Unified-Budget.aspx>  
 3] MN: Rochester Public Transit restores southern bus route. MassTransit. <https://www.masstransitmag.com/bus/news/21165181/mn-rochester-public-transit-restores-southern-bus-route>  
 4] Rochester Transit News. Rochester Public Transit. <https://www.rochester mn.gov/Home/Components/News/News/8151/1534>  
 5] Uea.ac.uk. 2021. COVID Lockdown Causes Record Drop in CO<sub>2</sub> Emissions For 2020 – UEA. {online} available at: <<https://www.uea.ac.uk/new/-/article/covid-lockdown-causes-record-drop-in-co2-emissions-for-2020>> [accessed 12 November 2020]  
 6] New Energy Outlook. BloombergNEF. <https://about.bnef.com/new-energy-outlook/>