

2015 Minnesota Transportation Results Scorecard

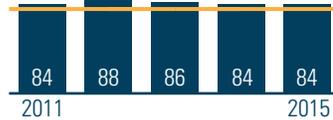


Measure Target Result Score Multi-Year Trend Analysis

Accountability, Transparency & Communication

Public Trust: Share of survey respondents agreeing with the statement “MnDOT can be relied upon to deliver Minnesota’s transportation system”

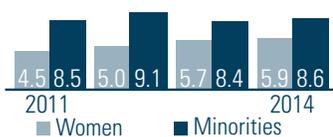
≥ 80% 84% (2015)



The majority of Minnesotans trust MnDOT’s ability to deliver the transportation system. This result have been stable over the last five years.

Workforce Participation: Percent of Total Headcount for Women & Minorities in Highway Construction Workforce on Federally Funded Projects (Form FHWA-1392)

N/A 5.9% women 8.6% minority (2014)



During the last full week of July 2014, 5.9% of the people working on a federally funded highway construction project were women and 8.6% were minorities.

Small Business Participation: Disadvantaged Business Enterprise program awards as a share of MnDOT administered federal funding

>10.3% '13-'15 7.4% (2015)



In 2015, 7.4% of federal highway construction dollars administered through MnDOT were awarded to a DBE contractor. MnDOT has identified achievement of DBE goals as a key component of an internal initiative focused on earning customer trust.

Traveler Safety

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

< 300 by 2020 411 (2015)



There were 411 people who died on Minnesota roadways in 2015, an increase of almost 14% over 2014, and the most since 2010.

Serious Injuries: Total number of serious injuries resulting from crashes involving a motor vehicle

< 850 by 2020 1,127 (2015)



Serious injuries resulting from vehicle crashes rose by almost 8% in 2015 to 1,127. While a substantial long-term reduction has been realized, the stagnant trend over the last five years and the increase in 2015 are causes for concern.

Transportation in Context

Fuel Use: Total gallons of fuel sold for transportation (indicator of vehicle emissions)

Tracking indicator 3.15 billion (2015) N/A

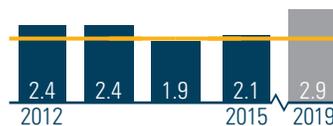


Transportation fuel use in Minnesota topped 3.5 billion gallons in 2015. This number has increased the last two years as low gas prices and a strong state economy produce record demand for vehicular travel.

State Highway Asset Management

Interstate Ride Quality: Share of Interstate system with poor ride quality in the travel lane

≤ 2% 2.9% (2019)



Ride quality on the state highway system declined slightly in 2015. Overall, there were 60 more miles of state highway with poor ride quality in 2015 than in 2014. Despite this development, MnDOT met or nearly met ride quality targets on the Interstate system, the non-Interstate NHS, and the non-NHS.

NHS Ride Quality: Share of non-Interstate NHS with poor ride quality in the travel lane

≤ 4% 4.2% (2019)



Average remaining service life has risen slightly over the last five years. This is in large part due to the Better Roads for a Better Minnesota initiative, a 2012-2015 program directing \$357 million in contingency funds to pavement condition. This program has allowed MnDOT to increase both the miles of highway repaired each year and the frequency with which MnDOT performs a long-term pavement fix as part of a project. Recent improvement in pavement performance is a temporary result of a series of one-time increases in funding for asset preservation. Assuming current levels of sustained funding, MnDOT expects state highway pavement condition to resume a long-term decline. Pavement conditions on all three state highway sub-systems will likely decline to or beyond target levels by 2019.

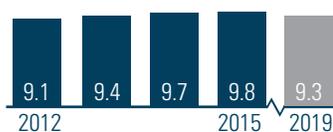
Non-NHS Ride Quality: Share of non-NHS state highways with poor ride quality in the travel lane

≤ 10% 10.2% (2019)



Remaining Service Life: Average remaining service life (the number of years until major repair or replacement is needed)

Tracking indicator 9.3 (2019) TBD



State Highway Asset Management

NHS Bridge Condition: Share of NHS bridges in poor condition as a percent of total bridge deck area

≤ 2%
1.1% (2020)



The share of NHS bridges in poor condition dropped to 3% in 2015, just slightly above MnDOT's target of 2%. The share of non-NHS bridges in poor condition increased but remains well below target. According to 2015 National Bridge Inventory data, Minnesota has the 13th-lowest percentage of state-owned bridge deck area in poor condition.

Non-NHS Bridge Condition: Share of non-NHS state highway bridges in poor condition as a percent of total bridge deck area

≤ 8%
0.7% (2020)



MnDOT expects to meet targets for NHS and non-NHS bridges in poor condition starting in 2016 due to the continued implementation of the Chapter 152 bridge improvement program and the completion of several major bridge projects.

Critical Connections

Twin Cities Freeway Congestion: % of metro-area freeway miles below 45 mph in AM or PM peak

Tracking indicator
23.4% (2015)



The extent of peak period congestion reached a new high in 2015, with 23.4% of the system congested. Congestion is expected to increase as economic activity increases and the region continues to grow.

Snow and Ice Control: Frequency of achieving bare lanes within targeted number of hours after a winter weather event

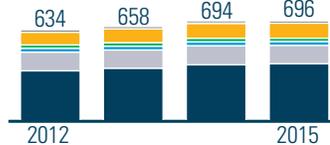
≥ 70%
89% ('15-'16)



MnDOT cleared lanes to bare pavement within the target number of hours 89% of the time during the winter of 2015-2016, the highest frequency ever recorded by this measure. MnDOT has achieved its snow and ice clearance goals each of the last seven years.

Freight Mode Share (by weight): Total domestic shipments to, from or between Minnesota locations in tons

Tracking indicator
696 million (2015)



Truck-only trips remain the primary means of shipping goods by value, but the share moved by other modes is increasing. Shipments by weight have shifted from water to rail, truck and pipeline. Trucks tend to carry more valuable freight and make last-mile trips, while long-distance shipments of heavier, less valuable goods tend to be made by other modes.

Freight Mode Share (by value): Total domestic shipments to, from or between Minnesota locations in current dollars

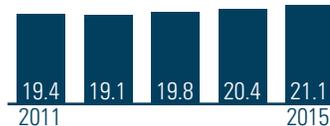
Tracking indicator
\$552 billion (2015)



Available seat miles grew for the third straight year to over 21 billion, the highest number of available seat miles since 2007.

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

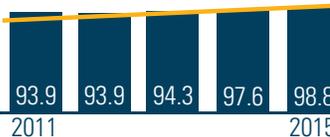
Tracking indicator
21.1 billion (2015)



Available seat miles grew for the third straight year to over 21 billion, the highest number of available seat miles since 2007.

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

145-150 million by 2030
98.8 million (2015)



Metro-area transit ridership remains on track to meet the Met Council's goal of doubling 2003 ridership levels by 2030, but year-over-year growth is slowing. Ridership growth is expected to continue as development occurs along key transitways and transit service improves.

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

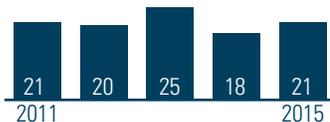
15 million by 2015
12.2 million (2015)



Greater Minnesota transit service providers recorded 12.2 million rides in 2015, well short of the 15 million rides needed to meet a legislatively established goal. Continued growth is expected, but not at a pace sufficient to reach 2025 goals.

Bicycling: % of survey respondents who bicycled at least once a week during the bicycling season (April - October)

Tracking indicator
21% (2015)



After a drop in 2014, the percentage of Minnesotans who bicycle at least once a week grew by three percentage points in 2015. This metric has remained relatively steady over the last 10 years.

Pedestrian Accessibility: State highway sidewalk miles that are compliant with ADA requirements

Tracking indicator
46% (2013)



336 sidewalk miles (46%) compliant (only one year of data available)

MnDOT completed a condition and ADA compliance assessment of sidewalks along its right of way in 2013. Of 620 miles of sidewalk, 46% were compliant.