



Minnesota 2011 Transportation Results Scorecard



Green: At or above target



Yellow: Moderately below target



Red: Seriously below target



MnDOT Primarily Responsible

Target

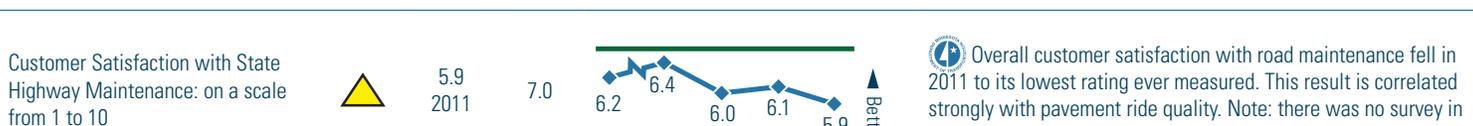
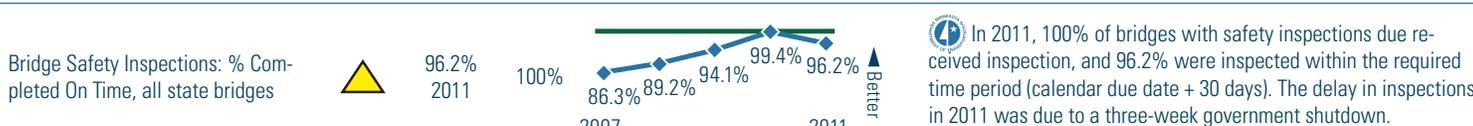
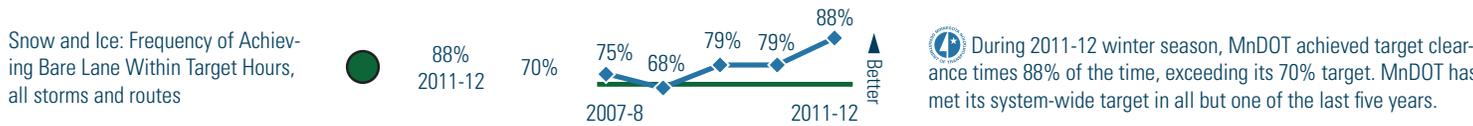
traveler safety



infrastructure preservation



maintenance



Measure	Score	Result	Target	Trend	Analysis
national and global connections					
Airline Annual Available Seat Miles from MSP on scheduled commercial flights	N/A	19.4 billion miles 2010	tracking indicator		<p>Annual available seat miles for Minneapolis-St. Paul Airport have fallen since 2007, reflecting the impact of a poor economy on air travel.</p>
Port Shipments to and from MN Great Lakes & river ports: annual tonnage	N/A	70.4 million tons	tracking indicator		<p>Waterway tonnage declined slightly in 2011. Northbound shipments of cement and salt increased, southbound shipments of grain and coking coal fell and southbound shipments of asphalt grew significantly. Comparison—Minnesota ranked 23rd of the 50 states.</p>
Shipments on Minnesota Railroads: annual tonnage from, to and through Minnesota	N/A	203 million tons 2009	tracking indicator		<p>Freight rail shipments decreased in 2009, the most recent year with data. Comparison, Minnesota ranked 13th of the 50 states by tons of freight carried by rail (2009 data).</p>
statewide connections					
Interregional Corridors: Greater MN, % of Miles +/- 2 mph of Target Speed (55, 60 or 65 mph) or faster	●	98% 2011	95%		<p>98% of major interregional routes in Greater Minnesota can be driven within 2 mph of the corridor target speed. This performance is predicted to continue through 2021.</p>
Aviation Access: % of Minnesota population within 30 minute drive time of an airport with paved and lighted runway	N/A	71% 2010	tracking indicator	<p>Prior to 2010, MnDOT measured the % of residents within 20 miles of an airport. The new measure is based on drive time.</p>	<p>113 local paved and lighted airports provide ready access to 71% of Minnesotans for shipping, recreation, medical services, law enforcement, agriculture, and fire fighting. Improved GIS technology has allowed a more precise, though significantly different measure from that used in 2006-2009.</p>
twin cities mobility					
Twin Cities Urban Freeway System Congestion: % of miles below 45 mph in AM or PM peak	N/A	21.0% 2011	tracking indicator		<p>Metro congestion fell in 2011 to 21.0%, from 21.5% in 2010. A contributing factor was the completion of the Crosstown Project at I-35W and TH 62. Congestion is expected to grow as economic activity increases.</p>
Clearance Time for Metro Urban Freeway incidents: 3 yr. average	●	33 minutes 2011	35.0 minutes		<p>2011 average clearance times decreased, coming in under the 35 minute target for the first time since 2000.</p>
Annual Rail and Express Bus Transit Ridership: Express buses (all providers), light rail, commuter rail	N/A	24.4 million 2011	tracking indicator		<p>Twin Cities metro area rail and express transit ridership grew by more than 13% from 2007 to 2011, surpassing overall transit growth of 5.5%. Ridership growth was distributed equally between rail and express bus transit.</p>
greater minnesota metropolitan and regional mobility					
Greater Minnesota Bus Service Hours: Public transportation	▲	1.08 million hours 2011	1.60 million hours 2015		<p>Apart from a small drop in 2008, Greater Minnesota bus service hours were between 1.04 and 1.08 million hours per year from 2007 to 2011. This trend of little or no growth is expected to continue, due primarily to flat revenue projections and inflation. With transit need projected to increase, MnDOT expects a widening gap between need and the level of service.</p>
community development and transportation					
ADA: Accessible Pedestrian Signals, % of state highway intersections with APS	N/A	21% 2011	100% by 2030		<p>Compliant signals increased in 2011 to 21%. Dedicated funds of \$2.5M/yr and new road design guidelines will gradually increase the percentage of state road intersections with accessible signals, and improve curb ramps and sidewalks.</p>
Bike, Walk and Transit Share of commuter trips: large Minnesota metro areas	TBD	7.5% share 2010	tracking indicator		<p>In major metropolitan areas, bicycle commuting, walking and public transit combined grew from 7% to 7.5% from 2006 to 2010. Public transportation showed the most growth at nearly 18%.</p>
energy and the environment					
Transportation Fuel Consumption: Billions of gallons sold in Minnesota	N/A	3.04 billion 2011	tracking indicator		<p>Fuel consumption fell slightly in 2011, but has been relatively flat the last three years. Overall, fuel consumption in 2011 was down 8.4% from a 2004 high of 3.32 billion gallons. Comparison—in 2010 Minnesota was 23rd in gasoline use for transportation.</p>