

Mn/DOT 2008 Annual Transportation Results Scorecard

KEY: ● Green: At or above target ▲ Yellow: Moderately below target ● Red: Seriously below target

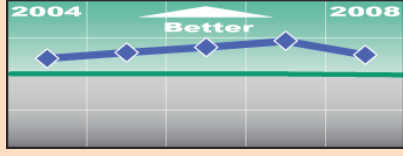





TREND KEY: Target Range Target Line ◆ Data Trend Line

Statewide Plan Policy	Measure	Score vs. Target	Result	Target	Trend	Trend Analysis	Measure Explanation
Traveler Safety	Minnesota Traffic Fatalities - All State and Local Roads	● 2008	455 <small>Preliminary 5/6/2009</small>	≤500 TZD for 2008 ≤400 TZD for 2010		Reversing an upward trend, fatalities have dropped an average of 33 per year from a peak of 657 in 2002 to 455 in 2008 - surpassing the target of 500. The Toward Zero Deaths (TZD) Program "4 E's" strategies of Engineering, Enforcement, Education, and Emergency Trauma Services are showing results. Comparison - 2nd lowest state Fatality Rate in 2006.	This measure counts the annual number of deaths on all state and local roads resulting from crashes, usually involving a vehicle colliding with another vehicle, another road user, or a stationary object.
Infrastructure Preservation	Bridge Condition – Principal Arterials – % Good	▲ 2008	53.4%	≥55%		Mn/DOT met its target of 55% in Good structural condition in 2007 as a result of 5 years of higher spending on bridges. The share fell below target in 2008 due to a few very large bridges declining to Satisfactory or Fair condition. Future - With new 2008 state funding, the target should be met again by 2012.	This measure is compiled from inspection ratings done for all state highway bridges at least every 24 months, as required by the U.S. Department of Transportation. The combined numeric rating of the structural condition of major bridge components includes the deck, superstructure and substructure. It uses the National Bridge Inspection Standards (NBIS) 0 to 9 scale. Bridges rated 7 to 9 are counted as "Good," and those rated 4 or lower are counted as "Poor," also termed "Structurally Deficient" by the US Department of Transportation. Bridges rated Structurally Deficient are safe to drive on, but are approaching the end of their useful life. To arrive at the statewide percent measure, results are weighted based on each bridge's deck area, so that larger bridges are fully accounted for. Principal Arterial bridges are 85% of all state bridges by deck area. Non-Principal Arterial Bridges make up only 15% of deck area; they are measured but not reported here due to the small share.
	Bridge Condition – Principal Arterials – % Fair & Poor	● 2008	11.5%	≤16%		Mn/DOT has reduced Fair and Poor state bridges to below 12% the last 4 years - well within the 16% target. Timely maintenance and repair of Fair bridges can avoid the high cost of premature replacement if they deteriorate to Poor condition. Future - Planned projects will maintain or improve this level through 2012.	
	Bridge Condition – Principal Arterials – % Poor	▲ 2008	3.2%	≤2%		Increased investment starting in 2002 reduced "Poor" bridges from a peak of 4.6% in 1998 to new low of 3.1% in 2007. Future - Further reduction to about 2.5% is predicted based on the 2009-12 construction program, which includes new funds from the 2008 legislature. Comparison - Tied for 7th lowest percentage of Poor bridges of 42 states using measure in 2007.	
	Pavement – Ride Quality Good - RQI Principal Arterials, % of miles	▲ 2008	67.0%	≥70%		State Principal Arterial (higher volume) roads in Good condition increased slightly to 67% in 2008 - still short of target. Future - Based on projects scheduled before receipt of new American Recovery and Reinvestment Act (ARRA) economic stimulus funds, it will hold steady between 67% and 68% through 2012. Revised predictions including those funds will be done later in 2009.	
	Pavement – Ride Quality Poor - RQI Principal Arterials, % of miles	▲ 2008	3.4%	≤2%		In 2008 state Principal Arterials in Poor condition - roads with a rough ride - rose above 3% for the first time. There was not enough funding to both rebuild Poor pavements and meet other transportation needs. Future - Not counting the expected benefit of new federal ARRA funds, it is predicted to rise to 5.1% by 2012.	
	Pavement – Ride Quality Good- RQI Non-Principal Arterials, % of miles	▲ 2008	60.2%	≥65%		State Non-Principal Arterial roads in Good condition increased slightly in 2008, still well below the target. Future - It will fall about 2% during the 2009-12 period, not counting the benefit of additional projects using new ARRA funds.	
	Pavement – Ride Quality Poor- RQI Non-Principal Arterials, % of miles	● 2008	5.9%	≤3%		The share of Non-Principal Arterial pavements in Poor condition has been rising well outside the target range. It dropped to 5.9% in 2008 as a result of doing more temporary patching and overlays. Future - Not counting the impact of new ARRA funds, it is predicted to rise to a historic high of 8.3% by 2012.	

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Maintenance	Snow and Ice - Frequency of Achieving Bare lane within Target Hours - All Storms and Routes	● 2007-08 Winter	75%	draft ≥70%		Mn/DOT prioritizes resources to snow and ice removal. It met target hours for clearing snow and ice for more than 74% of storms every winter from 2001-02 to 2007-08 - exceeding the new draft 70% frequency target. 2008-09 Winter - Mn/DOT fell below the target in December and January due heavy, frequent snowfalls and extreme cold conditions retarding effectiveness of chemicals.	It tracks how frequently Mn/DOT meets the bare lane target after a storm ends - counting all storms and snowplow routes. Target hours vary for 5 traffic volume categories: super commuter (0-3 hours), urban commuter (2-5 hours), rural commuter (4-9 hours), primary collector (6-12 hours), and secondary collector (9-36 hours). Targets are based on research with Minnesotans and on historical results.
Statewide Connections	Interregional Corridors - Greater MN - % of Miles Meeting or within 2 mph of Target Speed	● 2008	98.0%	≥95%	Revised measure No historical data	Mn/DOT is meeting its target for travel speed on major roads between cities and up to the edge of the Twin Cities Metro Area. Under a previous measure, the trend was downward due to growing traffic. Future - By 2018 the share of miles meeting the speed target is predicted to drop from 98% to 96% due to long-term traffic growth and competing needs for funds to make State Highway improvements.	The measure tracks changes in estimated average travel speeds on IRC corridors for trips between regional centers or to the edge of the Twin Cities Metro Area. The target travel speed is 60 mph for high-priority corridors, and 55 mph for medium priority corridors. Speed can be reduced by growing traffic volume or by new traffic signals.
	Airport Access - Percent of Minnesota Population within 20 Miles of an Airport with Paved and Lighted Runway	● 2006	96.0%	≥90%	Revised Measure No historical data	Minnesota's public airport system continues to provide access to aviation exceeding the 90% target. The number of airports with paved and lighted runways grew from 109 in 1999 to 111 in 2006. Sustaining the 96% level depends on maintaining pavements and equipment with revenues from local governments and the State Airports Fund user fees.	A paved and lighted runway allows for a broader range of aircraft to use an airport, especially during periods of reduced visibility. General aviation access is vital for business and agriculture, recreation, and delivery of goods, including express package delivery, air charters, and corporate aircraft. This measure includes public airports across Greater Minnesota and in the Twin Cities area.
Twin Cities Mobility	Twin Cities Urban Freeway System Congestion - % of Miles Below 45 mph in AM or PM Peak	● 2008	17.3%	no target		The share of Metro freeways congested fell in 2008 for the 3rd time in 4 years to 17.3%. Chief reasons were a drop in evening traffic volumes and completion of major projects such as I35W bridge and Unweave the Weave at I35E - 694. Future - Expect plateau or decrease in short term due to project completions and economic downturn. In long term growth trend will resume.	The measure tracks the percent of Metro Area freeway miles congested below 45 mph for 5 minutes or more during weekday AM or PM peak periods. Since 2003, the miles measured have increased from 320 to 379, decreasing the congestion level by several percent. The trend graph equalizes the change over all the years shown. A live congestion map is on Mn/DOT's website at www.dot.state.mn.us/
	Clearance Time for Urban Freeway Incidents	▲ 2008	37.1 minutes	≤35 minutes		In 2008 average time to clear incidents was reduced again slightly, to 37.1 minutes, benefiting from increased FIRST truck staffing and new computer-aided dispatching. Future - Expect slight increase in clearance time as incident detection system expands coverage beyond area covered by FIRST incident response trucks.	The measure tracks the time (in minutes, 3-year average) it takes Mn/DOT and it's partners to clear incidents on the Metro Area freeway system - including stalled cars, crashes, and other events or objects that disrupt normal traffic flow. Response may require tow trucks, police or highway patrol, medical help, road maintenance crews, HazMat teams, or other emergency services.
	Miles of Bus-Shoulders Established or Rehabilitated in the Twin Cities Metro Area	● 2008	10 miles	4 to 8 miles		Mn/DOT added 10 miles of bus-only shoulders each of the last 2 years. Future - Emphasis is shifting to preserving existing shoulders and developing dedicated bus express lanes in cooperation with the Met Council. In the next 5 years 17 miles of shoulder rehabilitation are planned, and 7 new miles, as well as new Bus Rapid Transit routes on I35W and TH77.	The measure tracks both expansion and preservation of bus shoulders on freeways and major highways in the Twin Cities area. Hardened shoulders allow Metro Transit and other bus operators to move more people through congestion by providing a bypass when mainline speeds below 35 mph. Mn/DOT aims to repair or reconstruct all severely deteriorated bus shoulders by 2020.
Greater Minnesota Regional Mobility	Greater Minnesota Bus Service Hours	▲ 2007	1.03 million hours	1.40 million hours by 2010		Intermittent progress to expand Greater Minnesota bus service has been made since 2000, but service remains well short of the target, which is 80% of need. Future - As of February 2009, due to a shift toward declining revenues, projected increases for 2008 to 2012 have been replaced by a flat projection holding at the 2007 level.	This measure tracks the extent to which transit needs are met in Greater Minnesota's 80 counties. It compares total bus service hours provided to the total hours of need, calculated by demographic factors of groups likely to use transit. Local transit operators sponsored by cities, counties, or regional authorities provide regularly-scheduled bus service or dial-a-ride services.
Accountability and Transparency	Construction Projects Put Out for Bid on Schedule	▲ 2008	83.0%	≥90%		There has been gradual improvement over the decade in the share of scheduled projects delivered each year. The 90% target was met in 2007, but 2008 results fell due in part to the unanticipated I35W bridge project, floods in SE Minnesota, and high inflation absorbing resources, delaying other projects.	Mn/DOT's objective is to deliver construction projects on the schedule announced to communities, contractors and travelers. Mn/DOT measures the percentage of its projects scheduled for the current year that are actually put out for bid within the year, leading to the start of construction.