

2016 Minnesota Transportation Results Scorecard



Open Decision Making

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

Target	Result	Score	Multi-Year Trend	Analysis
≥ 80%	84% (2015)	●		The majority of Minnesotans trust MnDOT's ability to deliver the transportation system. This result has been stable over the last five years.

Workforce Participation: Percent of total headcount for women & minorities in the highway construction workforce on federally funded projects (Form FHWA-1392)

Target	Result	Score	Multi-Year Trend	Analysis
N/A	10.1% women 9.6% minority (2016)	▲		During the last full week of July 2016, 10.1% of the people working on a federally funded highway construction project were women and 9.6% were minorities.

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

Target	Result	Score	Multi-Year Trend	Analysis
> 11.7% in 2016	8.5% (2016)	▲		In 2016, 8.5% 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.

Transportation Safety

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

Target	Result	Score	Multi-Year Trend	Analysis
< 300 by 2020	392 (2016)	▲		There were 392* fatalities (preliminary) on Minnesota roadways in 2016, a decrease from the recent high of 411. Prior to 2015 there had been a long-term decline in fatalities from a high of 1,031 in 1972.

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

Target	Result	Score	Multi-Year Trend	Analysis
< 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 requires attention.

Critical Connections

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

Tracking Indicator	Result	Score	Multi-Year Trend	Analysis
	23.7% (2016)	▲		The extent of peak period congestion held steady in 2016, with 23.7% of the system congested. Congestion is expected to increase as economic activity and the regions population continue to grow.

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

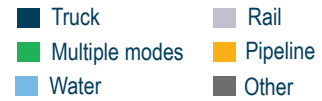
Target	Result	Score	Multi-Year Trend	Analysis
≥ 70%	87% (2016-17)	●		MnDOT cleared lanes to bare pavement within the target number of hours 87% of the time during the winter of 2016-2017. MnDOT has achieved its snow and ice clearance goals each of the last eight winters.

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

Tracking Indicator	Result	Score	Multi-Year Trend	Analysis
	696 million (2015)	N/A		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	Result	Score	Multi-Year Trend	Analysis
	\$552 billion (2015)	N/A		MnDOT cleared lanes to bare pavement within the target number of hours 87% of the time during the winter of 2016-2017. MnDOT has achieved its snow and ice clearance goals each of the last eight winters.



Measure	Target	Result	Score	Multi-Year Trend	Analysis
Air Transportation: Number of available seat miles (ASM) offered on scheduled flights from MSP Airport	Tracking Indicator	22.3 million (2016)	N/A		Available seat miles grew for the fourth straight year to over 22 billion in 2016, 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	96.2 million (2016)			Twin Cities transit ridership was down about 4% from 2015. The decline was due in part to lower gas prices and the prolonged closure of Nicollet Mall.
Greater Minnesota Transit Ridership: Boardings recorded by public transit providers serving Greater Minnesota	18.8 million by 2025	11.7 million (2016)			Greater Minnesota transit service rides declined from 12.2 to 11.7 million in 2016. This is the first decline in the past 5 years and is well short of the 15 million rides in a legislatively established goal for 2015.
Pedestrian Accessibility: State highway sidewalk miles that are compliant with ADA requirements	Tracking Indicator	46% State-wide (2013)	N/A		MnDOT completed a condition and ADA compliance assessment of sidewalks along its right of way in 2013. Of 620 miles of sidewalk assessed, 46% were compliant.

System Stewardship					
Interstate Ride Quality: Share of Interstate system with poor ride quality in the travel lane	≤ 2%	3.9% (2021)			Ride quality on the state highway system improved in 2016. MnDOT met ride quality targets on the Interstate system, the non-Interstate NHS, and the non-NHS. By 2021, two of three system targets will not be met.
NHS Ride Quality: Share of non-Interstate NHS with poor ride quality in the travel lane	≤ 4%	5.9% (2021)			Recent improvement in pavement performance is a temporary result of a series of one-time increases in asset preservation funding. At current levels of funding, MnDOT expects state highway pavement condition to resume a long-term decline. Average remaining service life has risen slightly over the last five years. This is largely 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 increased the miles of highway repaired each year and the frequency of long-term pavement fixes as part of a project.
Non-NHS Ride Quality: Share of non-NHS state highways with poor ride quality in the travel lane	≤ 10%	9.3% (2021)			
Remaining Service Life: Average remaining service life (the number of years until major repair or replacement is needed)	Tracking Indicator	9.3 years (2021)	TBD		

NHS Bridge Condition: Share of NHS bridges in poor condition as a percent of total bridge deck area	≤ 2%	1.0% (2021)			The share of NHS bridges in poor condition increased to 3.3% in 2016, above MnDOT's target of 2%. The share of non-NHS bridges in poor condition improved to 2.9%, 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. MnDOT expects to meet targets for both NHS and non-NHS bridges in poor condition starting in 2017 due to the continued implementation of the Chapter 152 bridge improvement program and the completion of several major bridge projects.
Non-NHS Bridge Condition: Share of non-NHS state highway bridges in poor condition as a percent of total bridge deck area	≤ 8%	0.5% (2021)			

Healthy Communities					
Bicycling: % of survey respondents who bicycled at least once a week during the bicycling season (April - October)	Tracking Indicator	21% (2015)	N/A		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.
Fuel Use: Total gallons of fuel sold for transportation (indicator of vehicle emissions)	Tracking Indicator	3.25 billion (2016)	N/A		Transportation fuel use in Minnesota topped 3.25 billion gallons in 2016. This number has increased the last two years as low gas prices and a strong state economy produce record demand for vehicular travel.