

# 2016 Minnesota Transportation Results Scorecard



**Measure**      **Target**      **Result**      **Score**      **Multi-Year Trend**      **Analysis**

## 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: 80%      Result: 80% (2016)      Score: Good

MnDOT Primarily Responsible

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 workforce for contract & temporary in the highway construction workforce on federally funded projects (From FHWA/CBE)

Target: NA      Result: 10.7% contract, 9.8% temporary (2016)      Score: Needs Improvement

MnDOT Primarily Responsible

During the last fall week of July 2016, 10.7% of the people working on a federally-funded highway construction project were contract and 9.8% were temporary.

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

Target: 11.7% (2016)      Result: 9.8% (2016)      Score: Needs Improvement

MnDOT Primarily Responsible

In 2016, 9.8% 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 retaining customer trust.

## Transportation Safety

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

Target: 1,300 (by 2020)      Result: 1,380 (2016)      Score: Needs Improvement

MnDOT Primarily Responsible

There were 1,387 fatalities (preliminary) on Minnesota roadways in 2016, a decrease from the record high of 2,111. Prior to 2011 there had been an long-term decline in fatalities from a high of 2,201 in 1992.

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

Target: 1,800 (by 2020)      Result: 1,127 (2016)      Score: Needs Improvement

MnDOT Primarily Responsible

Serious injuries resulting from vehicle crashes rose by almost 8% in 2016 to 1,127. While a substantial long-term reduction has been realized, the upward trend over the last few years and the increase in 2016 requires attention.

## Critical Connections

**Train-Cities Freeway Congestion:** % of motor-ized freeway miles below 85 mph in 60 or 75+ year

Targeting Indicator: 20.7% (2016)      Score: Needs Improvement

MnDOT Primarily Responsible

The extent of peak period congestion fell steady in 2016, with 20.7% of the system congested. Congestion is expected to increase as economic activity and the region's population continue to grow.

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

Target: 87% (2016-17)      Result: 87%      Score: Good

MnDOT Primarily Responsible

MnDOT started zero-lane lane placement within the target number of hours 87% of the time during the winter of 2016-2017. MnDOT has achieved its zero-lane and ice clearance goals each of the last eight winters.

**Freight Mode Share (By weight):** Total domestic shipments by train or between Minnesota locations in tons

Targeting Indicator: 180 million (2016)      Score: NA

MnDOT Primarily Responsible

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-haulance shipments of heavier, less valuable goods tend to be made by other modes.

**Freight Mode Share (By value):** Total domestic shipments by train or between Minnesota locations in current dollars

Targeting Indicator: \$12 billion (2016)      Score: NA

MnDOT Primarily Responsible

