

2017 Minnesota Transportation Results Scorecard

- Strategic Operating Plan Priorities:**
- Customer Trust
 - Workforce Excellence
 - Operational Excellence



m MnDOT is Primarily Responsible
DOT

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

CUSTOMER TRUST: 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: $\geq 80\%$ Result: 87% (2017) Score: ● Good

Multi-Year Trend: 88% (2012), No survey in 2016, 87% (2017). Target: 80%.

m MnDOT is 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 headcount for women & minorities in the highway construction workforce on federally funded projects (Form FHWA-1392)

Tracking Indicator: 8.0% women, 9.6% minority (2017) Score: ▲ Needs Improvement

Multi-Year Trend: 2014 (5.9% Women, 8.6% Minorities), 2015 (8.1% Women, 10.8% Minorities), 2016 (10.1% Women, 9.6% Minorities), 2017 (8.0% Women, 9.6% Minorities).

m MnDOT is Primarily Responsible During the last full week of July 2017, 8.0% 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: $> 11.7\%$ in 2017 Result: 9.3% (2017) Score: ▲ Needs Improvement

Multi-Year Trend: 2013 (9.3%), 2014 (9.8%), 2015 (7.4%), 2016 (8.5%), 2017 (9.3%). Target: 11.7%.

m MnDOT is Primarily Responsible In 2017, 9.3% 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.

OPERATIONAL EXCELLENCE: Transportation Safety

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

Target: < 300 by 2020 Result: 358 (2017) Score: ▲ Needs Improvement

Multi-Year Trend: 2013 (387), 2014 (361), 2015 (411), 2016 (392), 2017 (358).

m MnDOT is Primarily Responsible There were 358 fatalities on Minnesota roadways in 2017, the lowest number of fatalities reported in the last 70 years. The 2017 results continue the state's progress Toward Zero Deaths.

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

Target: Under Review Result: 1,849 (2017)

Multi-Year Trend: 2013 (1,216), 2014 (1,044), 2015 (1,127), 2016 (1,992), 2017 (1,849).

m MnDOT is Primarily Responsible Serious injuries have been relatively stable for the last five years. The large jump in 2016 is due to a change on the reporting form filled out at the scene by first responders. The 2016 injury classification was changed from "incapacitating injury" to "suspected serious injury" leading to more injuries recorded as serious by first responders.

OPERATIONAL EXCELLENCE: Critical Connections

Interstate Travel Time Reliability: Percent of person-miles traveled on the Interstate network that are considered reliable. This measure applies to both the Twin Cities metropolitan area and the state as a whole

Tracking Indicator: 80.1% All Interstate, 69.0% Metro Interstate (2017) Score: ● Good

Multi-Year Trend: 2013 (81.0% All Interstate, 70.4% Metro Interstate), 2014 (79.3% All Interstate, 67.8% Metro Interstate), 2015 (79.3% All Interstate, 67.8% Metro Interstate), 2016 (79.9% All Interstate, 69.9% Metro Interstate), 2017 (80.1% All Interstate, 69.0% Metro Interstate).

m MnDOT is Primarily Responsible Travel time reliability on the statewide interstate highway system and the metro interstate system has been stable for the past 5 years. The difference between the reliability scores (roughly 10 percentage points) for the metro-politan area and statewide is primarily due to traffic volumes and congestion levels.

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

Tracking Indicator: 23.2% (2017) Score: ▲ Needs Improvement

Multi-Year Trend: 2013 (19.9%), 2014 (21.1%), 2015 (23.4%), 2016 (23.7%), 2017 (23.2%).

m MnDOT is Primarily Responsible The extent of peak period congestion decreased slightly in 2017, with 23.2% of the system congested during peak hours. 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: $\geq 70\%$ Result: 85% (2017-18) Score: ● Good

Multi-Year Trend: 13-14 (79%), 14-15 (87%), 15-16 (89%), 16-17 (87%), 17-18 (85%). Target: 70%.

m MnDOT is Primarily Responsible MnDOT cleared lanes to bare pavement within the target number of hours 85% of the time during the winter of 2017-2018. MnDOT has achieved its snow and ice clearance goals each of the last nine winters.

Freight Mode Share (by weight): Total domestic shipments to, from or between Minnesota locations in tons. New data for 2016 to 2019 expected in 2019

Tracking Indicator: 696 million tons (2015)

Multi-Year Trend: 2012 (634), 2013 (658), 2014 (694), 2015 (696).

m MnDOT is Primarily Responsible Truck-only trips are the primary shipping mode. 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.

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	23.1 billion (2017)			Available seat miles grew for the fourth straight year to over 23 billion in 2017, 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	95.4 million (2017)			The decline in Twin Cities transit ridership from 2016 was due in part to a fare increase in Oct. 2017, low gas prices, and shifting travel patterns. Rail and bus rapid transit ridership grew in 2017 and transit providers continue to adjust services to match changing demand.
Greater Minnesota Transit Ridership: Boardings recorded by public transit providers serving Greater Minnesota	17 million by 2025	11.8 million (2017)			Greater Minnesota transit service rides has been relatively stable for the past five years. At the current pace, greater Minnesota transit providers are not likely to meet the 2025 ridership goal.
Pedestrian Accessibility: State highway sidewalk miles that are compliant with ADA requirements	Tracking Indicator	49% State-wide (2017)			MnDOT completed a condition and ADA compliance assessment of sidewalks along its right of way in 2013 and 2017. Sidewalk compliance is increasing. Of 620 miles of sidewalk assessed, 304 miles were compliant.

OPERATIONAL EXCELLENCE: System Stewardship

Interstate Ride Quality: Share of Interstate system with poor ride quality in the travel lane	≤ 2%	2.4% (2022)			Ride quality on the state highway system improved in 2017. MnDOT met ride quality targets on the Interstate system, the non-Interstate NHS, and the non-NHS. By 2022, the interstate system target will not be met.
NHS Ride Quality: Share of non-Interstate NHS with poor ride quality in the travel lane	≤ 4%	4.2% (2022)			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 partly due to the Better Roads for a Better Minnesota initiative and other additional one-time legislative funding packages. 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%	6.8% (2022)			
Remaining Service Life: Average remaining service life (the number of years until major repair or replacement is needed)	Tracking Indicator	9.7 years (2021)			
NHS Bridge Condition: Share of NHS bridges in poor condition as a percent of total bridge deck area	≤ 2%	0.6% (2022)			The share of NHS bridges in poor condition decreased to 1.4% in 2017, below MnDOT's target of less than 2% poor. The share of non-NHS bridges in poor condition increased to 3.3% but still met the target of less than 8% poor. MnDOT is projected to continue to meet these targets through 2022.
Non-NHS Bridge Condition: Share of non-NHS state highway bridges in poor condition as a percent of total bridge deck area	≤ 8%	1.8% (2022)			

Healthy Communities

Bicycling: For 2012-15, estimated % of survey respondents who bicycled at least once a week during the bicycling season (April - October). In 2017, survey question changed to "daily/few times per week" for entire year	Tracking Indicator	9% (2017)			From 2012 to 2015, the percentage of Minnesotans who bicycle at least once a week varied within a modest range. The significantly lower percentage in 2017 is due to a change in the survey question from examining any bike use per week during the warm months of April-October to "daily/few times per week" for the entire year.
Fuel Use: Total gallons of fuel sold for transportation (indicator of vehicle emissions)	Tracking Indicator	3.47 billion (2017)			Transportation fuel use and the associated emissions are steadily increasing in Minnesota due to low gas prices, high emission vehicle purchases rising, and a strong economy. The State's 2007 Next Generation Energy Act calls for a 30% reduction in emissions between 2005 and 2025.