

Transportation systems are essential to Minnesota’s quality of life and economic competitiveness. MnDOT develops this annual scorecard to track performance across the state transportation system. Key measures are highlighted in this scorecard, a more extensive list can be found at: <https://www.dot.state.mn.us/measures/>. The scorecard is organized around objectives identified in the public [Statewide Multimodal Transportation Plan \(SMTP\)](#). For each measure, the scorecard also identifies the related enterprise risk category. MnDOT has identified [12 enterprise risk categories](#) and uses performance measures to help track mitigation progress.



TRANSPORTATION SAFETY

Measure	Risk Category	Target	Result & Score	Trend	Analysis
Fatalities Total number of fatalities resulting from crashes involving a motor vehicle	Multimodal Safety	<225 by 2025	409 (2023) ▲		Fatalities decreased to 409 in 2023, but are still above pre-pandemic fatalities. The number of fatal crashes increased post-pandemic due to higher rates of speeding, unbelted motorists and alcohol-related crashes.
Serious Injuries Total number of serious injuries resulting from crashes involving a motor vehicle	Multimodal Safety	<980 by 2025	2,007 (2023) ●		There were a total of 2,007 serious injuries in 2023, continuing the increasing trend over the five year period. Minnesota is moving further away from the meeting the target.
Nonmotorized Serious Injuries and Fatalities A subset of serious injuries and fatal car crashes on roadways involving pedestrians and bicyclists	Multimodal Safety	Towards 0	Fatalities: 53 Serious Injuries: 233 (2023)		Pedestrian and bicyclist fatalities decreased in 2023 to 53 total. Serious injuries for pedestrians and bicyclists decreased from the 2022 high of 286 to 233 in 2023 but are still higher than previous years.
SYSTEM STEWARDSHIP Interstate Ride Quality Share of Interstate system with poor ride quality in the travel lane	Funding Uncertainty and Variability	≤2%	0.3% (2023) ● 2.1% (2034) ▲		Interstate ride quality is meeting target with 0.3%, though is not currently projected to meet target in 2034.

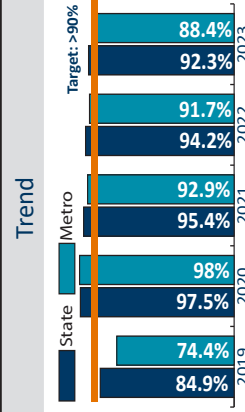
Measure	Risk Category	Target	Result & Score	Trend	Analysis
Other NHS Ride Quality Share of non-Interstate NHS with poor ride quality in the travel lane	Funding Uncertainty and Variability	≤4%	0.8% (2023) ● 8.3% (2034) ●		MnDOT is currently meeting target for ride quality on the Other NHS system. Projections indicate pavement condition will worsen and significantly miss the target by 2034.
Non-NHS Ride Quality Share of non-NHS state highways with poor ride quality in the travel lane	Funding Uncertainty and Variability	≤8%	2.0% (2023) ● 10.8% (2034) ▲		Non-NHS state highways are currently meeting the target ride quality. Projections indicate pavement quality will worsen by 2034, and will no longer meet target.
NHS Bridge Condition Share of NHS bridges in poor condition as a percent of total bridge deck area	Funding Uncertainty and Variability	≤5%	6.7% (2023) ▲ 8.1% (2034) ●		NHS bridge condition is not currently meeting target. Conditions are projected to improve by 2028 and then to worsen by 2034.
Non-NHS Bridge Condition Share of non-NHS state highway bridges in poor condition as a percent of total bridge deck area	Funding Uncertainty and Variability	≤8%	3.4% (2023) ● 12.2% (2034) ●		Non-NHS bridge condition is currently meeting target, however conditions are projected to exceed the target by 2034.
ADA Compliance State highway sidewalk miles, curb ramps, and signals that are compliant with ADA requirements	Multimodal Access and Mobility	100% Compliance by 2037	54% Sidewalks 42% Curb 78% Signals (2023)		Sidewalk and curb ramp compliance decreased in 2023 due to reassessing baselines and including assets previously not counted. Signal compliance increased.
Road Salt Chloride Use Ratio of liquid to solid de-icing chemicals applied to the roadway for snow and ice control	Response to Advancements in Transportations Technologies	200 gal of liquid/ton of solid by 2027	85 gal/ton (2023-2024) ▲		In 2023, MnDOT significantly increased use of liquid de-icing chemicals. MnDOT research has shown that at rates greater than 100 gal/ton a 25% reduction in total chlorides can be realized. Greater liquid use will also result in quicker clearance times.
CLIMATE ACTION					
Tailpipe Emissions Total annual CO ₂ emissions generated by motor vehicles (cars and trucks) and aviation, rail, and marine vehicles in Minnesota.	Response to Transportation Greenhouse Gas	Decreasing	28.3 million tons of CO ₂ (2023)		Total tailpipe emissions slightly increased in 2023, but is still below pre-pandemic patterns. This may be explained by an increase in electric vehicles on the road, increased fuel efficiency, and the continuing shift to hybrid work.

Measure	Risk Category	Target	Result & Score	Trend	Analysis
Electric Vehicles Registered Percent of all light-duty vehicles registered in Minnesota that are electric or another type of ZEV	Response to Transportation Greenhouse Gas	5% by 2025	53,200 ~0.5% (2023)		Registered electric vehicles in Minnesota have steadily increased from 2019 to 2023. However, Minnesota is not on track to meet target in 2025. In 2023, less than 1% of light duty vehicles registered were electric vehicles.

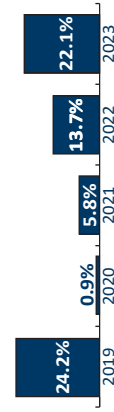


CRITICAL CONNECTIONS

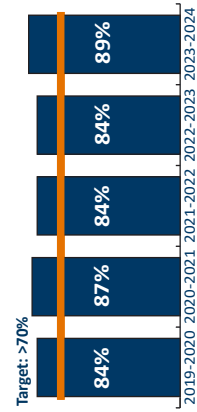
Measure	Risk Category	Target	Result & Score	Trend	Analysis
NHS Travel Time Reliability Percent of person-miles traveled on the National Highway System (NHS) that are considered reliable	Multimodal Access and Mobility	≥90% Statewide	92.4% State (2023)		Travel time reliability decreased in 2023, but is still significantly above pre-pandemic patterns. In 2023, Statewide reliability met the target.



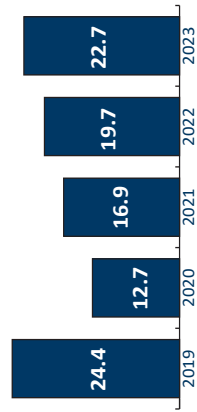
Twin Cities Freeway Congestion Percent of metro-area freeway miles below 45mph in a.m. or p.m. peak	Funding Uncertainty and Variability	Tracking Indicator	22.1% (2023)		In 2023, 22.1% of the system was congested during peak hours. Congestion is now resembling pre-pandemic patterns.
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Snow and Ice Control Frequency of achieving bare lanes within targeted number of hours after a winter weather event	Multimodal Safety	≥70%	89% (2023-2024)		MnDOT cleared lanes to bare pavement within the targeted number of hours 89% of the time during the winter of 2023-2024. MnDOT has achieved its snow and ice clearance goals each of the last fourteen winters.
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Air Transportation Number of available seat miles (ASM) offered on scheduled flights from MSP Airport	Multimodal Access and Mobility	Tracking Indicator	22.7 billion (2023)		Available seat miles increased to 22.7 billion in 2023. This shows a continued increase from 2020, although still below pre-pandemic available seat miles.
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Twin Cities Transit Ridership Boardings recorded by public transit providers serving metro-area counties	Multimodal Access and Mobility	Increasing	48.7 million (2023)		Twin Cities transit ridership began to increase in 2022 and this trend continued in 2023. While changes in travel patterns continue to affect transit ridership, providers predict ridership will continue to increase.
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Measure	Risk Category	Target	Result & Score	Trend	Analysis
Greater Minnesota Transit Ridership Boardings recorded by public transit providers serving Greater Minnesota	Multimodal Access and Mobility	Increasing	7.4 million (2023) ▲		Greater Minnesota transit service rides increased in 2023 across all systems, though numbers are still below pre-pandemic ridership. Changes in 2022, including universities returning to in-person and an increase in transit drivers, allowed for a return of services.
Per Capita Vehicle Miles Traveled Total number of vehicle miles that the average person in Minnesota travels per year	Response to Transportation Greenhouse Gas	≤10,691 by 2025	10,149 miles (2023) ▲		Per capita VMT increased in 2023. Minnesota is meeting the 2025 target, but not on pace to meet the 2030 target of 9,835 or less vehicles miles traveled per capita. Higher use of single occupancy vehicles is contributing to increased CO ₂ emissions.

HEALTHY EQUITABLE COMMUNITIES

Measure	Risk Category	Target	Result & Score	Trend	Analysis
Physical Activity The percent of Minnesotans who say they bicycle or walk at least weekly.	Multimodal Access and Mobility	>40% by 2025	34% (2024) ▲		In 2024, 34% of Minnesotans say they walked or bicycled at least weekly. This result has been relatively stable since 2018.

OPEN DECISION MAKING

Measure	Risk Category	Target	Result & Score	Trend	Analysis
Public Trust Share of survey respondents agreeing with the statement "MnDOT understands my needs..."	Inclusive Public Engagement	≥80%	70% (2024) ▲		The majority of Minnesotans feel that MnDOT understands their needs. This result has been fairly stable since 2015 but is below target.
Workforce Participation Percent of total headcount for women & people of color (POC) on federally funded projects (Form FHWA-1392)	Inclusive Workplace	Tracking Indicator	12.9% women 13.8% POC (2023)		The percent of the women working on a federally funded highway construction project increased in 2023 while the percent of People of Color decreased. Note: People of Color refers to racial and ethnic minorities, Form FHWA-1392.
Small Business Participation Disadvantaged Business Enterprise program awards as a share of MnDOT administered federal funding	Inclusive Workplace	>12.6% 2022-2024	14.1% (2023) ●		MnDOT has identified achievement of DBE goals as a key component of earning customer trust. In 2023, 14.1% of federal highway construction dollars went to DBE which surpasses the 2023 target.