

2014 Minnesota Transportation Results Scorecard

— Target

● Good

▲ Needs Improvement

● Poor



MnDOT Primarily Responsible

Measure

Target Result Score

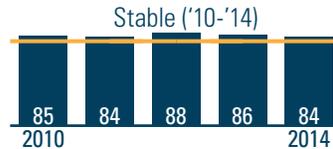
Multi-Year Trend

Analysis

Accountability, Transparency & Communication

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

≥ 80% 84% (2014) ●



The majority of Minnesotans trust MnDOT's ability to deliver the transportation system. This result has been stable over the last six years.

Traveler Safety

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

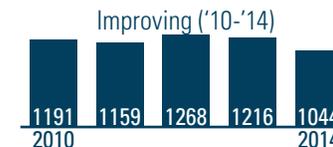
< 300 by 2020 361 (2014) ▲



Fatalities resulting from vehicle crashes decreased to a historic low in 2014, almost reaching the Toward Zero Deaths target of 350 by 2014. Traffic fatalities in 2014 are 6.7 percent below the previous year and 44.9 percent below 2003 when the TZD program began.

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

< 850 by 2020 1,044 (2014) ▲



Serious injuries resulting from vehicle crashes also decreased to a historic low in 2014, dropping over 14 percent from the previous year. Since 2004, the number of serious injuries on Minnesota roadways has fallen by almost 57 percent.

State Highway Asset Management

Interstate Ride Quality: Share of Interstate system with poor ride quality in the travel lane

≤ 2% 1.9% (2014) ●



Ride quality improved across all state highways in 2014. Overall, there were 170 fewer miles of highway with poor ride quality in 2014 than in 2013. This enabled MnDOT to meet its ride quality targets on the Interstate system, the non-Interstate National Highway System, and the non-NHS state highways.

NHS Ride Quality: Share of non-Interstate NHS with poor ride quality in the travel lane

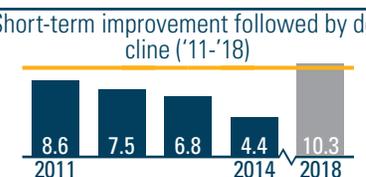
≤ 4% 3.0% (2014) ●



Average remaining service life has risen slightly over the last five years. This is because additional funding allowed MnDOT to construct more long-life fixes.

Non-NHS Ride Quality: Share of non-NHS state highways with poor ride quality in the travel lane

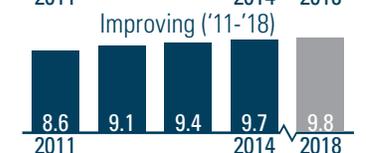
≤ 10% 4.4% (2014) ●



Outlook — The positive pavement condition performance is a temporary result of a series of one-time increases in funding for asset preservation. Assuming current levels of sustained funding, MnDOT expects state highway pavement condition to resume a long-term decline by the end of the decade. Pavement conditions on all three highway systems will likely decline to or beyond target levels by 2018. By 2024, Interstate and NHS pavement conditions will be significantly worse than the targets.

Remaining Service Life: Average remaining service life (the number of years until major repair or replacement is needed)

Tracking indicator 9.7 (2014) TBD



NHS Bridge Condition: Share of NHS bridges in poor condition as a percent of total bridge deck area

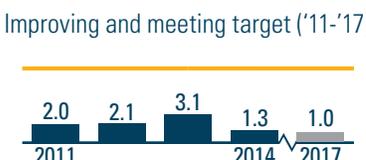
≤ 2% 4.5% (2014) ▲



NHS bridges in poor condition rose in 2014 compared to 2013. This spike occurred when a condition was temporarily noted on the Blatnik Bridge connecting Duluth and Superior, which has a very large deck area. This condition has since been addressed. After adjustment, the share of NHS bridges in poor condition is 3.1%. The share of non-NHS bridges in poor condition remains well below the state target.

Non-NHS Bridge Condition: Share of non-NHS state highway bridges in poor condition as a percent of total bridge deck area

≤ 8% 1.3% (2014) ●



Outlook — The share of NHS bridge deck area in poor condition is expected to remain at or near an acceptable level through 2024.

Measure	Target	Result	Score	Multi-Year Trend	Analysis												
Critical Connections																	
Twin Cities Freeway Congestion: % of metro-area freeway miles below 45 mph in AM or PM peak	Tracking indicator	21.1% (2014)		<p>Stable ('10-'14)</p> <table border="1"> <tr><th>Year</th><td>2010</td><td>2011</td><td>2012</td><td>2013</td><td>2014</td></tr> <tr><th>Value</th><td>21.5</td><td>21.0</td><td>21.4</td><td>19.9</td><td>21.1</td></tr> </table>	Year	2010	2011	2012	2013	2014	Value	21.5	21.0	21.4	19.9	21.1	<p> Congestion returned to its stable five-year level in 2014 after decreasing slightly in 2013. Outlook — Congestion is expected to increase as economic activity increases and the region continues to grow.</p>
Year	2010	2011	2012	2013	2014												
Value	21.5	21.0	21.4	19.9	21.1												
Interregional Corridor Travel Speed: Percent of system miles operating at more than 2 mph below corridor level speed target	≤ 5%	2% (2013)		<p>Stable and meeting target ('09-'13)</p> <table border="1"> <tr><th>Year</th><td>2009</td><td>2010</td><td>2011</td><td>2012</td><td>2013</td></tr> <tr><th>Value</th><td>2.0</td><td>2.0</td><td>2.0</td><td>2.0</td><td>2.0</td></tr> </table>	Year	2009	2010	2011	2012	2013	Value	2.0	2.0	2.0	2.0	2.0	<p> 98 percent of IRC system miles have performed at or above target speed in each of the last 10 years. Outlook — This measure is expected to remain stable through 2023.</p>
Year	2009	2010	2011	2012	2013												
Value	2.0	2.0	2.0	2.0	2.0												
Snow and Ice Control: Frequency of achieving bare lanes within targeted number of hours after a winter weather event	≥ 70%	87% (2014-15)		<p>Stable and meeting target ('11-'15)</p> <table border="1"> <tr><th>Year</th><td>'10-'11</td><td>'11-'12</td><td>'12-'13</td><td>'13-'14</td><td>'14-'15</td></tr> <tr><th>Value</th><td>79</td><td>88</td><td>82</td><td>79</td><td>87</td></tr> </table>	Year	'10-'11	'11-'12	'12-'13	'13-'14	'14-'15	Value	79	88	82	79	87	<p> MnDOT has achieved its statewide snow and ice control target in nine of the last 10 seasons.</p>
Year	'10-'11	'11-'12	'12-'13	'13-'14	'14-'15												
Value	79	88	82	79	87												
Freight Mode Share (by weight and distance): Total domestic shipments to, from or between Minnesota locations in ton-miles	Tracking indicator	322 billion (2012)	N/A	<table border="1"> <tr><th>Year</th><td>2002</td><td>2007</td><td>2012</td></tr> <tr><th>Total</th><td>311</td><td>296</td><td>323</td></tr> </table>	Year	2002	2007	2012	Total	311	296	323	<p>Truck-only trips remain the primary means of shipping goods by value, but the share moved by other modes is increasing. Shipments by ton-miles 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.</p> <p> Truck Rail Water Multiple modes Pipeline Other </p>				
Year	2002	2007	2012														
Total	311	296	323														
Freight Mode Share (by value): Total domestic shipments to, from or between Minnesota locations in 2007 dollars	Tracking indicator	\$451 billion (2012)	N/A	<table border="1"> <tr><th>Year</th><td>2002</td><td>2007</td><td>2012</td></tr> <tr><th>Total</th><td>\$388</td><td>\$434</td><td>\$451</td></tr> </table>	Year	2002	2007	2012	Total	\$388	\$434	\$451					
Year	2002	2007	2012														
Total	\$388	\$434	\$451														
Air Transportation: Number of available seat miles (ASM) offered on scheduled flights from MSP Airport	Tracking indicator	20.4 billion (2014)	N/A	<p>Improving ('10-'14)</p> <table border="1"> <tr><th>Year</th><td>2010</td><td>2011</td><td>2012</td><td>2013</td><td>2014</td></tr> <tr><th>Value</th><td>19.4</td><td>19.4</td><td>19.1</td><td>19.8</td><td>20.4</td></tr> </table>	Year	2010	2011	2012	2013	2014	Value	19.4	19.4	19.1	19.8	20.4	<p>Available seat miles increased in 2013 and 2014, reversing an 8-year declining trend caused by economic and airline industry conditions. Outlook — Moderate growth in ASM is expected to continue.</p>
Year	2010	2011	2012	2013	2014												
Value	19.4	19.4	19.1	19.8	20.4												
Twin Cities Transit Ridership: Boardings recorded by public transit providers serving metro-area counties	145-150 million by 2030	97.6 million (2014)		<p>Improving and meeting target ('10-'14)</p> <table border="1"> <tr><th>Year</th><td>2010</td><td>2011</td><td>2012</td><td>2013</td><td>2014</td></tr> <tr><th>Value</th><td>91.0</td><td>93.9</td><td>93.9</td><td>94.3</td><td>97.6</td></tr> </table>	Year	2010	2011	2012	2013	2014	Value	91.0	93.9	93.9	94.3	97.6	<p>Metro-area transit ridership increased by 3.5 percent in 2014 and is on track to meet its goal of doubling 2003 ridership by 2030. Outlook — Ridership growth is expected to accelerate as development occurs along key transitways and transit services improve.</p>
Year	2010	2011	2012	2013	2014												
Value	91.0	93.9	93.9	94.3	97.6												
Greater Minnesota Transit Ridership: Boardings recorded by public transit providers serving Greater Minnesota	15 million by 2015	12.1 million (2014)		<p>Not meeting target ('10-'14)</p> <table border="1"> <tr><th>Year</th><td>2010</td><td>2011</td><td>2012</td><td>2013</td><td>2014</td></tr> <tr><th>Value</th><td>11.1</td><td>11.5</td><td>11.6</td><td>11.9</td><td>12.1</td></tr> </table>	Year	2010	2011	2012	2013	2014	Value	11.1	11.5	11.6	11.9	12.1	<p>Transit ridership in Greater Minnesota grew to record highs of 12.1 million boardings in 2014, but ridership continues to fall behind legislative targets. Outlook — Continued ridership growth is expected, but at a rate that is insufficient to achieve the legislative targets of meeting 80% of needs by 2015 and 90% by 2025.</p>
Year	2010	2011	2012	2013	2014												
Value	11.1	11.5	11.6	11.9	12.1												
Bicycling: % of survey respondents who bicycled at least once a week during the bicycling season (April - October)	Tracking indicator	18% (2014)	N/A	<p>Declining ('10-'14)</p> <table border="1"> <tr><th>Year</th><td>2010</td><td>2011</td><td>2012</td><td>2013</td><td>2014</td></tr> <tr><th>Value</th><td>21</td><td>21</td><td>20</td><td>25</td><td>18</td></tr> </table>	Year	2010	2011	2012	2013	2014	Value	21	21	20	25	18	<p>The percentage of Minnesotans riding a bicycle at least weekly dropped by 28% from last year's historical high, driven primarily by fewer Minnesotans riding once per week. Daily bicycle riding levels have remained steady between 3% and 4% since 2006.</p>
Year	2010	2011	2012	2013	2014												
Value	21	21	20	25	18												
Pedestrian Accessibility: State highway sidewalk miles that are not compliant with ADA requirements	Tracking indicator	54% (2014)	N/A	<p>336 sidewalk miles (54%) non-compliant (only one year of data available)</p>	<p> MnDOT completed a condition and ADA compliance assessment of sidewalks along its right of way in 2013. Of 620 miles of sidewalk, 54% were non-compliant due to narrow width, steep cross slope, barriers, or poor condition.</p>												
Transportation in Context																	
Fuel Use: Total gallons of fuel sold for transportation (indicator of vehicle emissions)	Tracking indicator	3.10 billion (2014)	N/A	<p>Stable ('10-'14)</p> <table border="1"> <tr><th>Year</th><td>2010</td><td>2011</td><td>2012</td><td>2013</td><td>2014</td></tr> <tr><th>Value</th><td>3.08</td><td>3.04</td><td>3.07</td><td>3.05</td><td>3.10</td></tr> </table>	Year	2010	2011	2012	2013	2014	Value	3.08	3.04	3.07	3.05	3.10	<p>Fuel use increased slightly in 2014 and has remained generally stable since peaking in 2004. Improving vehicle fuel efficiency and changing travel behavior have offset increases in population and economic activity to result in a stable five-year trend.</p>
Year	2010	2011	2012	2013	2014												
Value	3.08	3.04	3.07	3.05	3.10												