DEPARTMENT OF TRANSPORTATION

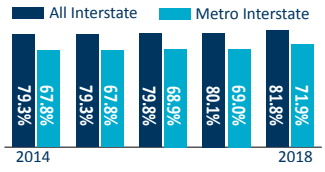
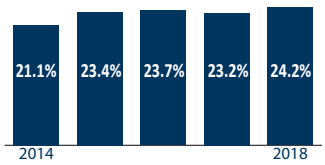
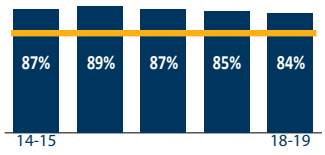
2018 Minnesota Performance Scorecard

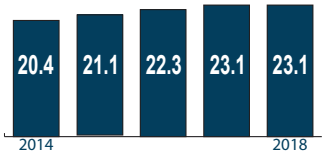
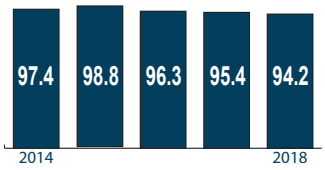
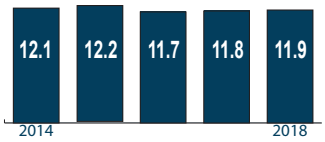
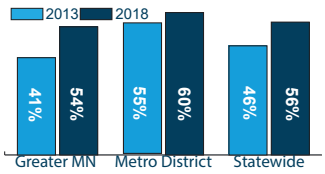
Transportation systems are essential to Minnesota's quality of life and economic competitiveness. MnDOT develops this annual scorecard to track progress across the state on the agency's performance on our many modal systems. The scorecard is organized around strategic objectives that MnDOT has identified with the public in the Statewide Multimodal Transportation Policy Plan. To be accountable, MnDOT has developed a performance management system that guides investments and operational decisions. Key measures are highlighted in this scorecard and a more exhaustive list can be found at http://performance.minnesotago.org/.

SCORE KEY — Good | Needs Improvement | Poor | Target

CRITICAL CONNECTIONS

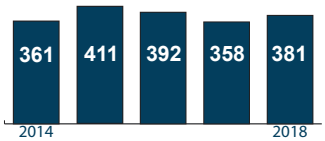
This objective is about maintaining and strategically improving the state's multimodal transportation connections. Key measures focus on how reliably each of our modal systems are serving Minnesotans. Rapidly clearing snow and ice events continues to be an area of success. Though progress is steady, MnDOT still has much work ahead in bringing state highway sidewalks into ADA compliance.

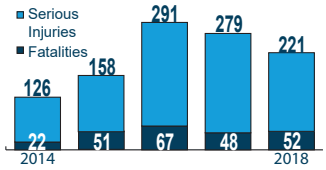
Measures	Target	Result & Score	Trend	Analysis
Interstate Travel Time Reliability - Percent of person-miles traveled on the Interstate network that are considered reliable. This measure applies to both the Twin Cities area and the state as a whole	Tracking Indicator	81.8% All Interstate, 71.9% metro Interstate (2018)		Travel time reliability has been stable for the past 5 years. The difference between reliability scores for the metropolitan area and statewide is primarily due to traffic volumes and congestion.
Twin Cities Freeway Congestion - Percent of metro-area freeway miles below 45mph in a.m. or p.m. peak	Tracking Indicator	24.2% (2018) ▲		The extent of peak period congestion increased slightly in 2018, with 24.2% 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	≥70%	84% (2018-2019) ●		MnDOT Cleared lanes to bare pavement within the targeted number of hours 84% of the time during the winter of 2018-2019 MnDOT has achieved its snow and ice clearance goals each of the last ten winters.

Measures	Target	Result & Score	Trend	Analysis
Air Transportation - Number of available seat miles (ASM) offered on scheduled flights from MSP Airport	Tracking Indicator	23.1 Billion (2018)		Available seat miles grew for the fifth straight year to over 23 billion in 2018, 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	94.2 million (2018)		Twin Cities transit ridership was down slightly in 2018 due in part to bus driver shortages and lower-than-usual gas prices. Rail and bus rapid transit ridership continued to grow in 2018 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	11.9 million (2018)		Greater Minnesota transit service rides have 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	56% Statewide (2018)		MnDOT completed a condition and ADA compliance assessment of sidewalks along its right of way in 2013 and 2018. Sidewalk compliance is increasing all across Minnesota with a 10% increase in the last 5 years.

TRANSPORTATION SAFETY

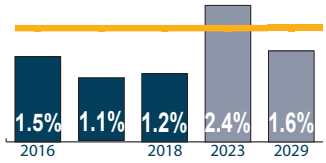
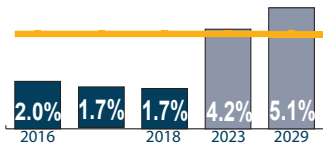
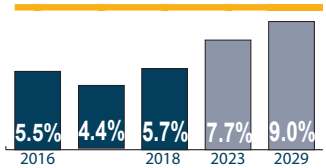
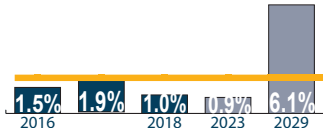
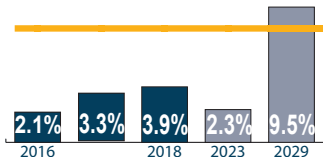
Traveler safety applies to all users of the transportation system regardless of their mode of travel. Comprehensive traveler safety involves an integrated approach that includes the "4Es" of safety – education, enforcement, engineering and emergency medical and trauma services – and more. Each of these areas is critical to improving overall safety and helping to grow a traffic safety culture in Minnesota.

Measures	Target	Result & Score	Trend	Analysis
Fatalities - Total number of fatalities resulting from crashes involving a motor vehicle	< 300 by 2020	381 (2018)		There were 381 fatalities on Minnesota roadways in 2018. This was an increase from 2017 which had the lowest number of fatalities reported in Minnesota in the last 70 years. The 2018 results were a step back in the state's progress Toward Zero Deaths.
Serious Injuries - Total number of serious injuries resulting from crashes involving a motor vehicle	Under Review	1,660 (2018)		Serious injuries have been declining for the last three years. Due in part to coordinated safety campaigns, safer roadways and vehicles.

Measures	Target	Result & Score	Trend	Analysis
Nonmotorized Serious Injuries and Fatalities - This is a subset of total serious injuries and fatalities, which involve people biking and walking along roadways	Under Review	52 (2018)		Pedestrian and bicyclist fatalities increased slightly this year to 52 overall. However, serious injuries for nonmotorized trended down considerably to 221.

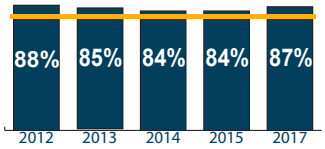
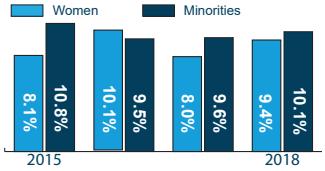
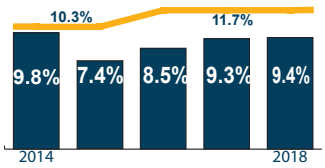
SYSTEM STEWARDSHIP

After decades of building new corridors and facilities, MnDOT and transportation partners are increasingly shifting their focus to maintaining the existing transportation system. System stewardship addresses three concepts: asset management, system management and system resiliency. At current levels of funding, MnDOT expects state highway pavement and bridge conditions to decline. Targets are set during the planning prrocess, with input from stakeholders and the public, at levels that prioritize higher volume roads and bridges.

Measures	Target	Result & Score	Trend	Analysis
Interstate Ride Quality - Share of Interstate system with poor ride quality in the travel lane	≤ 2%	1.6% (2029)		Interstate pavement performance is a priority as scarce resources are focused toward the highest volume roadways. Interstate ride quality is currently meeting target and is projected to meet target in 2029.
NHS Ride Quality - Share of non-Interstate NHS with poor ride quality in the travel lane	≤ 4%	5.1% (2029)		MnDOT is currently meeting its target for ride quality on the NHS system. However, projections indicate conditions will deterioriate and will no longer be meeting target by 2023.
Non-NHS Ride Quality - Share of non-NHS state highways with poor ride quality in the travel lane	≤ 10%	9.0% (2029)		Roadways with lower traffic volumes will have pavement quality that deterioriates considerably through 2029.
NHS Bridge Condition - Share of NHS bridges in poor condition as a percent of total bridge deck area	≤ 2%	6.1% (2029)		MnDOT is currently meeting its target for NHS bridge condition but a sharp decline is expected in the future. By 2029 MnDOT is projected to have 3 times more poor deck area than targeted.
Non-NHS Bridge Condition - Share of non-NHS state highway bridges in poor condition as a percent of total bridge deck area	≤ 8%	9.5% (2029)		NHS bridge condition is expected to decline sharply in the future and MnDOT exepected to no longer be meeting target by 2029.

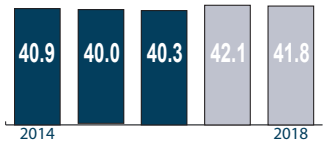
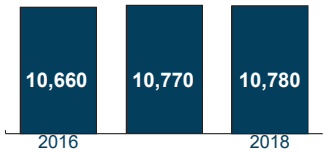
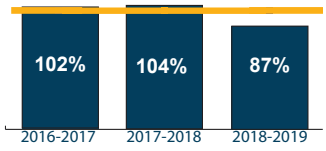
OPEN DECISION MAKING

Essential to open decision-making are the elements of accountability, transparency and communication. Transportation decision-makers are stewards of the transportation system and have the responsibility to make informed choices and be open about how and why decisions are made. MnDOT has continued to meets its goals for public trust, while working to better represent the demographics of Minnesota within the transportation system.

Measures	Target	Result & Score	Trend	Analysis
Public Trust - Share of survey respondents agreeing with the statement "MnDOT can be relied upon to deliver Minnesota's transportation system"	≥ 80%	87% (2017) 		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 & people of color on federally funded projects (Form FHWA-1392)	Tracking Indicator	9.4% women 10.1% POC		During the last full week of July 2018, 9.4% of the people working on a federally funded highway construction project were women and 10.1% were minorities.
Small Business Participation - Disadvantaged Business Enterprise program awards as a share of MnDOT administered federal funding	> 11.7% in 2018	9.4% (2018)		MnDOT has identified achievement of DBE goals as a key component of earning customer trust. In 2018 9.4% of federal higway construction dollars went to DBE's.

HEALTHY COMMUNITIES

Healthy Communities is about making transportation decisions that respect and complement the environment and public health of Minnesotans. MnDOT is beginning to better manage pollutants such as chlorides through targeted salt use recommendations during snow plow routes. However, greenhouse gas emissions in transportation are not dropping and have actually increased over the last few years. Transportation has recently become the largest contributor to greenhouse gas emissions of any sector of society.

Measures	Target	Result & Score	Trend	Analysis
Carbon Emissions from the Transportation Sector - Total annual CO_2 emissions generated by the Minnesota transportation system	29.5 million tons of CO_2	41.8 million tons of CO_2 		MnDOT projects that in 2018 CO_2 emissions continued to rise in the transportation sector. This is due to low gas prices, high emission vehicle purchases rising, and a strong economy.
Per Capita Vehicle Miles Traveled - Total number of vehicle miles that the average person in Minnesota travels per year	Under Review	10,780 miles per person		Per capita VMT has continued to rise in Minnesota over the last three years. Higher use of single occupancy vehicles are contributing to increased CO_2 emissions.
Salt Use Above Recommendation - Annual total salt used by MnDOT compared to the amount recommended by the decision model	100%	87% (2018)		Modeled salt use declined from the 17-18 season. The variability in the data is due in part to a model that is being adjusted and improved. The trend in salt use is believed to be decreasing.