

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"

≥ 80%

80% (2016)



MnDOT Primary 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 (contracted) for contract & minorities in the highway construction workforce on federally funded projects (From FHWA/CBEQ)

NA

10.1% contract
9.8% minority
(2016)



MnDOT Primary Responsible During the last full week of July 2016, 10.1% of the people working on a federally funded highway construction project were women and 9.8% were minorities.

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

≥ 11.0% (2016)

9.8% (2016)



MnDOT Primary 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 meeting customer trust.

Transportation Safety

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

≤ 300 (by 2020)

380 (2016)



There were 387 fatalities (preliminary) on Minnesota roadways in 2016, a decrease from the record high of 411. Prior to 2016 there had been an long term decline in fatalities from a high of 1,201 in 1992.

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

≤ 800 (by 2020)

1,127 (2016)



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 85 or 75th year

Tracking Indicator

30.7% (2016)



MnDOT Primary Responsible The extent of peak period congestion fell slightly in 2016, with 22.7% 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 time limits within targeted number of hours after a winter weather event

≥ 70%

87% (2016-17)



MnDOT Primary Responsible MnDOT started snow and ice removal within the target number of hours 87% of the time during the winter of 2016-2017. MnDOT has achieved its snow 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

Tracking Indicator

NA



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-distance 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

Tracking Indicator

NA

