

Statewide Multimodal Transportation Plan



MINNESOTA **GO**

TAB Technical Advisory Committee

August 3, 2022

Minnesota GO 50-year Vision

What are we trying to achieve?

Statewide Multimodal Transportation Plan

How are we going to achieve it?

Modal and System Plans

What does that mean for each type of transportation?

< Considered by the State Highway Investment Plan >



Greater
Minnesota
Transit
Investment Plan



Pedestrian
Plan



Bicycle
Plan



State
Highway
Investment
Plan



Freight
System
Plan



Aviation
Plan



Rail
Plan



Ports &
Waterways
Plan

< Considered by the Freight System Plan >

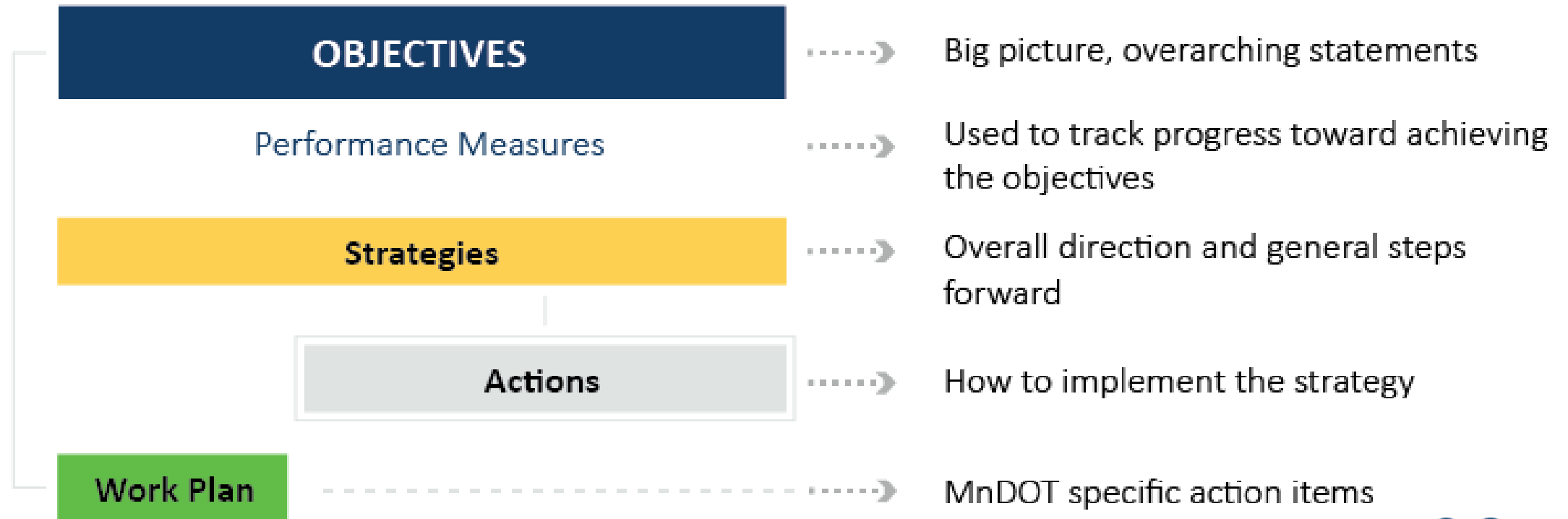


We are here!

Draft Policy Direction

SMTP Policy Hierarchy

STATEWIDE MULTIMODAL TRANSPORTATION PLAN



Draft 2022 Objectives

- Open Decision Making
- Transportation Safety
- System Stewardship
- Climate Action
- Critical Connections
- Healthy Equitable Communities

Key Changes Since 2017 Plan

Equity

- Acknowledgement and Statement of Commitment
- Build internal capacity to advance transportation equity.
- Enhance analysis and evaluation for transportation equity in project selection and project development.

Equity (continued)

- Co-create stories about transportation in Minnesota in collaboration with communities.
- Collaborate with partners to evaluate and address equity impacts of transportation fees, fines and fares.
- Develop a measure of how much household income is spent on transportation.
- Develop additional measure(s) for transportation equity.

Reframing the Transportation Equity Definition

Transportation
Equity Definition



What
Transportation
Equity Means to
MnDOT

- Acknowledgment
- MnDOT definition
- Statement of commitment
- List of terms

What Transportation Equity Means to MnDOT

Acknowledgment

MnDOT acknowledges the transportation system and agency decisions have underserved, excluded, harmed, and overburdened some communities. We understand some of our past decisions denied Black and Indigenous communities as well as people with disabilities the full participation of transportation benefits. These and other underserved communities have historically carried disproportionate burdens of transportation decisions.

MnDOT Definition

MnDOT is committed to creating an equitable transportation system.

Transportation equity means the benefits and burdens of transportation systems, services and spending are fair and just, which historically has not been the case. Transportation equity requires ensuring underserved communities, especially Black, Indigenous and People of Color, share in the power of decision making

Statement of Commitment

We will not transform our transportation systems, services and decision-making processes overnight, nor will we always get it right on the first try. Transportation equity is an ongoing journey of listening, learning, changing, implementing and adapting.

Everyone in our agency regardless of position or work assignment has a role to advance transportation equity. We will partner with community members, community based organizations, transportation service providers, Tribal Nations and government institutions to evolve our work and to change outcomes for our communities.

Climate

- Establish target to decrease annual greenhouse gas emissions from the transportation sector by 80% by 2040.
- Establish target of 100% of new light-duty vehicles sold in Minnesota that are zero emission by 2040.
- Reduce the number of vehicle miles traveled per capita across Minnesota by 14% by 2040.
- Integrate vulnerability identification and resilience into planning and programming.
- Develop system and asset resiliency measures.

Measuring Transportation Performance



Measure
Key measures where MnDOT has influence

Outcome
Important outcomes to the agency and stakeholders



MnDOT Defined Target
Specific values to evaluate the measure

Setting a **DRAFT** VMT Target

What this is

- **Feedback mechanism** – helps describe progress towards agency goals for safe and accessible multimodal transportation system
- **Supports our commitment** to multimodal choice, livable communities, and state GHG reduction goals
- **Starting point** – we can re-evaluate, refine over time
- **Demonstrate leadership** – join other DOTs and partners promoting safe systems and reducing carbon pollution

What this is not

- A mandate to stop driving
- A way to dictate how or why people travel
- A restriction on economic vitality
- Divergent from agency goals or responsibilities

20% per capita
VMT reduction
could mean
driving ~1 hour
less
per week



WALKING



TELEWORK



BUS



BIKING



COMBINING TRIPS



LIGHTRAIL



20% target aligns with national and local efforts

Local

Hennepin County: -26% by 2050
(per capita from 2017 baseline)

Minneapolis: -21% by 2030

Eden Prairie: -14% by 2050
(per capita from 2017 baseline)

St. Louis Park: -12% by 2030
(per capita from 2014 baseline)

St. Paul: -40% by 2040
(reduction of single occupancy vehicle travel demand)

National

California: -15% by 2050
(from 1990 baseline)

Colorado: -10% by 2030

Delaware: -20.4% from 2010

Maine: -20% by 2030
(light-duty VMT)

Washington: -50% by 2050
(light-duty VMT, per capita)

Health

- Adopt the Safe System approach to transportation safety.
- Establish target to increase the percent of Minnesotans who walk or bicycle at least weekly to 60% by 2040.
- Develop tools and guidance to mitigate urban heat islands.
- Develop a measure for walking, bicycling and taking transit at a project- and program-level.

Continued Commitments

What has stayed the same

- Ensuring inclusive and collaborative decision making
- Providing safe and convenient movement of people and goods
- Preserving the existing system while considering strategic improvements
- Considering social, environmental and economic impacts

Statewide Multimodal Transportation Plan



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SMTP Timeline and Next Steps

SMTP Timeline

- July 25 – publish draft plan for public comment
- September 7 – public hearing
- September 18 – public comment period closes
- Fall – address public comments and finalize draft for adoption
- Late Fall – anticipated adoption

Implementation

- Collaborate on priority actions from the MnDOT-specific work plan
- Update long range modal and system plans
 - Greater Minnesota Transit Mobility/Investment Plan
 - Minnesota State Highway Investment Plan (MnSHIP)
 - State Aviation Plan
 - State Freight Plan
 - State Rail Plan

Thank you!

Questions and Open Discussion

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