



Minnesota **GO**

A Collaborative Vision for Transportation

Statewide Multimodal Transportation Plan

Public Comment Period
Aug 29 – Oct 14, 2016



MnDOT Family of Plans

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 >



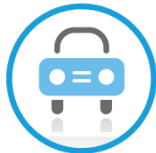
Greater
Minnesota
Transit
Investment
Plan



Pedestrian
Plan



Bicycle
Plan



State
Highway
Investment
Plan



Freight
System
Plan



Aviation
Plan



Rail
Plan

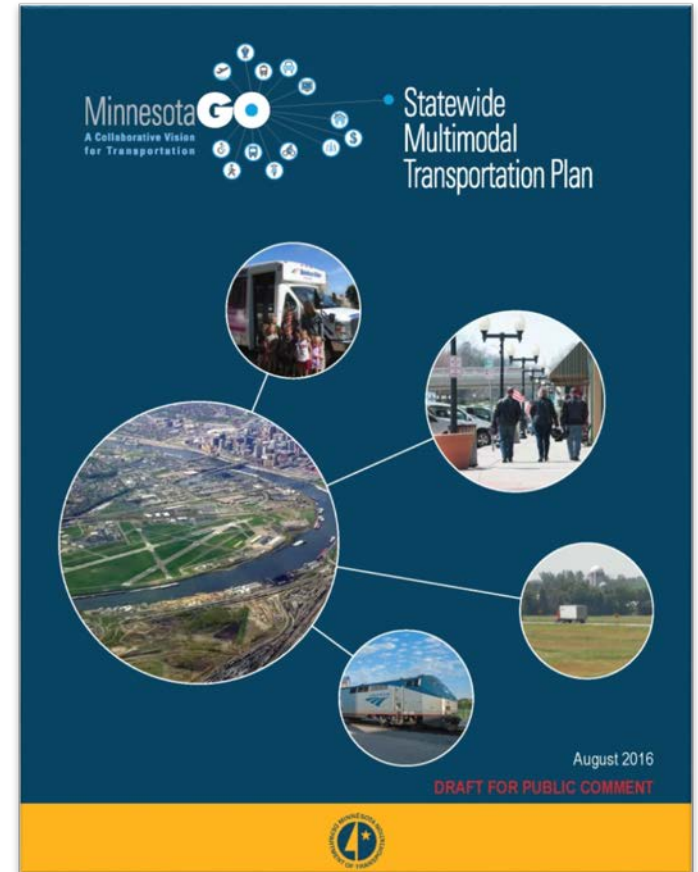


Ports &
Waterways
Plan

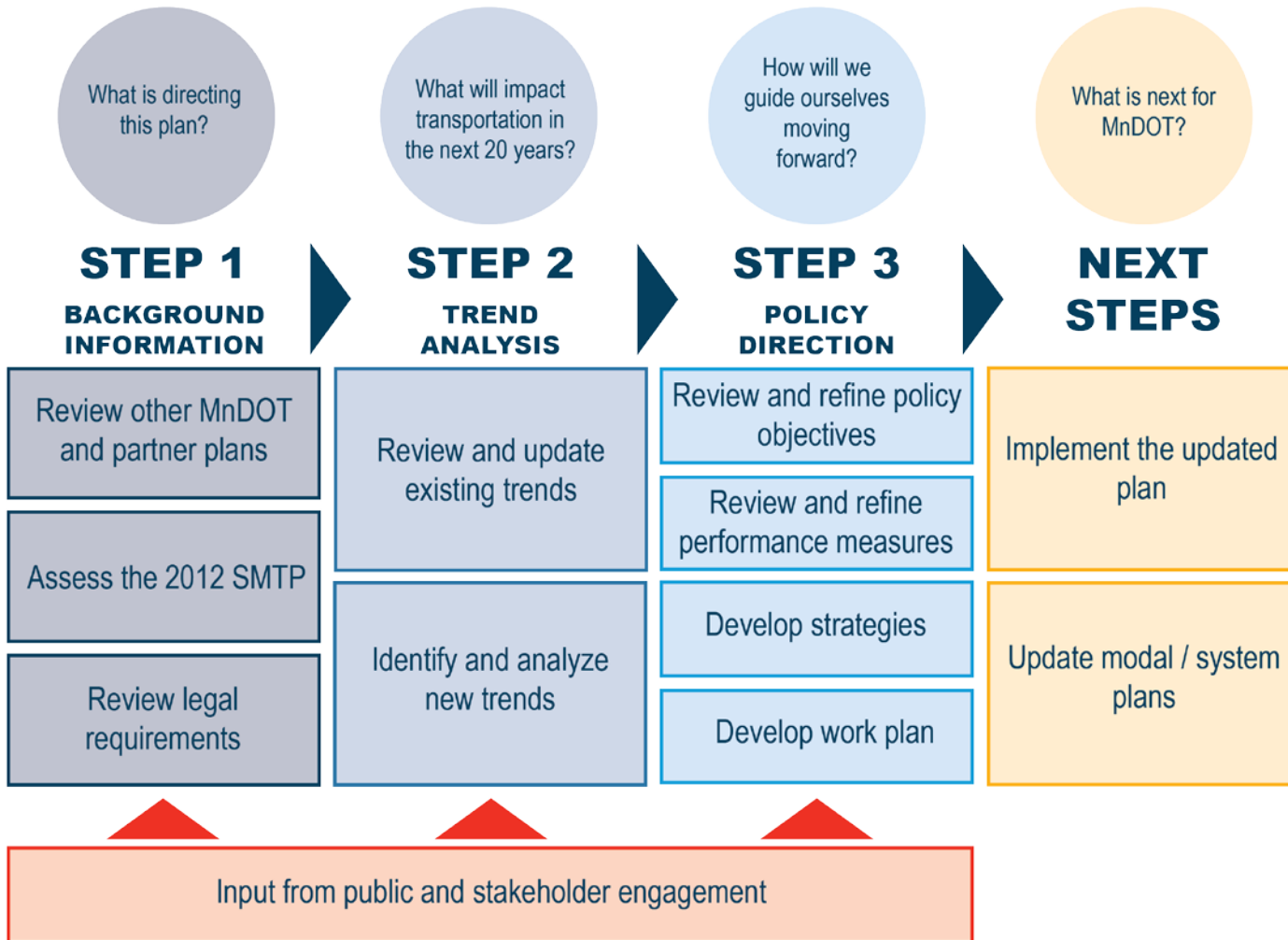
< Considered by the Freight System Plan >

What is the SMTP?

- Statewide Multimodal Transportation Plan
- Plan that translates the 50-year Minnesota GO Vision into policy direction
- 20 year plan
- Updated every four years



Statewide Multimodal Transportation Plan (SMTP) Update Process 2015 - 2017



Which specific trends are most important for MnDOT to plan for?

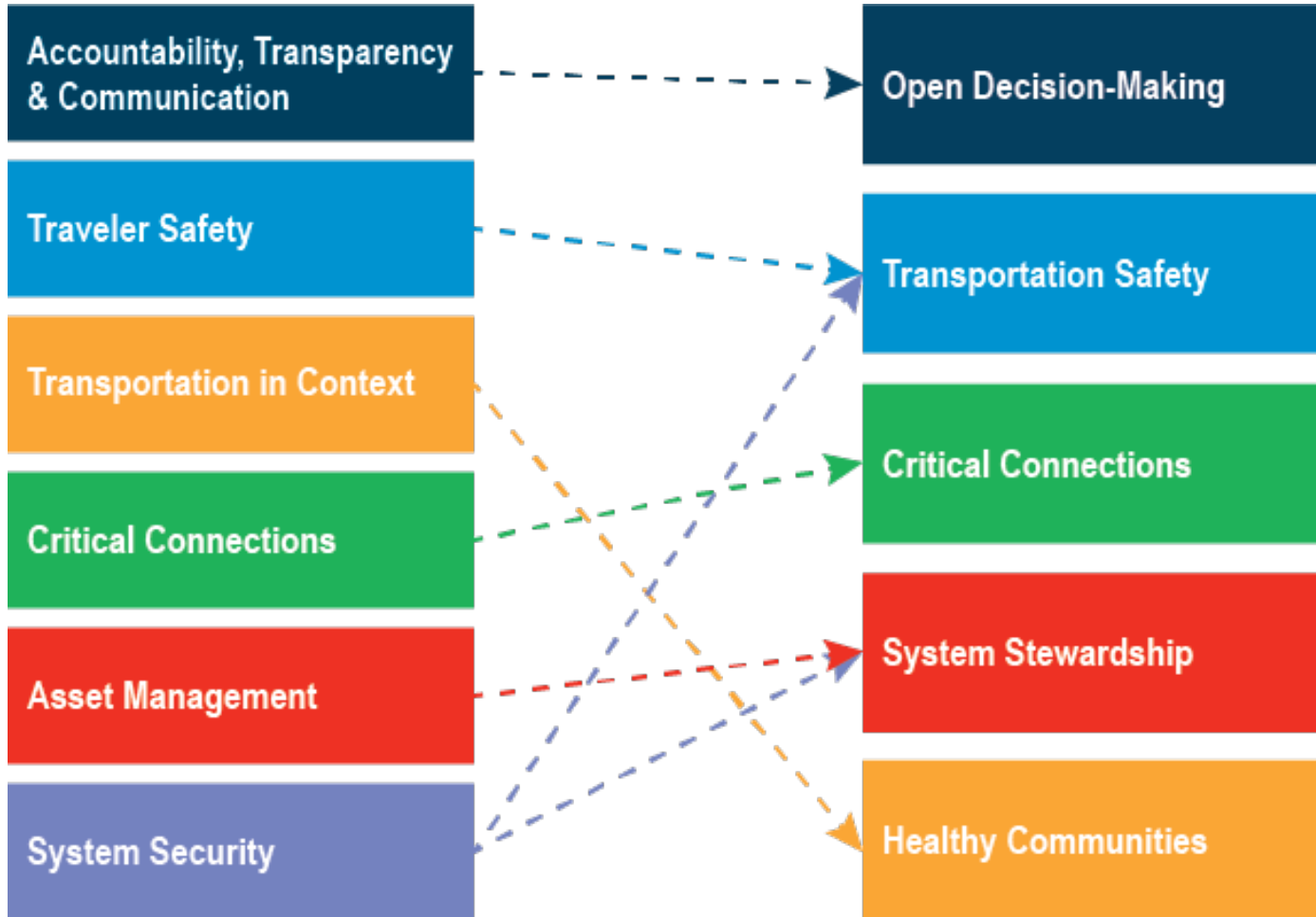
Statewide Results



Objective Reframing

2012

2016



What hasn't changed?

- The draft maintains the previous version's commitment to:
 - Setting priorities and identifying priority networks within each mode
 - Preserving the existing system while considering strategic improvements with a high ROI
 - Advancing safety through TZD
 - Considering social, environmental and economic impacts

What is New?

- New emphasis areas include:
 - Connecting land use and transportation
 - Advancing equity
 - Addressing climate change and environmental quality



How to Navigate the Plan

- Intro – What is the SMTP?
- Ch 1 – What are we trying to achieve?
- Ch 2 – Where are we now?
- Ch 3 – What is changing?
- Ch 4 – What is directing this plan?
- Ch 5 – How will we guide ourselves moving forward?
- Ch 6 – What is next for MnDOT?

Available Appendices

- Acknowledgements
- Glossary
- Overview of Transportation Funding in MN
- Full Engagement Report
- Environmental Justice Analysis
- Federal Planning Factors and State Planning Goals
- Plan Coordination

Contacts

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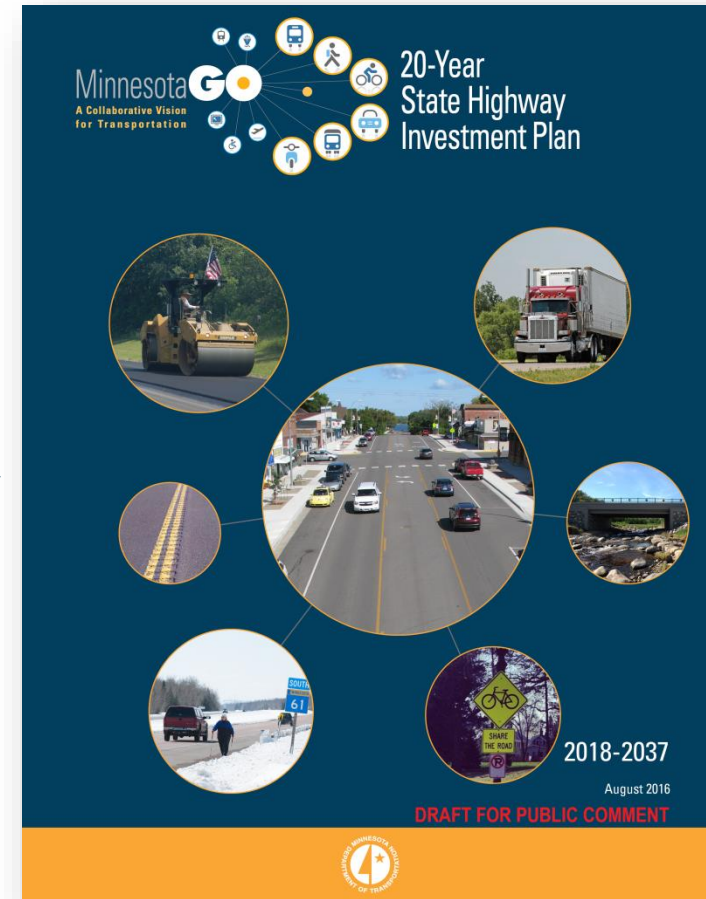
A Collaborative Vision for Transportation

Minnesota State Highway Investment Plan

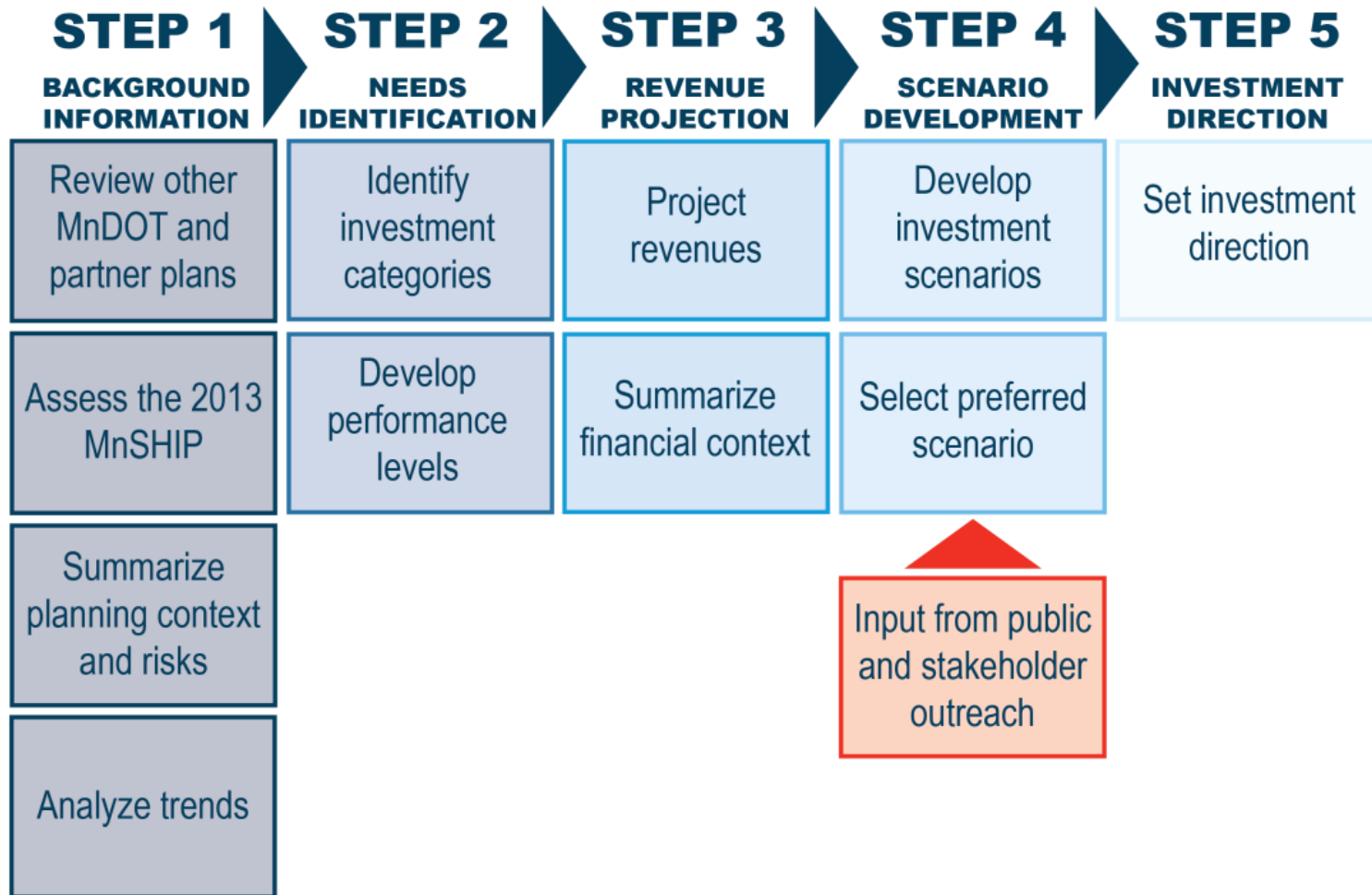
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What is MnSHIP?

- Minnesota's State Highway Investment Plan
- Directs capital investments for the state highway network
- Part of MnDOT's Family of Plans
- Updated every four years



Minnesota State Highway Investment Plan (MnSHIP) Update Process 2015 - 2017



Navigating the Plan

- Executive Summary
- Chapter 1 – Plan Overview
- Chapter 2 – Key Requirements and Assumptions
- Chapter 3 – Investment Needs
- Chapter 4 – Development of Investment Direction
- Chapter 5 – Investment Direction
- Chapter 6 – Priorities for Additional Revenue
- Chapter 7 – Moving Forward



CHAPTER 3 – INVESTMENT NEED

Investment Categories

System Stewardship	Transportation Safety	Critical Connections	Healthy Communities	Other
<ul style="list-style-type: none">• Pavement Condition• Bridge Condition• Roadside Infrastructure Condition• Facilities• Jurisdictional Transfer	<ul style="list-style-type: none">• Traveler Safety	<ul style="list-style-type: none">• Twin Cities Mobility• Greater MN Mobility• Freight• Bicycle Infrastructure• Accessible Pedestrian Infrastructure	<ul style="list-style-type: none">• Regional + Community Improvement Priorities	<ul style="list-style-type: none">• Project Delivery• Small Programs

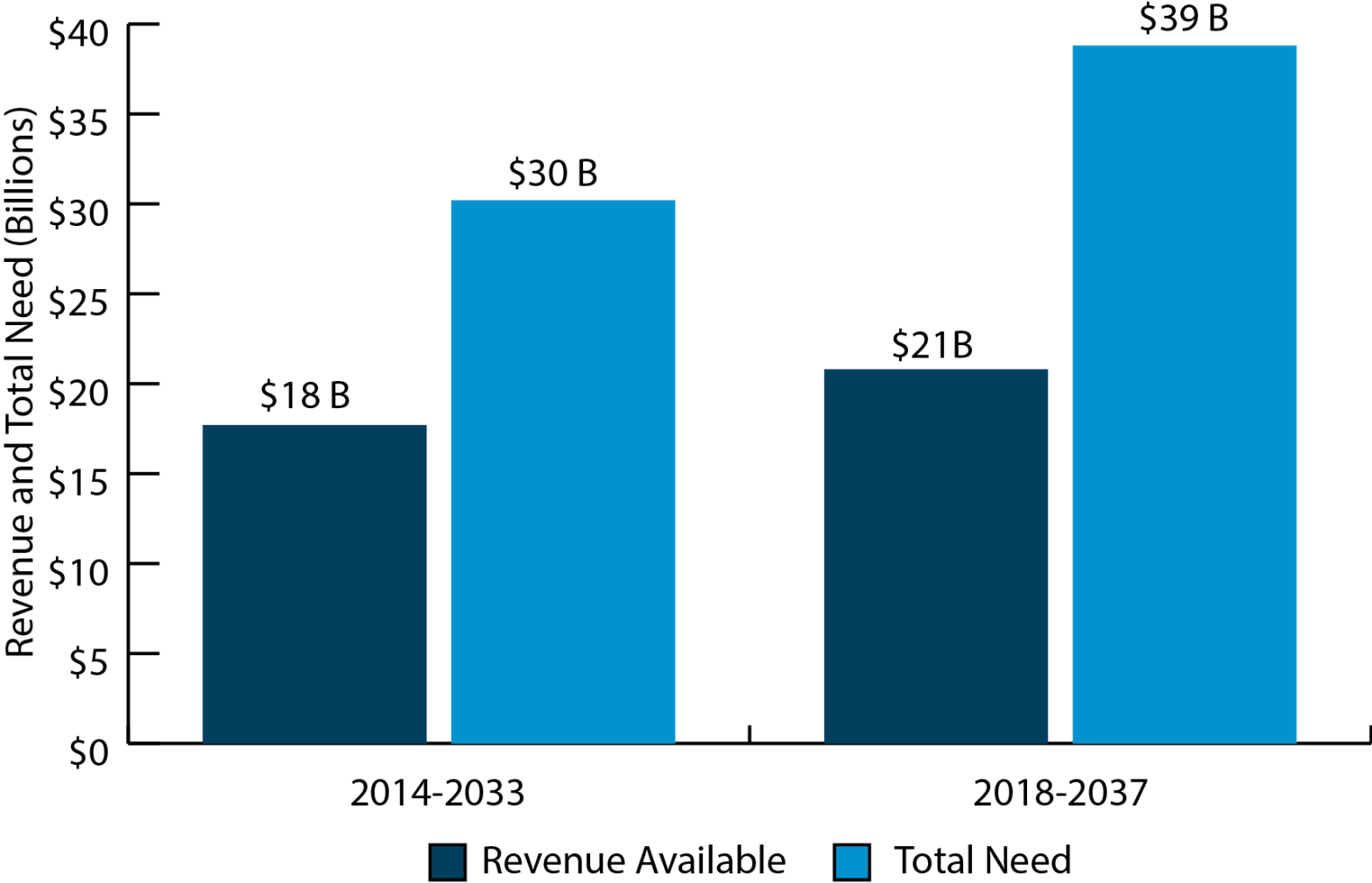
Investment Need

System Stewardship \$21.0 billion	Critical Connections \$7.5 billion	Transportation Safety \$1.4 billion
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\$39 billion

Small Programs \$630 million	Healthy Communities \$2.6 billion	Project Delivery \$6.2 billion
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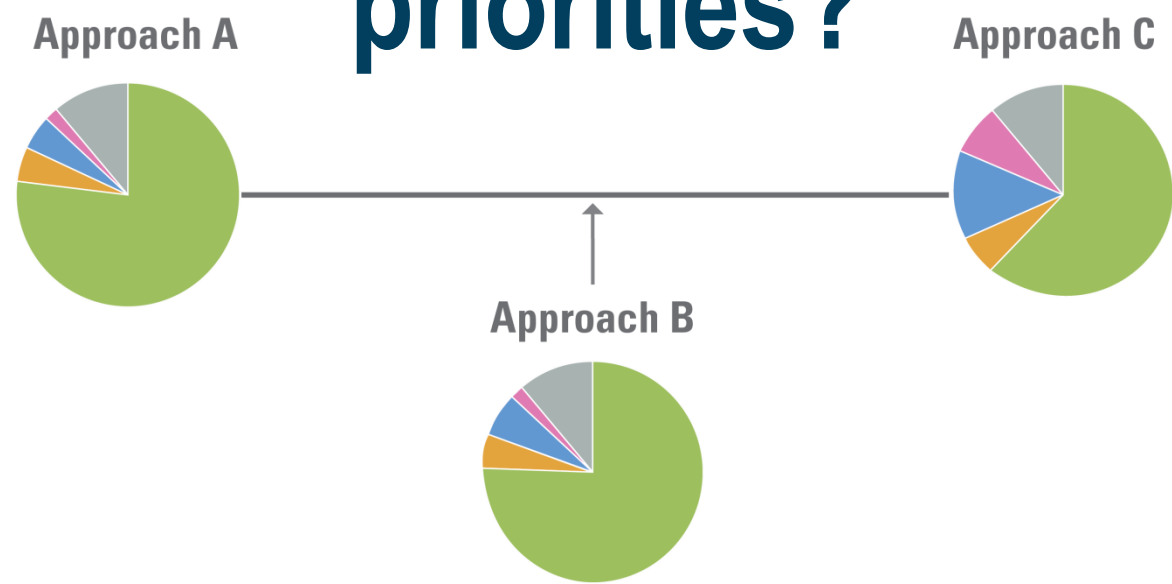
Investment Need vs. Revenue





CHAPTER 4 – DEVELOPMENT OF INVESTMENT DIRECTION

Which approach best addresses your priorities?



Approach B: Invest to maintain existing highway system while making strategic improvements to address mobility

What do you think MnDOT should focus on?



#1 - Pavement Condition



#2 - Bridge Condition



#3 - Roadside Infrastructure Condition



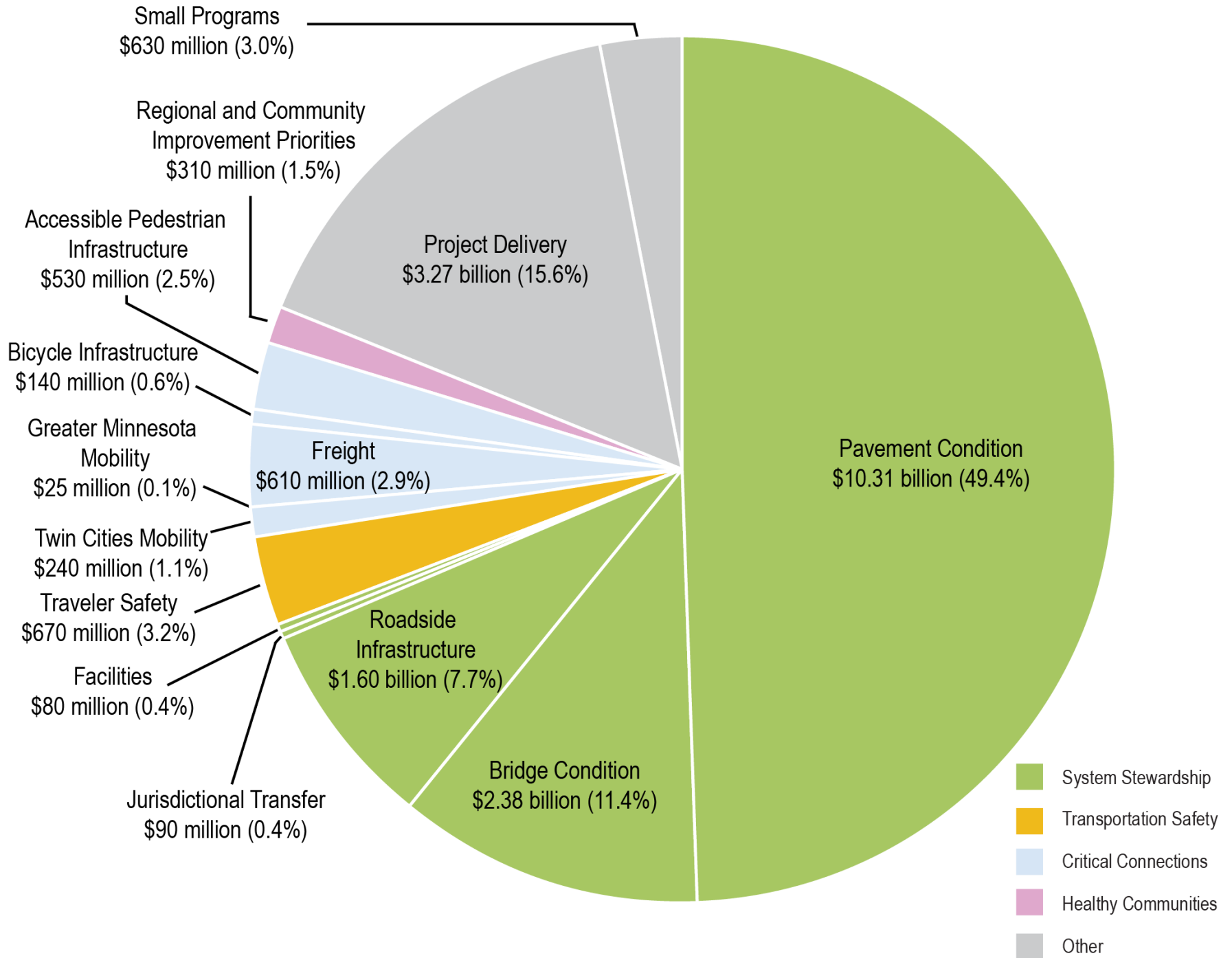
#4 - Regional/Community Improvement Priorities



#5 - Traveler Safety



CHAPTER 5 – INVESTMENT DIRECTION



Plan Outcomes

- Pavement and bridge conditions expected to deteriorate
- Limited ability to maintain travel time reliability
 - No investment in Twin Cities mobility beyond 2023
- Substantial compliance with ADA by 2037 but a limited ability to expand bicycle and pedestrian facilities

Pavement and Bridge Outcomes

	System	2015	2037
Pavement Condition	Interstate	1.9% poor	4% poor
	Remaining NHS	4% poor	8% poor
	Non-NHS	4% poor	18% poor
Bridge Condition	NHS	4.5% poor	5% poor
	Non-NHS	1.3 % poor	7-8% poor

Priorities for Additional Revenue

Ranking	Stakeholders	MnDOT Internal
#1	Bridge Condition	Pavement Condition
#2	Pavement Condition	Bridge Condition
#3	Roadside Infrastructure	Roadside Infrastructure
#4	Traveler Safety	Twin Cities Mobility
#5	RCIPs-Main Streets	Traveler Safety
#6	RCIPs-Expansion	RCIP-Main Streets

Priorities for Additional Revenue

- Maintaining and repairing existing assets on the state highway system
 - Limit number of bridges, roadside infrastructure elements and miles of pavement in poor condition
- Strategically improving mobility and reliability at high priority locations on the NHS
 - Follow Twin Cities Mobility strategies; Focus on low-cost/high benefit improvements in Greater MN
- Reconstructing Main Streets

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We need your help

View & comment on the draft at:
www.minnesotago.org/draft-plans

Comments accepted through
October 14:

- Online
- StatePlans.dot@state.mn.us
- Mail
- Public Hearing Oct 6

The screenshot shows the website for the Statewide Multimodal Transportation Plan. At the top, there is a dark blue header with a 'MENU' button on the left, the 'Minnesota GO' logo in the center, and a 'SHARE' button on the right. Below the header, the title 'Statewide Multimodal Transportation Plan' is displayed in a large, bold font. Underneath the title is a paragraph of introductory text. The main content area features five circular icons arranged in two rows. The top row contains three icons: 'Open Decision Making' (showing two people talking), 'Transportation Safety' (showing a road sign), and 'Critical Connections' (showing a modern transit station). The bottom row contains two icons: 'System Stewardship' (showing a construction site) and 'Healthy Communities' (showing a park). Below the icons, there are three columns of content. The first column, 'View the Plan by Chapter', lists five chapters with bullet points. The second column, 'Comment on the Draft SMTP', contains a form with fields for 'Name *', 'Organization / Affiliation (optional)', and 'Comment *'. The third column, 'Download a PDF of the Draft Plan', offers two options: 'With the appendices' and 'Without the appendices'. At the bottom right, there is a section titled 'Comments We've Received' which states 'So far, we have received 18 comments.'

Thank you

www.MinnesotaGO.org