

Statewide Multimodal Transportation Plan



MINNESOTA **GO**

2050 TPP Technical Working Group

July 14, 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 >

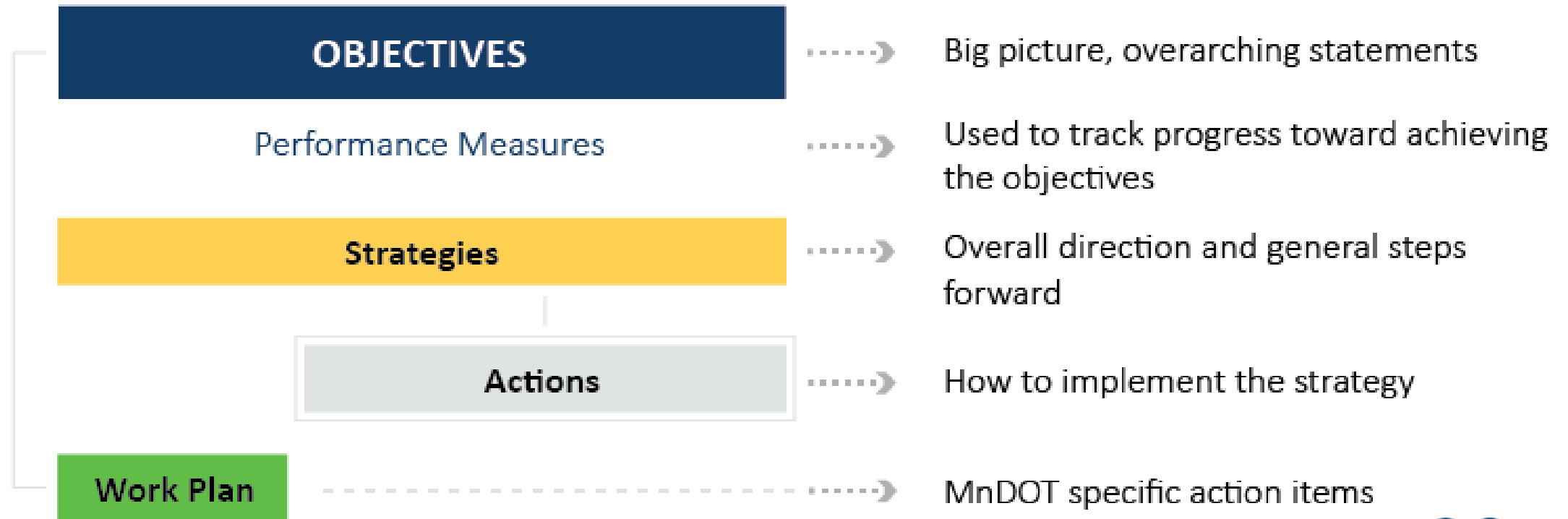


We are here!

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

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



LIGHTRAIL



BIKING



COMBINING TRIPS

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



MINNESOTA **GO**

SMTP Timeline and Next Steps

SMTP Timeline

- Mid July – publish draft plan for public comment
 - Tentative July 18 to September 18
- September – public hearing
 - Tentative September 7 or 8
- 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

Why does MnSHIP matters?

MnSHIP investment direction guides the planning of projects and improvements on the state highway system

MINNESOTA GO
50-YEAR VISION

Statewide Multimodal
Transportation Plan



20-Year State
Highway Investment Plan



**10-YEAR CAPITAL HIGHWAY
INVESTMENT PLAN (CHIP)**

Project planning and development
Updated annually

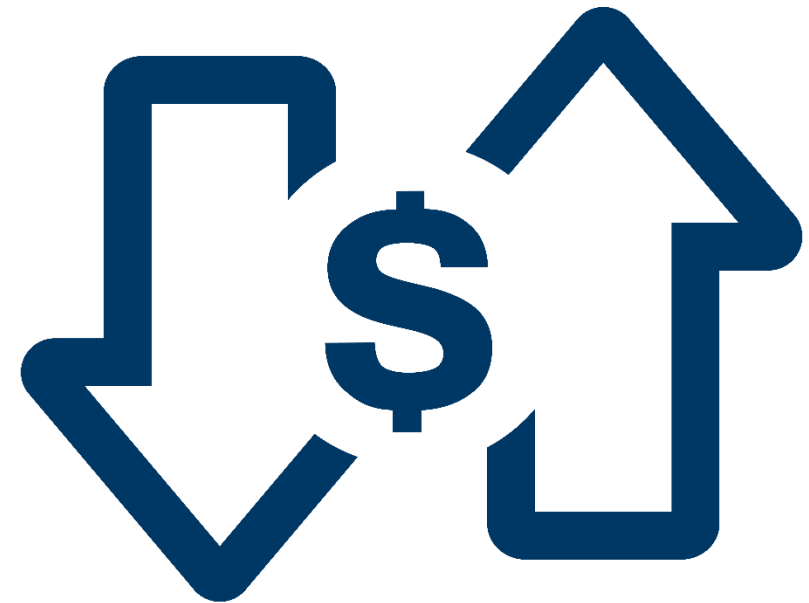
**4-YEAR STATE
TRANSPORTATION
IMPROVEMENT PROGRAM
(STIP)**

Project design and its program

CONSTRUCTION

Discussion of Priorities and Trade-Offs

- Estimated \$30-\$33 billion in available funding for the state highway system over the next 20 years
- A minimum of \$23.5 billion is needed to manage highest risks and meet obligations and requirements in each category
- An estimated \$7-\$9 billion of remaining funding is available for additional improvements or outcomes



Investment Approaches for Discussion of Priorities and Trade-Offs



Highway Budget Tool – www.MinnesotaGO.org/investment/

m HIGHWAY BUDGET TOOL

MnDOT

Highway Budget Tool



How do we come up with our budget?

Like you, MnDOT has a budget for its expenses. We all make responsible decisions to spend money on our basic needs—shelter, food, clothing. MnDOT makes responsible decisions to spend money to maintain the state highway system to a basic level of performance. We have to make tough decisions on how to spend resources in the most efficient and effective ways. Planning activities like the [Minnesota State Highway Investment Plan](#) help guide these decisions.



Tell us about yourself!

Our goal is to get input from a wide range of people. We are collecting demographic information to identify who we're hearing from. Providing data is optional, however, by answering you will be helping MnDOT understand the needs and preferences of the diverse communities that MnDOT serves. Your responses will not be associated with you, personally.

Age

Are you of Hispanic descent?

What describes your racial/ethnic background?

What best describes how you think of yourself?

Zip Code

Get started →

Looking more details?

Set your baseline budget

Pick and choose spending levels for different categories below. You can spend up to \$30-33 billion. This total is MnDOT's actual projected funding for the state highway system over the next 20 years.

Choose another scenario ▼ or [Start with the minimum investment](#)

Your baseline budget scenario:

Custom



Continue →

AVAILABLE BUDGET

\$30 - 33B

Available Budget

\$32.2B

\$23.5B
MINIMUM INVESTMENT

\$0

Advancing Technology

[Learn more](#)

Advancing Technology focuses on implementing new technologies on the state highway system. Investments help prepare for transformative technology advancements such as connected and autonomous vehicles, traffic signal management, or advanced work zone safety. Improvements focus on expanding the MnDOT's fiber network along highways and ensure the state's intelligent transportation system infrastructure is maintained and expanded.

MINIMUM



MAXIMUM

On major highways **Level 1** All other roadways **Level 1.5** Bridge culverts **Level 1**

Bridge Condition

[Learn more](#)

MINIMUM



MAXIMUM

Flood mitigation **Level 2** Proactive resilient infrastructure **Level 3** Snow fences **Level 3** Green Infrastructure **Level 3**

Strategy Level 3 - Up to 475 miles of roadways with new/improved green infrastructure

Climate Resilience

[Learn more](#)

MINIMUM



MAXIMUM

Freight mobility **Level 1** Weigh stations **Level 1** Rail crossings Truck parking

Freight

[Learn more](#)

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Thank you!

Questions and Open Discussion

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