



# Minnesota **GO**

*A Collaborative Vision for Transportation*

## **SMTTP / MnSHIP Joint Update**

MINNESOTA HOUSE OF REPRESENTATIVES  
TRANSPORTATION FINANCE COMMITTEE

FEBRUARY 9, 2017



# Federal Requirements

- Statewide Transportation Plans must:
  - Have a minimum 20-year horizon
  - Be multimodal
  - Address/comply with Title VI and Environmental Justice
  - Provide reasonable opportunity for the public & interested parties to comment on the proposed plan

23 USC 135 (f)(1), (f)(3); 23 CFR 450.214(a), (c), (k), (n)

# 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 >



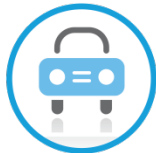
Greater  
Minnesota  
Transit  
Investment  
Plan



Pedestrian  
Plan



Bicycle  
Plan



State  
Highway  
Investment  
Plan



Freight  
System  
Plan



Aviation  
Plan



Rail  
Plan



Ports &  
Waterways  
Plan

< Considered by the Freight System Plan >

# Minnesota GO Vision

Minnesota's multimodal transportation system maximizes the health of people, the environment and our economy.

The graphic features the Minnesota GO logo at the top left, with the text "Crafting a Transportation Vision for Generations" below it. To the right of the logo is a circular diagram with icons for Environment, Economy, and Quality of Life. Below this is the date "November 2011" and three paragraphs of text. On the right side, a large "50" is followed by a circular collage of images showing various transportation modes and people walking. Below the collage is the text "-Year Statewide Vision".

**Minnesota GO**  
Crafting a Transportation Vision for Generations

Environment  
Economy  
Quality of Life

**November 2011**

The Minnesota Department of Transportation launched the Minnesota GO visioning process to better align the transportation system with what Minnesotans expect for their quality of life, economy and natural environment.

The effort is based on an understanding that transportation is a means to other ends, not an end in itself. It also recognizes that infrastructure is only one of many elements necessary to achieving a high quality of life, a competitive economy and a healthy environment.

This 50-year vision for transportation will require consistency and collaboration across jurisdictions and sectors. Although MnDOT initiated the effort to develop the vision, this is a vision for all forms of transportation. Ownership of the vision is a shared responsibility.

**50** -Year Statewide Vision

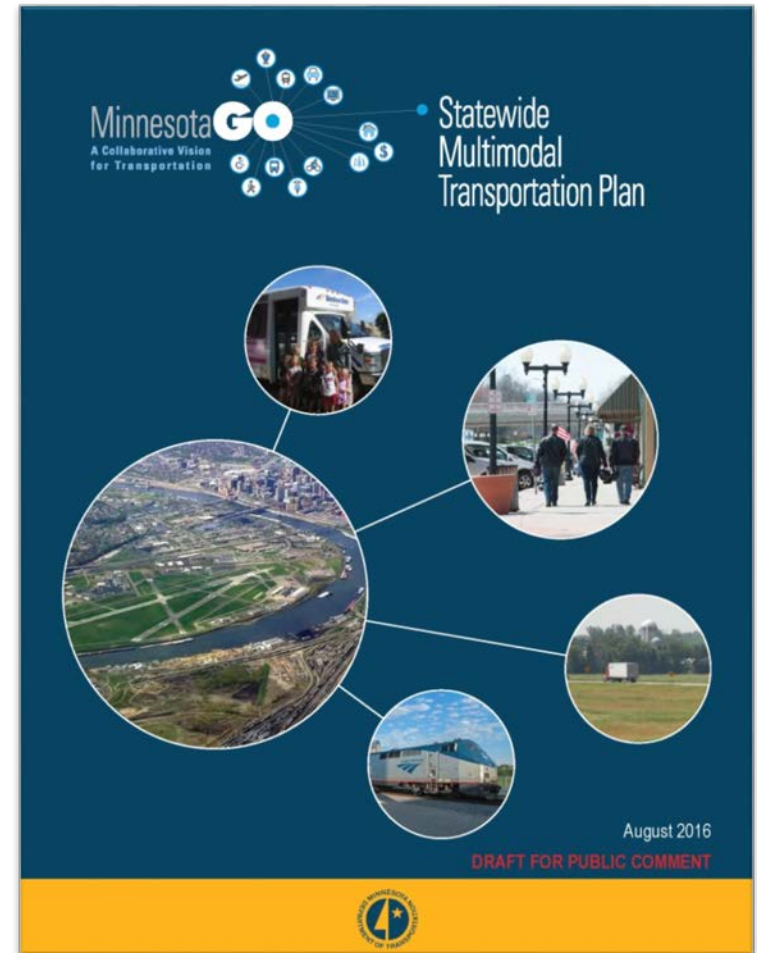
**What is a Vision?**  
A vision is a description of a desired future. It answers the question "what are we trying to achieve?" It does not answer the question "how will we do it?" - This will be addressed in subsequent MnDOT statewide and modal plans as well as through tribal, regional and local planning efforts.

# Minnesota GO Guiding Principles

- Leverage public investments to achieve multiple purposes
- Ensure accessibility
- Build to a maintainable scale
- Ensure regional connections
- Integrate safety
- Emphasize reliable and predictable options
- Strategically fix the system
- Use partnerships

# Statewide Multimodal Transportation Plan

- Plan that translates the 50-year Minnesota GO Vision in to policy direction
- 20 year plan
- Updated every four years

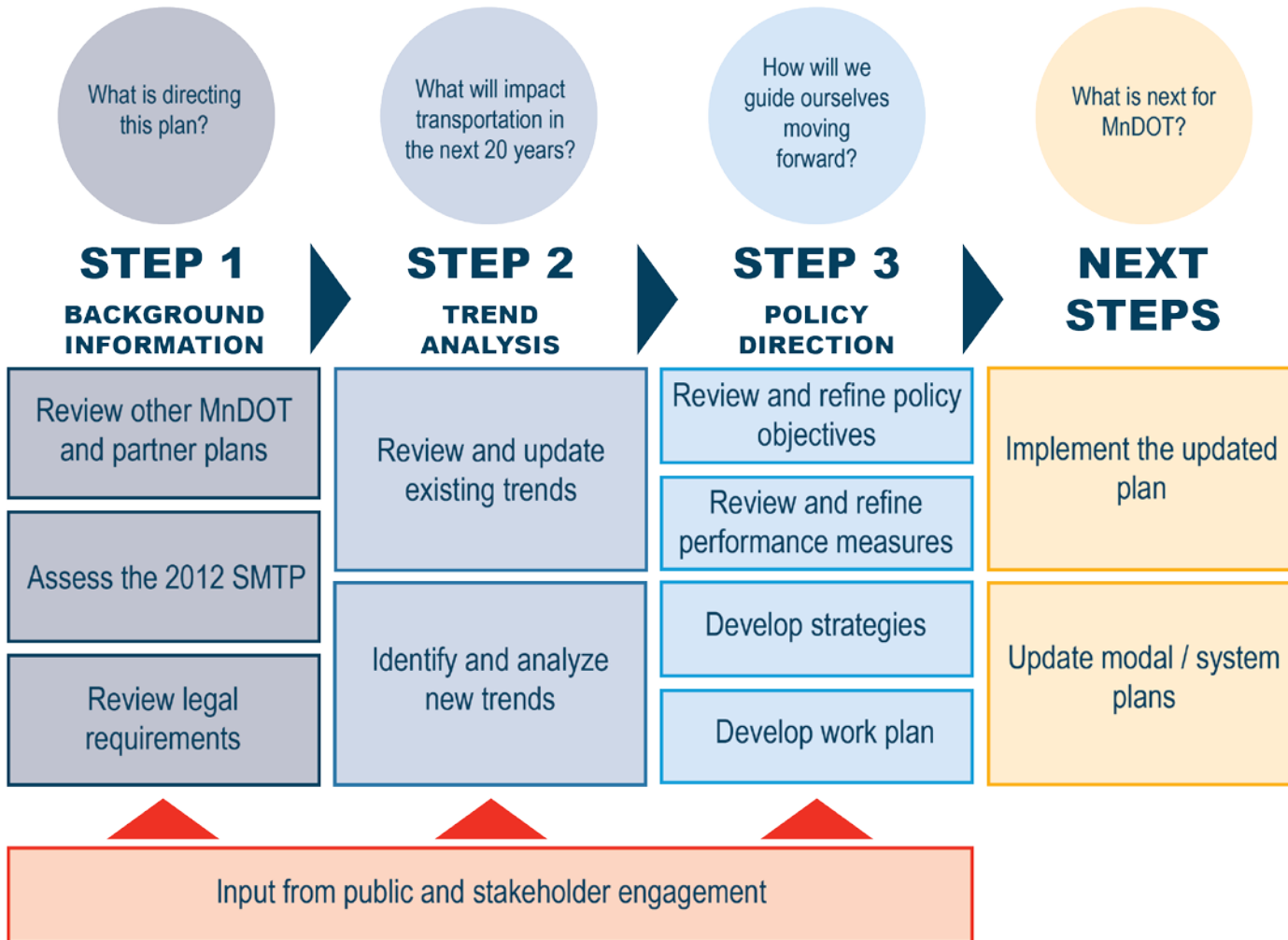


# State Requirements

- The Statewide Multimodal Transportation Plan
  - Must be updated every 4 years
  - Establish objectives, policies and strategies for achieving the 16 state transportation goals
  - Identify performance targets for measuring progress toward the goals, objectives or policies
  - Have a public hearing prior to adoption of each revision

174.03 Subd 1a

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





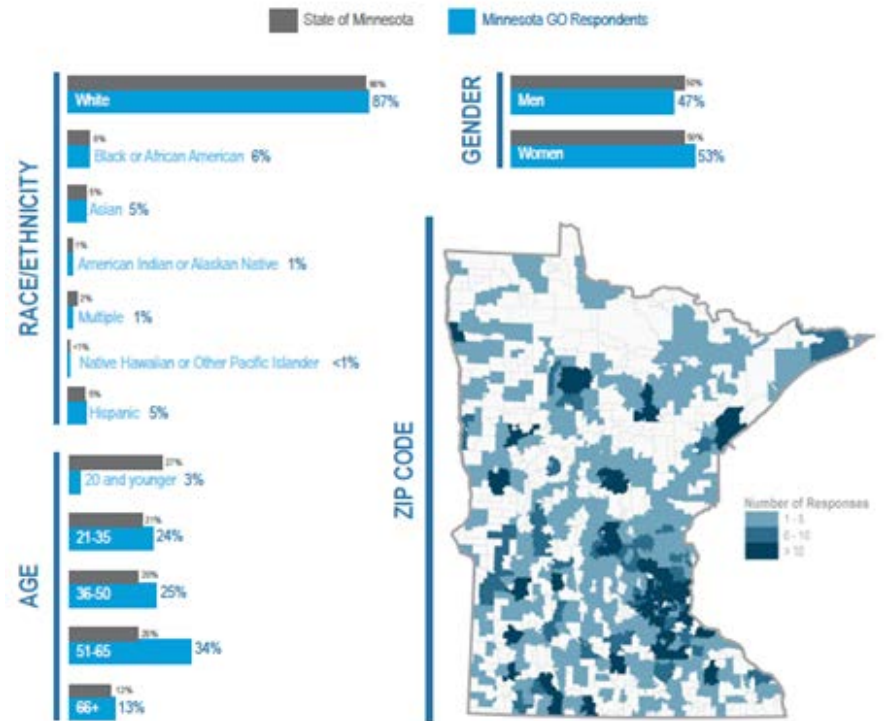
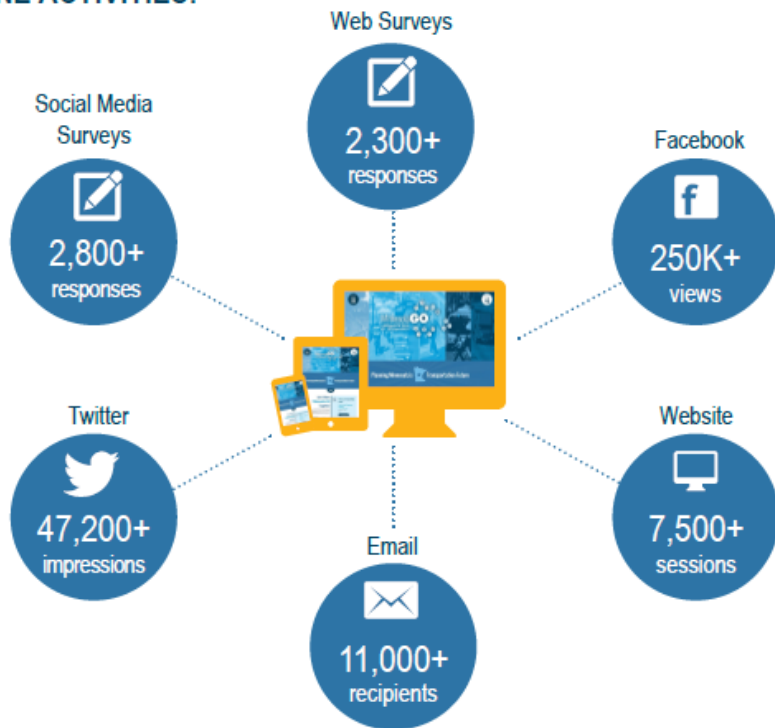
# Public Engagement

## IN-PERSON ACTIVITIES:



12,500+ responses

## ONLINE ACTIVITIES:



# SMTTP Policy Objectives

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

# SMTTP Objectives



## OPEN DECISION MAKING

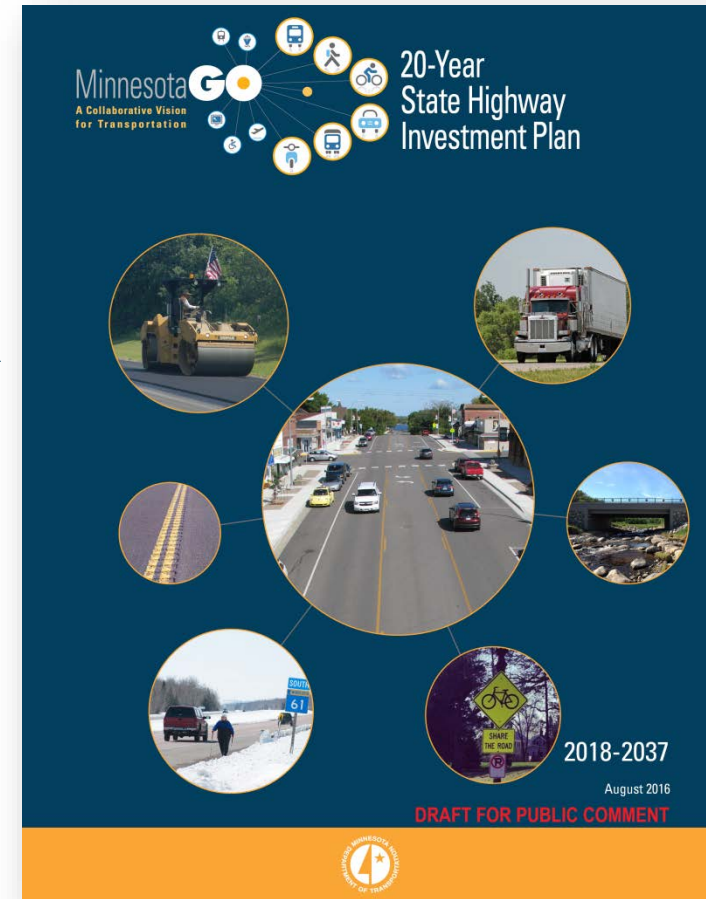
*Make transportation system decisions through processes that are inclusive, engaging and supported by data and analysis. Provide for and support coordination, collaboration and innovation. Ensure efficient and effective use of resources.*

### Example Strategies:

- Improve early coordination in planning, project-selection and scoping to more effectively and efficiently use resources.
- Use performance measurement to inform decision-making and show progress toward national, statewide, regional and local goals.

# 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

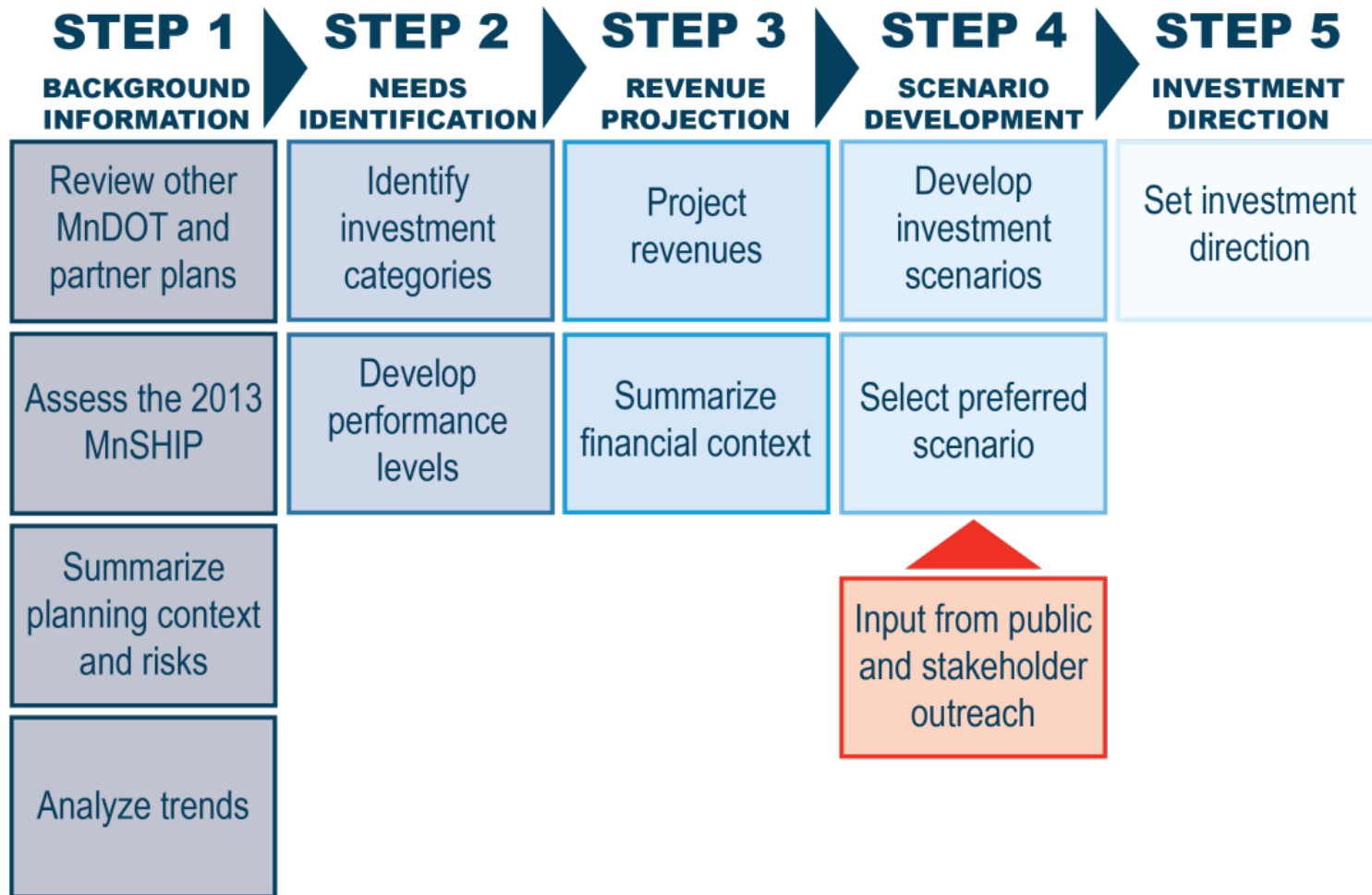


# State Requirements

- The 20-Year State Highway Investment Plan
  - Must be updated every 4 years
  - Incorporate performance measures and targets
  - Summarize performance and investment from past 5 years
  - Forecast revenue for 20 years
  - Identify investment needed to achieve targets over the next 20 years
  - Establish investment priorities and strategies
  - Identify targets that will not be met

174.03 Subd 1c

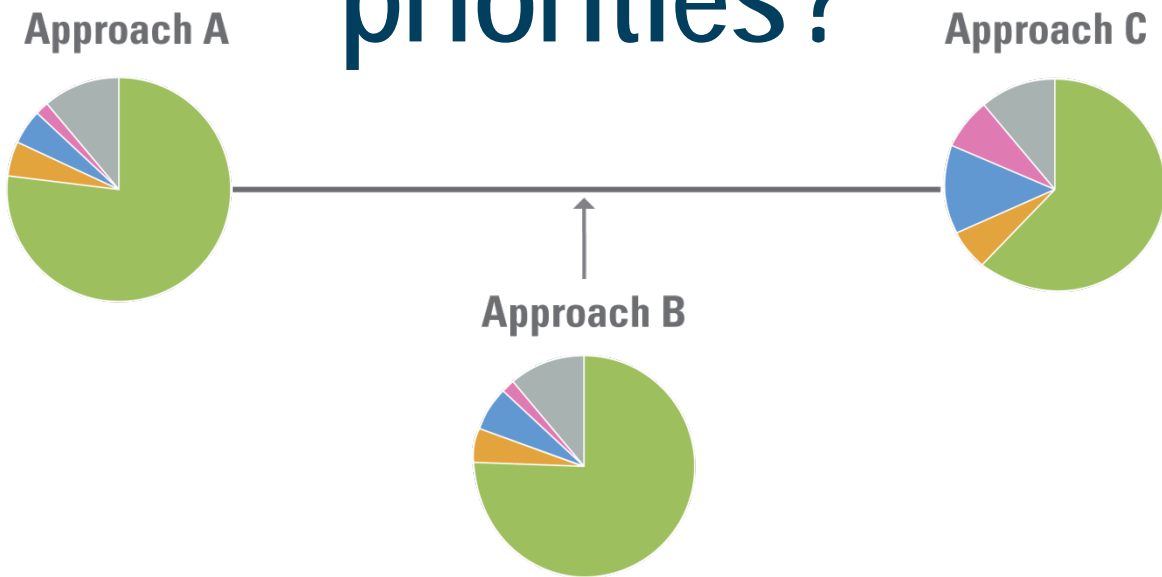
# Minnesota State Highway Investment Plan (MnSHIP) Update Process 2015 - 2017



# Investment Categories

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

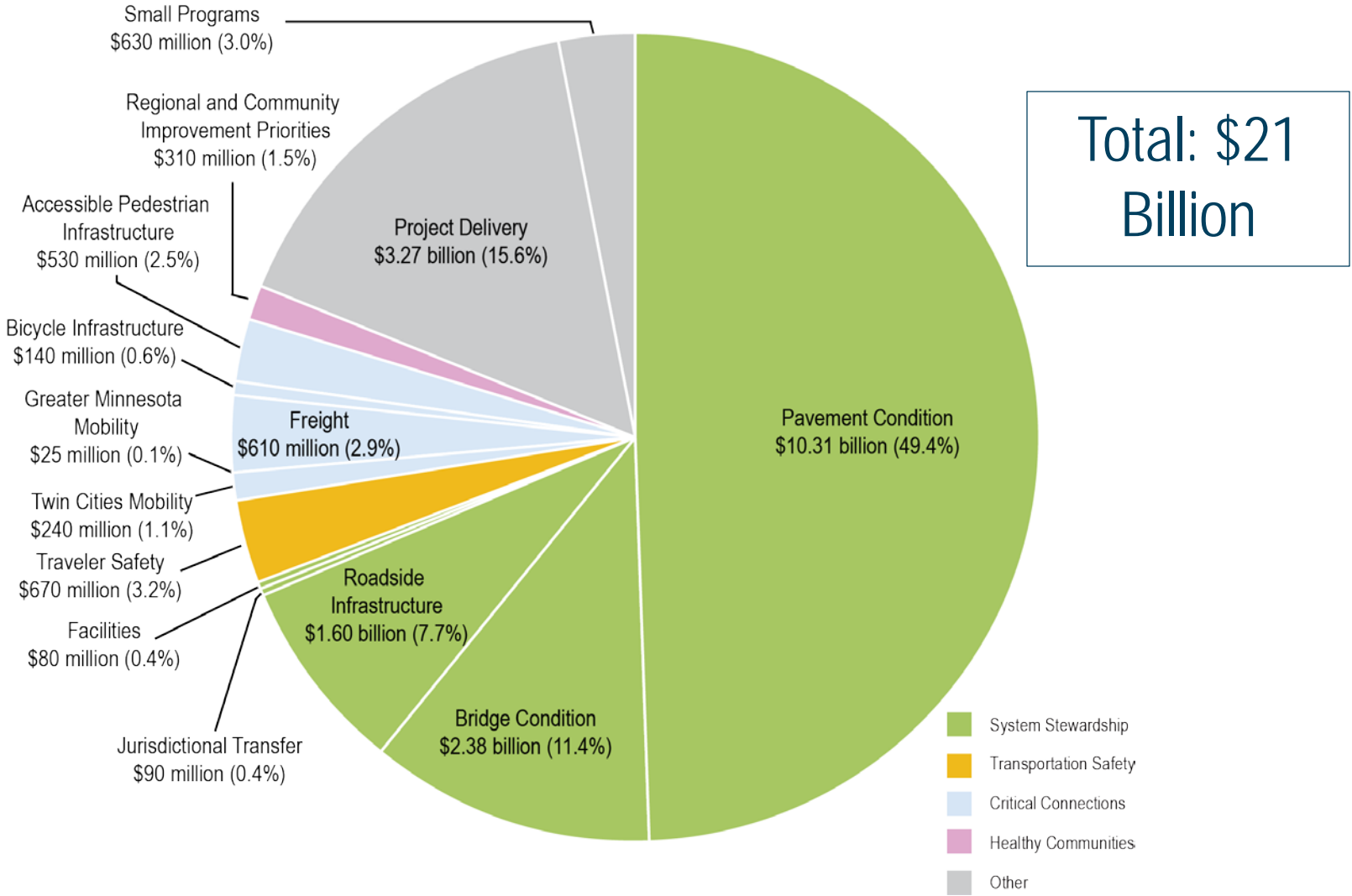
# Which approach best addresses your priorities?



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



# 20-Year 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
- Invest in new safety improvements at a slower rate
- Sidewalks and pedestrian infrastructure will substantially comply with Americans with Disabilities Act by 2037

# Pavement and Bridge Outcomes

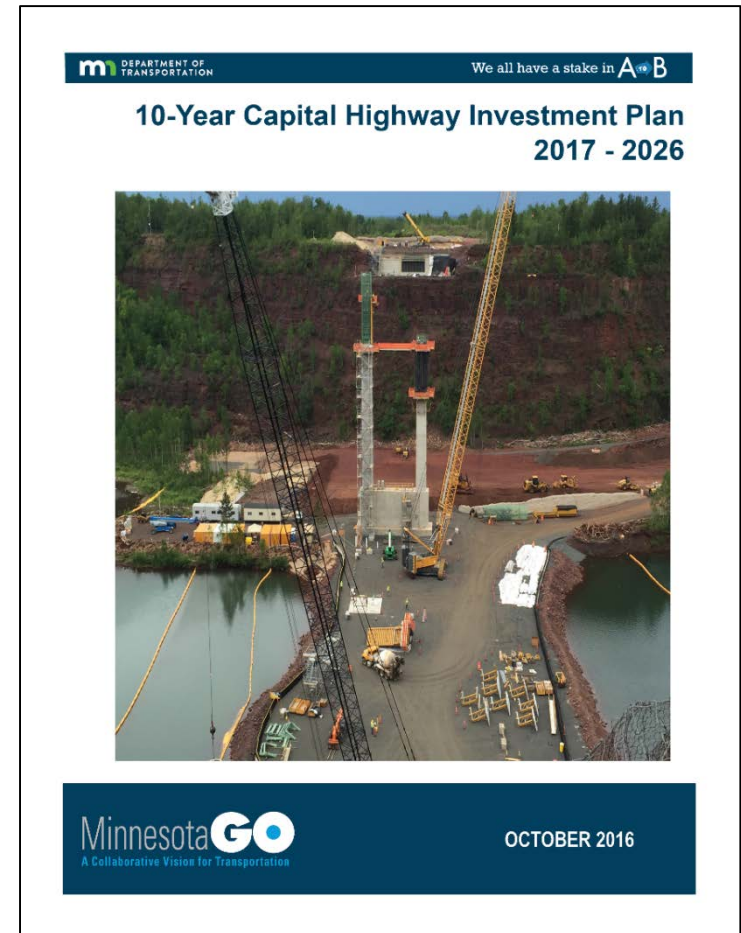
	System	Targets	2015	2037
Pavement Condition	Interstate	2% poor	2.1% poor	4% poor
	Remaining NHS	4% poor	2.7% poor	8% poor
	Non-NHS	10% poor	5.1% poor	18% poor
Bridge Condition	NHS	2% poor	3.0% poor	6% poor
	Non-NHS	8% poor	3.1% poor	7-8% poor

# Priorities for Additional Revenue

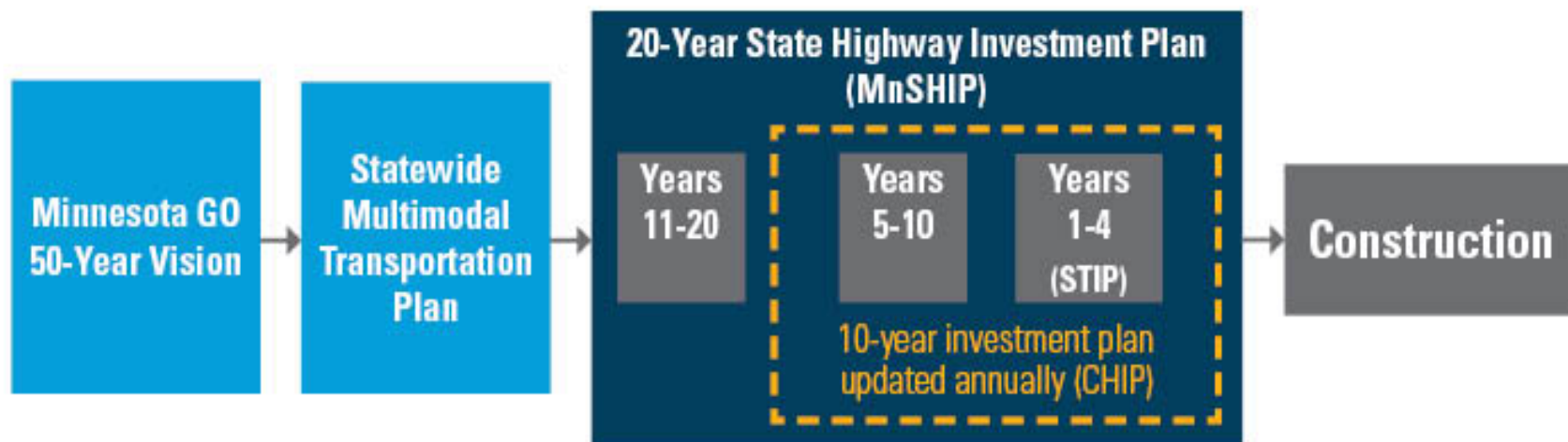
- Maintain and repair assets on the state highway system
  - Limit number of bridges, roadside infrastructure elements and miles of pavement in poor condition
- Strategically improve mobility and reliability
  - Twin Cities Mobility strategies; Focus on low-cost/high benefit improvements in Greater MN
- Reconstruct Main Streets

# 10-year Capital Highway Improvement Program

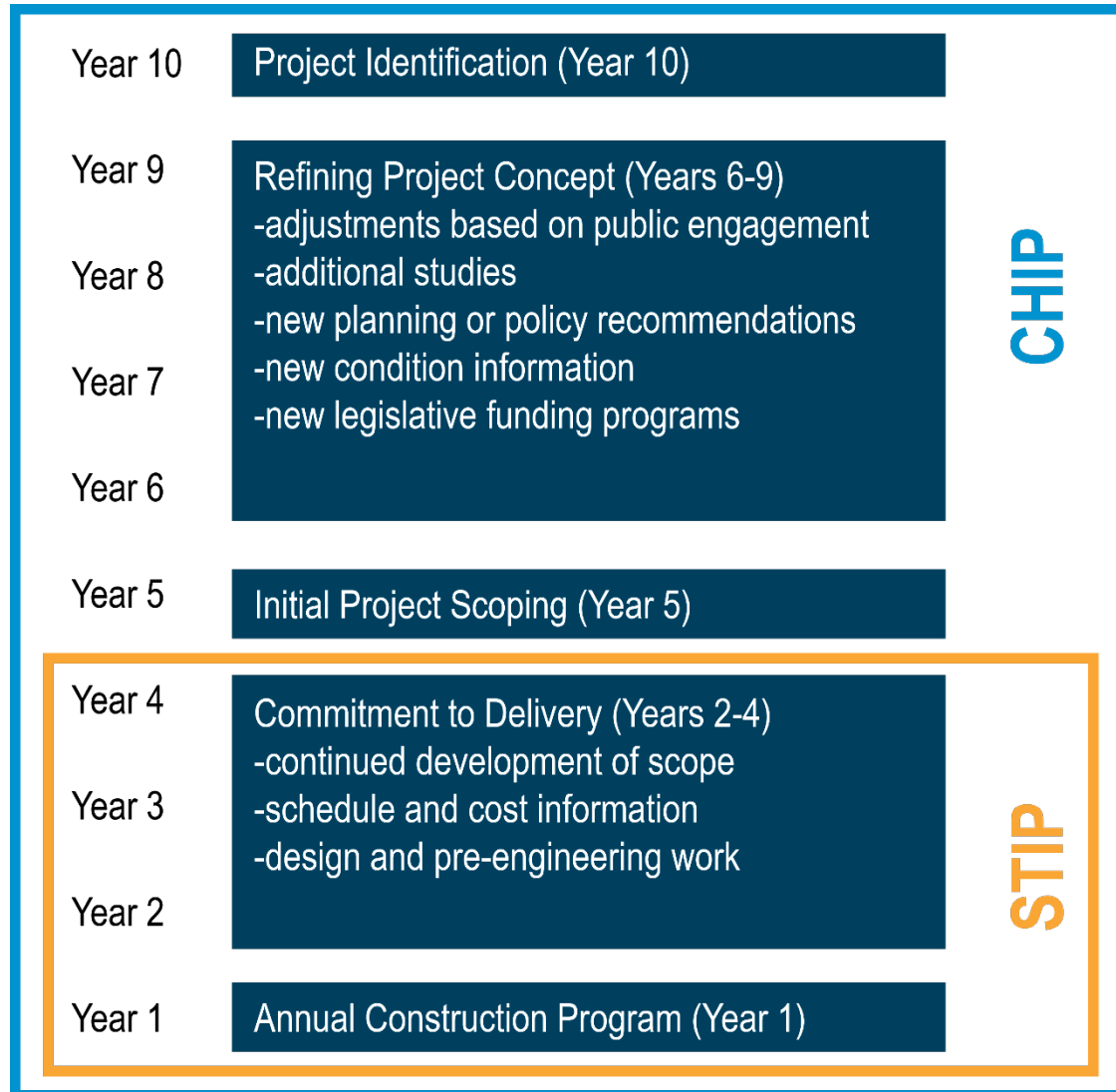
- Details MnDOT capital investments over the next 10 years on the state highway network
  - Project-specific
  - Fiscally constrained
  - Updated every year



# From plan to project



# Project Development Timeline



**Project Let and Constructed**

# Thank you

[www.MinnesotaGO.org](http://www.MinnesotaGO.org)