



# Statewide Multimodal Transportation Plan

The Minnesota Statewide Multimodal Transportation Plan 2012-2031 is the result of extensive collaboration during the past year between MnDOT and citizens, stakeholders and partners throughout Minnesota. The Plan, to be finalized in October, is truly reflective of Minnesotans' interests. It is based on the adopted Minnesota GO 50-year Vision for transportation and provides guidance to help our state achieve this Vision.

## Significant Changes to MnDOT's Planning and Investment Approach

- **Apply multimodal solutions that ensure a high return-on-investment, given constrained resources, and complement the unique social, natural and economic features of Minnesota.** This approach will be applied throughout the state. In Greater Minnesota, examples may include coordinating signal timing along a corridor, reducing risk at intersections, and extending transit service both in terms of area and hours of service. In the Twin Cities, examples include active traffic management and the development of a managed lane system.
- **Strategically fix the system.** Based on recent revenue projections it will not be feasible to maintain all assets in current condition or better during the near- to medium-term. MnDOT will work with its partners to define priority networks based on connectivity and accessibility, and invest in these assets accordingly.
- **Build to a maintainable scale to keep Minnesota's transportation system on a sustainable track for the future.** Using a risk-based approach, make capital, operations and maintenance investment decisions by considering impacts to the state's economy, environment and quality of life. MnDOT will identify, assess and manage the potential risks and trade-offs for the transportation assets within the agency's control.
- **Better align ownership of Minnesota's roadways with statewide and local priorities.** Working with critical partners, including cities, counties and townships, MnDOT will initiate a comprehensive review of current roadway use and ownership and identify barriers to making ownership changes. Recommended adjustments will allow project selection to better reflect priorities at all levels.
- **Establish multimodal strategies.** The plan includes truly multimodal objectives and strategies. In previous transportation plans all modes were included but addressed separately. This plan brings it to the next level in terms of modal integration and includes objectives and strategies that can be applied across transportation modes.

Along with the Minnesota GO Vision, the Statewide Multimodal Transportation Plan will be used to shape subsequent MnDOT plans and investment decisions while serving as a framework and providing guidance for our partners moving forward. The broad multimodal

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The Plan places emphasis on building and maintaining a multimodal transportation system through solutions that ensure a high return-on-investment, given constrained resources...

For More Information Contact:

Mark Nelson  
Statewide Multimodal Planning  
651.366.3794  
Mark.B.Nelson@state.mn.us

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objectives and strategies put forward in this plan will directly affect the direction of modal investment plans beginning with the State Highway Investment Plan.

## **Performance and Risk-Based Planning**

In addition to tenets set forth in the Minnesota Go Vision, MnDOT uses performance measures and risk-based planning to inform management and investment decisions.

MnDOT in 2003 was the first DOT in the nation to develop a performance-based statewide transportation. Now, almost 10 years later, new federal funding guidelines are requiring that all states use performance targets to prioritize investments.

Performance measures illustrate how well the transportation system is functioning in relation to quantifiable targets. Measures cover all modes, system assets and operations. A few examples include average speed for travelers, crash rates and incidence of fatalities, pavement and bridge condition, and age of transit vehicles.

In 2009, a heightened emphasis on the growing disparity between available resources and the work needed to maintain sound infrastructure was a major theme for the Plan update. This challenge remains. Currently, the investments required to meet existing performance targets exceed projected resources. As a result, MnDOT has begun formally incorporating risk management into the transportation planning process.

The use of risk management has become more standardized and transparent in recent years and an integral part of the modal investment plans. It serves as a starting point for discussions with the public and transportation partners regarding investment decisions and required tradeoffs in light of fiscal constraints.

## **Partnering for Success**

The success of Minnesota's transportation system depends on the coordinated efforts of many public and private providers. The objectives and strategies outlined in the Statewide Multimodal Transportation Plan provide the framework for future efforts. Additionally, MnDOT will continue to involve citizens, stakeholders and partners in the implementation of plan objectives and strategies and with future investment and policy decisions.

To view the full draft Plan, visit [www.minnesotagoplan.org](http://www.minnesotagoplan.org). Follow MnDOT's statewide planning efforts on Facebook ([www.facebook.com/MinnesotaGO](http://www.facebook.com/MinnesotaGO)), Twitter, ([@minnesotago](https://twitter.com/minnesotago)) and YouTube ([www.youtube.com/user/minnesotago](http://www.youtube.com/user/minnesotago)).

