



Chapter 5

WHAT COMES NEXT FOR MnDOT?

Connecting the Minnesota GO Vision, Statewide Multimodal Transportation Plan, and system investment plans and identifying how performance measures will be used to guide investments

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WHAT COMES NEXT FOR MnDOT?

The Minnesota GO Vision and Guiding Principles were shaped with the input of Minnesotans from all walks of life. They also draw from the plans and policies of the tribes, MPOs, and other regional and local transportation partners.

The Minnesota GO Vision and Guiding Principles with the objectives and strategies set out in **Chapter 4 “How will we guide ourselves moving forward?”** provide a framework for all transportation partners to work together to develop, maintain, and operate Minnesota’s multimodal transportation system more efficiently and effectively. They also provide the policy direction for MnDOT’s system investment plans that come after this plan.

This chapter describes how the Minnesota GO Vision, Statewide Multimodal Transportation Plan, and performance measures will be used to shape subsequent MnDOT plans and investment decisions. Additionally, it identifies how the objectives and strategies provide policy direction for MnDOT and serve as a framework or guidance for our partners moving forward. Working with our transportation partners through better coordination and collaboration is a priority.

Figure 5-1 shows the three main planning areas that provide the strategic planning framework for MnDOT. Minnesota GO started with just the 50-year Vision, but now extends to an entire Family of Plans that includes the Statewide Multimodal Transportation Plan and seven system investment plans (aviation, bicycle/pedestrian, freight, highways, ports/waterways, rail, transit). (see **Figure 5-3**.)

Figure 5-1: Minnesota GO Planning Areas



Figure 5-2: Connecting the Vision



MnDOT's Plans and Programs

MnDOT's plans and programs include four distinct categories: policy direction; system investment plans; capitol programs and operating plans; and implementation. The planning documents for policy direction and system investment plans make up the MnDOT Family of Plans. The remaining categories are where the funding of projects and programs are documented and realized. **Figure 5-3** shows how MnDOT's plans and programs are sequenced and connected. It also highlights that Minnesota tribes, MPOs, RDCs, and other locals are part of MnDOT's planning process from start to finish. Collectively, MnDOT's plans and programs meet state and federal requirements.

MnDOT plans and programs categories:

- **Policy Direction:** Includes the Minnesota GO Vision and Statewide Multimodal Transportation Plan.
- **System Investment Plans:** Includes MnDOT's seven system-specific investment plans with a nexus to other supporting plans, studies, and initiatives.
- **Capitol Programs/Operating Plans:** Includes projects programmed for implementation, and maintenance and operations plans. The main capital programming planning document is the four-year Statewide Transportation Improvement Program.
- **Implementation:** When projects and initiatives become reality through construction, maintenance and operations, or modal programming activities.

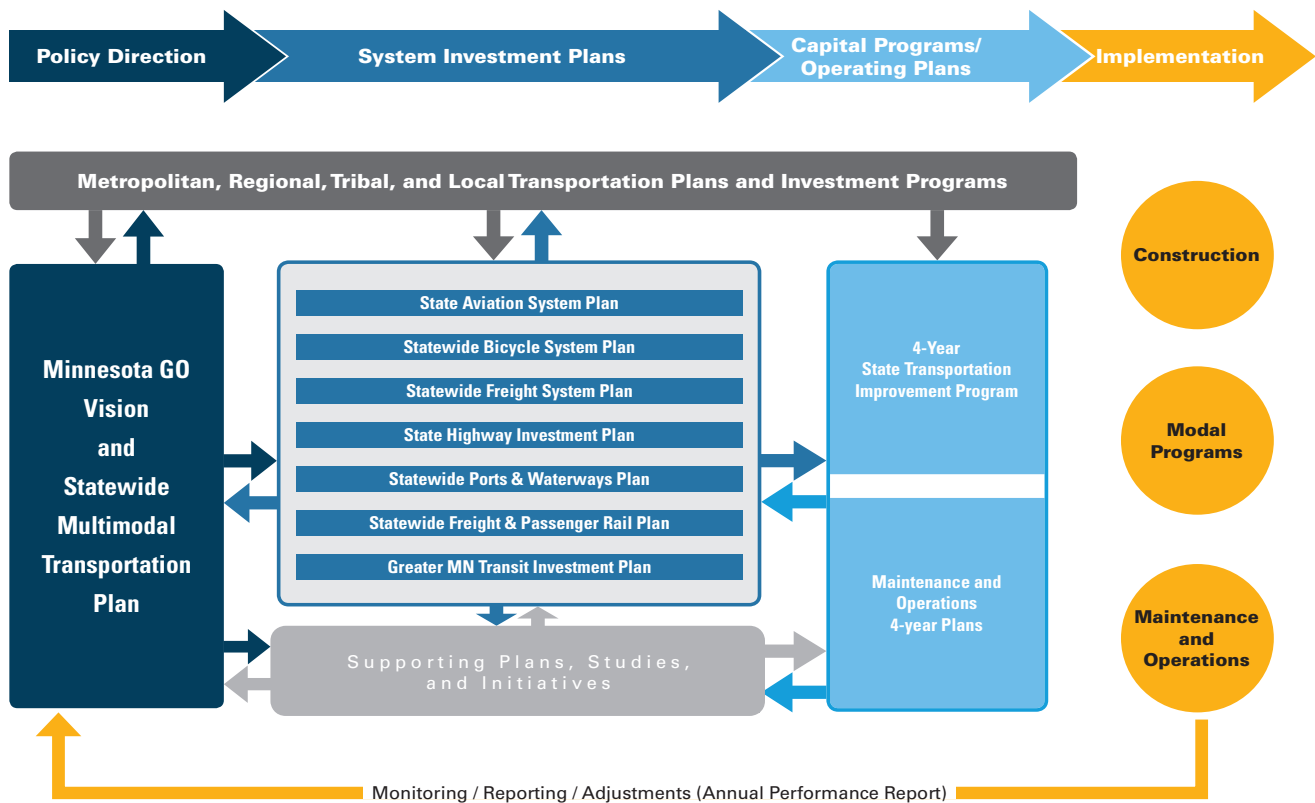
Linking the adopted Minnesota GO Vision to what is being said in this plan, system investment plans, and other supporting plans, studies, initiatives is important. **Figure 5-2** provides an example of how a desired outcome of the Vision (connections) may carry through to the State Highway Investment Plan.

SYSTEM INVESTMENT PLANS

MnDOT's system investment plans will use the Minnesota GO Vision and Guiding Principles and the objectives and strategies identified in this plan as their framework for development. These plans draw on a broad array of other plans and studies to set out mode-specific strategies, performance measures, performance-based needs over upcoming years, risk-based investment trade-offs, and recommended priorities.

System investment plans will use risk-based planning to determine investment direction for the programming of available transportation funding. Each is updated every four to six years.

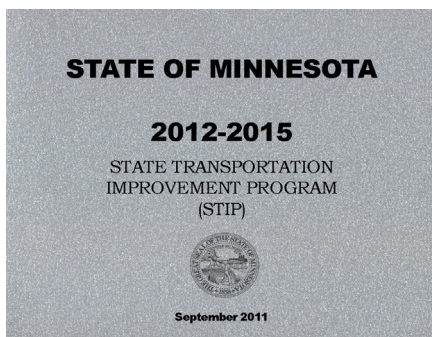
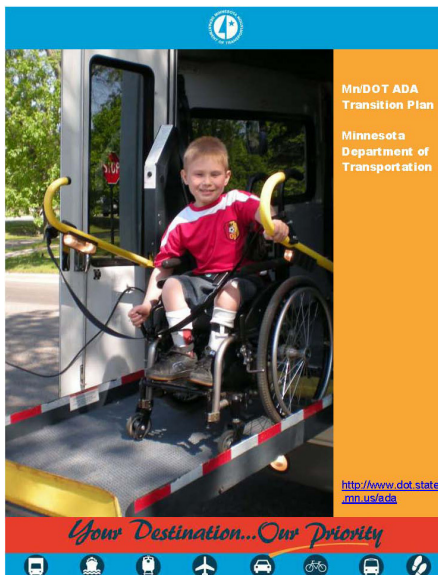
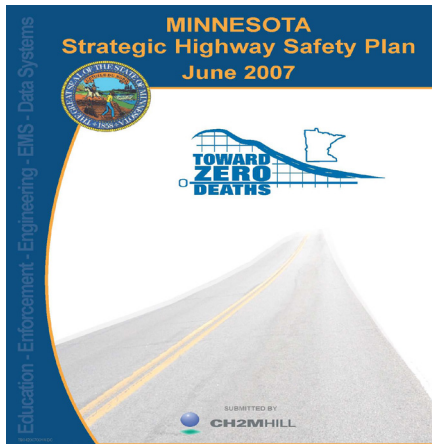
Figure 5-3: MnDOT Plans and Programs



MnDOT's seven system investment plans are:

- [Minnesota Comprehensive Statewide Freight and Passenger Rail Plan](#)—This plan establishes guidance for Minnesota initiatives and investments for both freight and passenger rail services. The Comprehensive Statewide Freight and Passenger Rail Plan was adopted in 2010.
- [Greater Minnesota Transit Investment Plan](#)—This plan sets priorities for transit investments and determines the level of funding necessary for the state to meet its transit needs in Greater Minnesota. The Greater Minnesota Transit Investment Plan was adopted in 2011.
- [State Aviation System Plan](#)—This document broadly plans for Minnesota public airports. It informs decision making and guides the development of Minnesota's system of airports. The State Aviation System Plan was adopted in 2013.
- [State Highway Investment Plan](#)—This plan sets a performance-based, 20-year plan for future capital improvements on Minnesota's trunk highway system by prioritizing investments based on estimated risk. The State Highway Investment Plan was adopted in 2013.
- [Statewide Ports and Waterways Plan](#)—This document broadly plans for Minnesota ports and waterway facilities. The Statewide Ports and Waterways Plan will be adopted in 2013.
- [Statewide Bicycle System Plan](#)—This document broadly plans for Minnesota bicycle facilities. The Statewide Bicycle System Plan will be adopted in 2014.
- [Statewide Freight System Plan](#)—This document broadly plans for Minnesota freight facilities. The Statewide Freight System Plan will be adopted in 2015.





SUPPORTING PLANS

On-going monitoring of system performance offers feedback on the results of system investment decisions and provides key information about future needs to guide updates of the Family of Plans. MnDOT is currently in the process of completing a Bicycle Planning Study that will be a supporting document to the Statewide Multimodal Transportation Plan, State Highway Investment Plan, and Statewide Bicycle System Plan. The study will assist in defining the Department's approach to bicycle infrastructure investment.

Other Plans and Studies

Many other plans complement and inform the statewide plan, modal investment plans, and capital programs. These include long-range transportation plans shaped by [Minnesota's tribes](#) and by seven designated [MPOs](#) that are developed in coordination with MnDOT.

Other plans that directly influence strategies and investment priorities include the following federally-required plans:

- [Minnesota Strategic Highway Safety Plan](#)
- [MnDOT Americans with Disabilities Act Transition Plan](#)
- [Intelligent Transportation Systems Architecture Plan](#)
- [Transit/Human Services Coordination Plans](#)

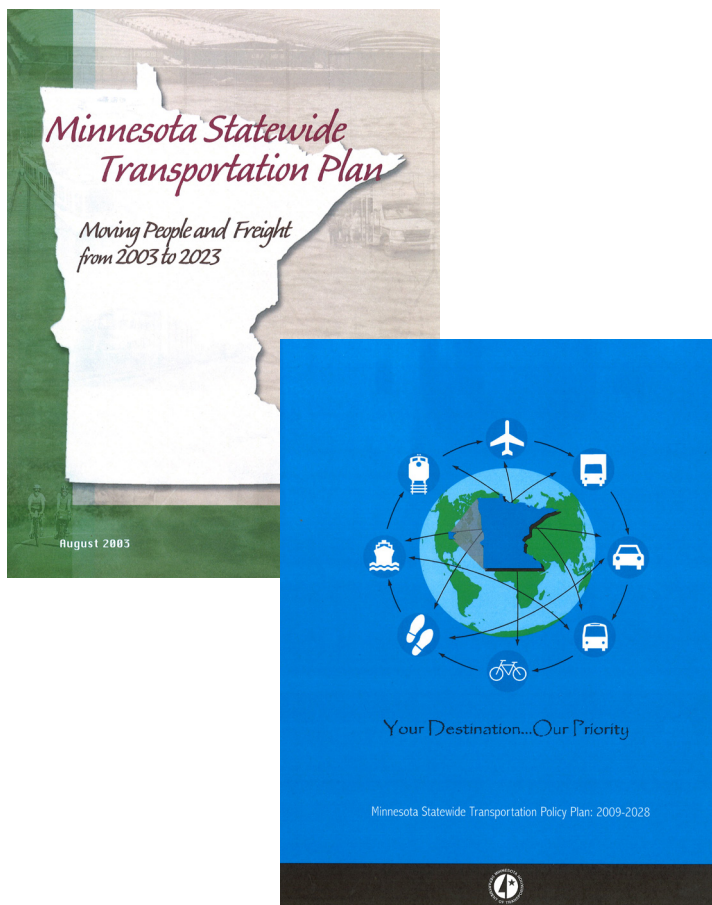
MnDOT-originated plans and studies also add fuller understanding of transportation system needs and options, for example:

- [Minnesota Statewide Freight Plan and studies](#)
- [Interregional Corridor System](#)
- [Intercity Bus Network Study](#)
- [Bicycle and Pedestrian Resources and Guidance](#)
- MnDOT Asset Management Plan (in development)
- [Highway System Operations Plan](#)
- [Study of Transportation Long-range Funding Solutions](#)

CAPITAL PROGRAMS

Investment priorities and funding programs are developed based on the information in the MnDOT Family of Plans. They are updated annually, taking into account changing conditions and reports about system performance. These documents guide implementation for construction, modal programs, and maintenance and operations within the constraints of available funds and resources.

Drawn together into the [Statewide Transportation Improvement Program](#) are priority lists of projects to be funded and implemented over the upcoming four years. MnDOT and transportation partners, including Minnesota tribes and MPOs, collaborate at the regional level to guide investment decisions by working through the ATPs to prioritize and select projects for funding and implementation. The [Overview of Planning and Programming in Minnesota](#) is a helpful source to explain these partnerships and transportation investment processes.



Performance Measurement

The Minnesota GO planning process (Vision, Statewide Multimodal Transportation Plan, and system investment plans) aims to enhance and protect the transportation assets and services that affect Minnesotans' quality of life, environment, and economy. MnDOT will continually track economic and demographic trends as well as the effectiveness of the strategies identified in this plan. This information coupled with data about the multimodal transportation system's condition and performance helps to identify best practices and ways to improve results.

Performance measures provide quantitative information to help make better investment decisions. They are an integral part of system management and have been used by MnDOT since the 1990s to evaluate services and guide plans, projects, and investments. **Figure 5-4** includes selected existing MnDOT performance measures for each of the six objective areas of this plan that have been drawn from MnDOT's ongoing performance management program. Performance measures are by no means static and should evolve to better align with the Minnesota GO Vision.

Performance measures and targets will be set and identified in the system investment plans (e.g. pavement and bridge condition, miles of bicycle and walking facilities, installation of flight navigation aids, transit ridership and service availability, rail-grade crossing warnings). Measures such as snow/ice clearance time are also established for trunk highway operations. Each modal investment plan includes a comparison of measured system condition and performance, targets, and performance trends and concerns. The resulting understanding of system performance is then reflected in scenarios to compare risks of varying investment levels, strategies, and priorities. Final plans reflect public review and stakeholder input, setting a course for near-term investments and priorities over the following 20 years.

The Statewide Multimodal Transportation Plan and system investment plans are updated every four to six years. In the interim, MnDOT provides an [annual report](#) on system performance. The report helps to understand how well planning strategies are working and whether any mid-course revisions are necessary.



Figure 5-4: MnDOT Performance Measures

Objective Area	Performance Measures
Accountability, Transparency and Communication	Projects Let on Schedule, STIP Projects, Current Year: Percentage of projects in the first year of the STIP let in the planned year
	Customer Satisfaction with Reliability of MnDOT Communications: Percentage of respondents to the Omnibus survey that rate the reliability of MnDOT Communications
Transportation in Context	Airport Airspace and Land that is Protected: Percentage of publicly funded Minnesota airports that have Airport Safety Zoning
	Compliance with Criteria Air Pollutant Standards: Federal compliance standards. Outdoor levels of ozone, nitrogen dioxide, carbon monoxide, and particulate matter
	MnDOT Use of Cleaner Fuels: Gallons of fuel (with the percent ethanol subtracted) purchased for use in MnDOT on-road vehicles
Critical Connections	Travel Speed on Greater Minnesota Interregional Corridors (IRC): Percentage of Greater Minnesota Interregional Corridor miles meeting or close to target speed
	Access to Scheduled Air Service: Percentage of Minnesota's population within 60 minutes of an airport with scheduled airline service
	Travel Time Index (TTI) and National Ranking: Ratio of peak to free-flow travel time
	Transit Ridership: Passengers served in the Twin Cities Region
	Greater Minnesota Public Transit Bus Service Hours: Total number of public transit bus service hours provided compared to the total number of hours needed to meet transit demand
	Greater Minnesota Transit Coverage: Number of Greater Minnesota counties with countywide transit service
Asset Management	Structural Condition of State Highway Bridges: National Bridge Inventory (NBI) Structural Condition Index
	Ride Quality Index (RQI) for State Highway Pavements: Ride Quality Index
	Bridge Inspection: On time routine and fracture critical bridge inspections
	Snow and Ice Removal: Frequency of achieving bare lane within targeted number of hours
Traveler Safety	Fatalities on All Roads: Annual vehicle-related fatalities on all state and local roads
	General Aviation Fatalities: Annual fatalities resulting from general aviation crashes in Minnesota
System Security	Traffic Signal, Lighting and ITS Maintenance (developmental)
	Road Drainage Infrastructure Maintenance and Repair (developmental): Tracking of maintenance and repair of highest priority condition for (very poor condition) cross culverts - pipes that go underneath roadways

Working With Transportation Partners

Implementation of this plan's policy framework relies on effective coordination and collaboration among Minnesota's transportation partners. Working with our transportation partners through early and better coordination and collaboration is a priority. Both public outreach and stakeholder meetings during plan development identified this as the factor most critical to the success of Minnesota GO now and in the years to come.

MnDOT has a long-standing planning partnership with Minnesota's MPOs. MPOs carry out a continuing, cooperative and comprehensive transportation planning process within the state's larger urbanized areas. Both MnDOT and the MPOs share the responsibility of assuring that regional and statewide transportation plans align. Moving forward, MnDOT planners will participate in the development of MPO regional plans and work to ensure a high level of coordination and cooperation.

Regular consultation with Minnesota's tribes, participation on the Advocacy Council for Tribal Transportation, and co-sponsorship of Tribes and Transportation conferences are examples of established partner relations. Minnesota's unique ATPs bring local and state interests together to determine priorities for surface transportation investment programming. The Minnesota Freight Advisory Committee, Passenger Rail Forum, Minnesota Public Transit Association, State Non-Motorized Transportation Advisory Committee, ADA community, and other advisory groups regularly provide insights from the perspectives of particular interests. Engagement with these established partners and appropriate advisory groups is an expected step whenever the Statewide Multimodal Transportation Plan or Family of Plans are updated.

Two example initiatives that reflect MnDOT's new approaches and commitment to collaboration across all aspects of transportation system management include:

- The Disadvantaged Business Enterprise and Workforce Collaborative is working to build skills and create opportunities so that participation in the jobs and contracted work of Minnesota's transportation industry reflects the state's population demographics. The Collaborative is broadening the involvement of traditionally under-represented communities in all aspects of the transportation system, from planning to construction and operation.
- MnDOT's Corridor Investment Management Strategy (CIMS) advances the Minnesota GO Vision. It brings together many state agencies and local interests to share information about infrastructure investment needs and opportunities along interstates, freight routes, and some other trunk highway corridors. CIMS intended outcomes include a more transparent and inclusive decision-making process, cost-effective investments and innovative management strategies, as well as partnerships that leverage public resources to achieve multiple purposes.

Public Engagement

MnDOT's [Hear Every Voice](#) guidance voices the agency's aim to enable all to effectively participate in the transportation planning process and to have ready access to information about the transportation system.

When updated, the Statewide Multimodal Transportation Plan and system investment plans must each develop a public involvement plan that provides the public and stakeholders with information about the planning effort and opportunities to “weigh-in” on proposed policies, priorities, investments, and other plan analysis and recommendations. As part of the public engagement process MnDOT will strive to ensure an orderly development of future planning initiatives to maximize engagement opportunities while avoiding redundancy and confusion.

Plan development outreach includes both face-to-face meetings and online communication with established partners, stakeholders, and the public. Ensuring that interested individuals have options to participate throughout plan development is expected, beginning with early discussions about the plan update process and schedule, exchange of information and views about trends and system changes, along with early review of draft recommendations. Both meetings and posted information must be accessible, consistent with ADA requirements.

MnDOT's goal to engage traditionally under-represented communities can involve making information available in different languages, providing translation services on request, publicizing meetings, and other opportunities via ethnic media, as well as strategizing to meet in community gathering locations when possible and at convenient times.

Both state and federal law requires a formal public review process for major plan updates. Whenever a draft plan is released for public review and comment, MnDOT has made it easier to participate in the required formal public hearings by scheduling them in MnDOT facilities across the state that have video conference technology.

For additional information on working with transportation partners and public involvement information, a link to the public involvement plan and summary is included in **Chapter 6 “How do I get more information?”**





SUMMARY

Beyond this plan, MnDOT will work with transportation partners to realize the objectives and strategies outlined in the previous chapter. It is important to track the outcome of this plan both internally and externally to gauge whether progress is being made toward achievement of the Minnesota GO Vision and plan objectives and strategies. Surveying our partners to identify how objectives and strategies are being used as a framework is important.

