



Statewide Multimodal Transportation Plan

September 28, 2012

Dear Citizens of Minnesota,

I am pleased to share with you the Minnesota Statewide Multimodal Transportation Plan 2012-2031. This plan is the result of extensive collaboration over the past year among the Minnesota Department of Transportation and citizens, stakeholders and partners throughout Minnesota. I want to thank everyone who took the time to participate in our outreach meetings and provide input on the plan. To create an accessible plan, truly reflective of Minnesotans' interests, this plan was crafted with the citizen in mind—a plan for everyone.

The social, economic and environmental climates of Minnesota are rapidly changing, and it is critical that our state's transportation system adapt. This Statewide Multimodal Transportation Plan is based on the adopted Minnesota GO 50-year Vision for transportation and provides guidance to help our state achieve this Vision. **The Plan places emphasis on building and maintaining a multimodal transportation system through solutions that ensure a high return-on-investment, given constrained resources, and that complement the unique social, natural and economic features of Minnesota.**

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 broader multimodal objectives and strategies in this plan will directly affect the direction of modal investment plans beginning with the State Highway Investment Plan, which is being developed this year and completed in 2013. MnDOT's planning efforts support Minnesota Governor Dayton's Better Government strategy by ensuring that MnDOT programs strengthen the state's social and economic fabric as efficiently and cost-effectively as possible.

Performance-based and Risk-based Planning

MnDOT has used performance measures to inform management and investment decisions since the mid-1990s and made it a formal part of the statewide planning process in 2003. This was the first performance-based statewide transportation plan in the nation. 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.

Heightened emphasis on the growing disparity between available resources and the work needed to maintain sound infrastructure was a major theme for the 2009 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.

Using risk to inform investment and project decisions is not a new concept for MnDOT. However, moving forward, the use of risk management will be more standardized, transparent, and an integral part of the modal investment plans. It will serve as a starting point for discussions with the public and transportation partners regarding investment decisions and required tradeoffs in light of fiscal constraints.

The following represent significant changes to MnDOT's planning and investment approach.

- **Apply multimodal solutions that ensure a high return-on-investment, given constrained resources, and that complement the unique social, natural and economic features of Minnesota.** This approach will be applied throughout the state and across modes. 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 over 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.** This 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.

The success of Minnesota's transportation system depends on the coordinated efforts of many public and private providers. The objectives and strategies outlined in this plan provide the framework for our joint efforts. MnDOT will continue to involve citizens, stakeholders and partners in the implementation of this plan and in future investment and policy decisions. Through continued collaboration, together we can maintain and build a transportation system that realizes the Minnesota GO 50-year Vision for transportation and maximizes the health of people, the environment, and our economy.

Sincerely,

A handwritten signature in black ink, appearing to read "Thomas K. Sorel". The signature is fluid and cursive, with a long horizontal stroke at the end.

Thomas K. Sorel
Commissioner