

# WHAT IS THE SMTP?



## PLANNING FOR A CHANGING MINNESOTA

### Statewide Multimodal Transportation Plan

The Statewide Multimodal Transportation Plan, or SMTP as it is commonly referred to, is Minnesota's highest level policy plan for transportation. It translates the Minnesota GO 50-year Vision into policy direction for all types of transportation and for all transportation partners. It's more than just roadways and more than just MnDOT.

The plan is required by state and federal law. MnDOT is required to plan for 20 years into the future but also to update the plan every four years. The last updated was completed in 2012.

### POLICY OBJECTIVES

The current SMTP is structured around six policy objectives:

**Accountability, Transparency and Communication**, which addresses how MnDOT and other transportation partners make decisions and communicate those decisions to each other and to the public;

**Traveler Safety**, which focuses on how we ensure safe travel for all users on all types of transportation;

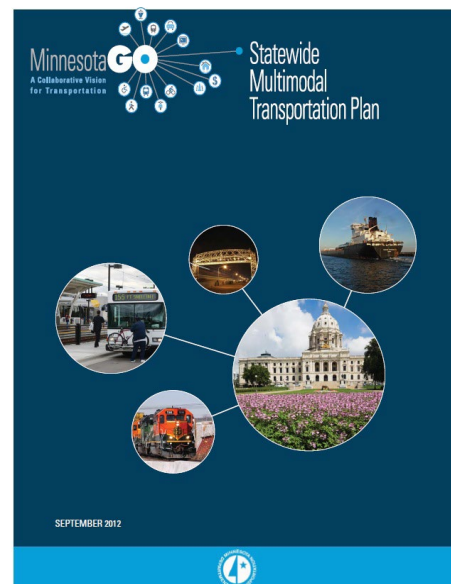
**Transportation in Context**, which looks at all the areas that impact and are impacted by transportation such as land use, the environment and the economy;

**Critical Connections**, which addresses how all types of transportation work together to create a multimodal transportation system;

**Asset Management**, which focuses on how we maintain the infrastructure we have; and

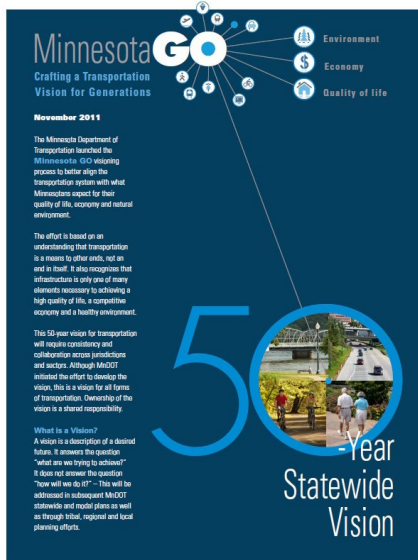
**System Security**, which looks at the role the transportation system plays in keeping Minnesota running and Minnesotans safe.

These six policy objectives are supported by 33 strategies which provide more targeted direction to MnDOT and partners.



# Minnesota GO Vision

Planning at MnDOT starts with the 50-year Minnesota GO Vision. The Vision, which was adopted in 2011, directs all transportation partners in the state to develop a multimodal transportation system that maximizes the health of the people, the environment, and the economy of Minnesota.



## THE VISION

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

- Connects Minnesota’s primary assets—the people, natural resources and businesses within the state—to each other and to markets and resources outside the state and country
- Provides safe, convenient, efficient and effective movement of people and goods
- Is flexible and nimble enough to adapt to changes in society, technology, the environment and the economy

### Quality of Life

- Recognizes and respects the importance, significance and context of place – not just as destinations, but also where people live, work, learn, play and access services
- Is accessible regardless of socio-economic status or individual ability

### Environment

- Is designed in such a way that it enhances the community around it and is compatible with natural systems
- Minimizes resource use and pollution

### Economic Competitiveness

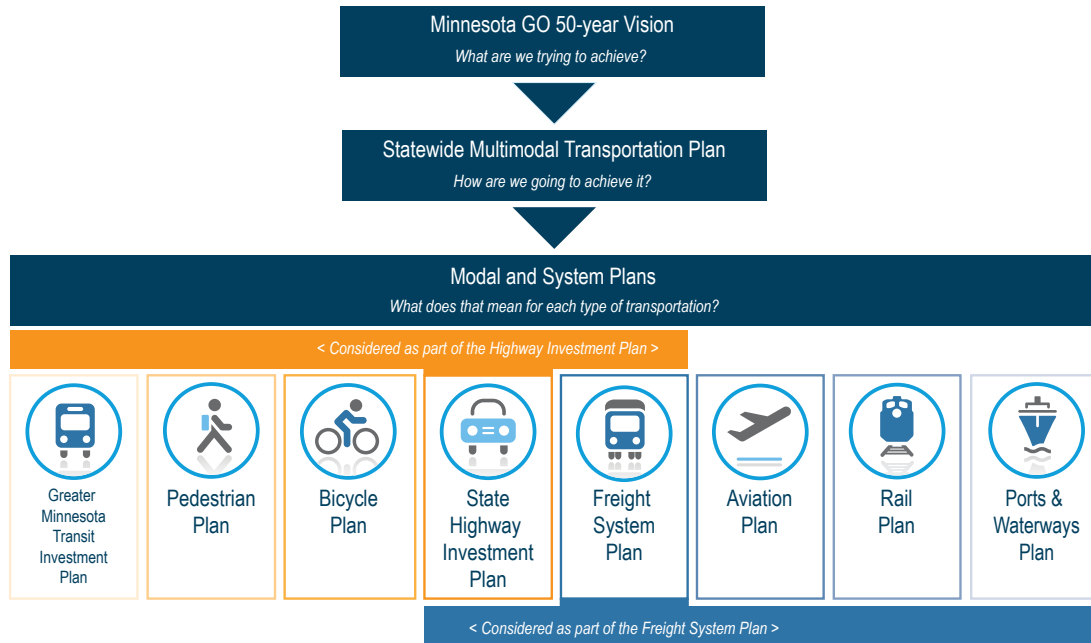
- Enhances and supports Minnesota’s role in a globally competitive economy as well as the international significance and connections of Minnesota’s trade centers
- Attracts human and financial capital to the state

## GUIDING PRINCIPLES

The following principles will guide future policy and investment decisions for all forms of transportation throughout the state. These are listed in no particular order. The principles are intended to be used collectively.

GUIDING PRINCIPLES
<p><b>Leverage public investments to achieve multiple purposes</b></p> <p>The transportation system should support other public purposes, such as environmental stewardship, economic competitiveness, public health and energy independence.</p>
<p><b>Ensure accessibility</b></p> <p>The transportation system must be accessible and safe for users of all abilities and incomes. The system must provide access to key resources and amenities throughout communities.</p>
<p><b>Build to a maintainable scale</b></p> <p>Consider and minimize long-term obligations—don’t overbuild. The scale of the system should reflect and respect the surrounding physical and social context of the facility. The transportation system should affordably contribute to the overall quality of life and prosperity of the state.</p>
<p><b>Ensure regional connections</b></p> <p>Key regional centers need to be connected to each other through multiple modes of transportation.</p>
<p><b>Integrate safety</b></p> <p>Systematically and holistically improve safety for all forms of transportation. Be proactive, innovative and strategic in creating safe options.</p>
<p><b>Emphasize reliable and predictable options</b></p> <p>The reliability of the system and predictability of travel time are frequently as important or more important than speed. Prioritize multiple multimodal options over reliance on a single option.</p>
<p><b>Strategically fix the system</b></p> <p>Some parts of the system may need to be reduced while other parts are enhanced or expanded to meet changing demand. Strategically maintain and upgrade critical existing infrastructure.</p>
<p><b>Use partnerships</b></p> <p>Coordinate across sectors and jurisdictions to make transportation projects and services more efficient.</p>

Figure 1: MnDOT's Family of Plans



## MnDOT's Family of Plans

The Minnesota GO 50-year Vision is supported by a family of plans. Together, the plans help Minnesota achieve the Vision by providing additional direction to MnDOT and other transportation partners in the state.

After the Vision, the Statewide Multimodal Transportation Plan is the second tier of the family of plans. Where the Vision outlines what we are trying to achieve, the multimodal plan starts to answer the question – how are we going to achieve it? The plan includes a broad series of objectives and strategies which help to answer that question.

The third tier of the family of plans are the modal and system plans. These plans build off of the objectives and strategies in the multimodal plan and help to identify what the overall direction means for each type of transportation - transit, walking, bicycling, highways, freight, aviation, rail, and ports and waterways.

The entire family of plans works together to move Minnesota toward one transportation future.

## Update Process & Schedule

As previously noted, the Statewide Multimodal Transportation Plan is required to be updated every four years. The next version of the plan is due to the Minnesota Legislature by January 2017. In order to meet this deadline, MnDOT kicked-off the update process in the summer of 2015.

The update process consists of three primary steps:

### Step 1. Background Information

- Collect information about what MnDOT and other transportation partners are currently doing and what's already planned for the future.
- Assess the current SMTP strategies – did we do what we said we would do?
- Review relevant laws, rules and regulations as well as other MnDOT plans and plans from transportation partners around the state like Metropolitan Planning Organizations and Minnesota's Tribal Nations.

### Step 2. Trend Analysis

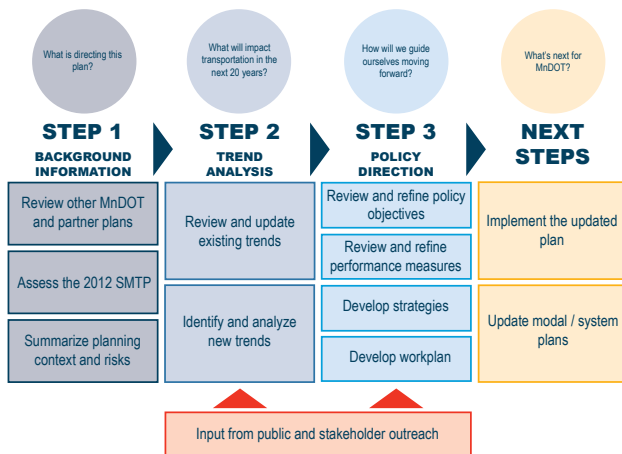
- Look at changes in Minnesota's population, technology, the environment, the economy, and travel behavior.
- Review the recent past and make educated guesses about the future.
- Ask what the changes mean for transportation in Minnesota.

### Step 3. Policy Direction

- Revise the current SMTP policy objectives and strategies in response to what is learned from collecting background information and the trend analysis.
- Develop a near-term workplan for MnDOT that identifies activities the agency should undertake before the next plan update to help advance the overall policy direction.

Figure 2: SMTP Update Process

Statewide Multimodal Transportation Plan (SMTP) Update Process



Input from the public and transportation stakeholders is essential throughout the entire update process. A variety of in-person and online tools are used to reach a broad audience.

## Trends

Minnesota is facing many changes. These shifts — in population, technology, the environment, the economy, and transportation behavior — will affect how people and goods move throughout the state. It is important that transportation partners proactively plan to address these changes in order to achieve the vision of a multimodal transportation system that maximizes the health of people, the environment, and the economy.

When planning for a changing Minnesota, the Statewide Multimodal Transportation Plan considers the following trends:

POPULATION	TECHNOLOGY	ENVIRONMENT	ECONOMY	TRANSPORTATION BEHAVIOR
<ul style="list-style-type: none"> <li>• Aging Population</li> <li>• Demographics</li> <li>• Health</li> <li>• Racial Disparities &amp; Equity</li> <li>• Urban &amp; Rural Populations</li> </ul>	<ul style="list-style-type: none"> <li>• Autonomous Vehicles</li> <li>• Electrification &amp; Alternative Fuels</li> <li>• Mobile Technology</li> <li>• Sensors, Monitors &amp; Big Data</li> <li>• Unmanned Aircraft Systems / Drones</li> </ul>	<ul style="list-style-type: none"> <li>• Climate Change</li> <li>• Environmental Quality</li> </ul>	<ul style="list-style-type: none"> <li>• Aging Infrastructure</li> <li>• Dynamic Road Pricing</li> <li>• Economy &amp; Employment</li> <li>• Freight Rail</li> <li>• New Logistics</li> <li>• Public-Private Partnerships</li> </ul>	<ul style="list-style-type: none"> <li>• Mobility as a Service</li> <li>• Teleworking &amp; e-Shopping</li> <li>• Transportation Behavior</li> </ul>

Full papers on each trend are available online at [www.minnesotago.org](http://www.minnesotago.org).

## Stay Involved

There are many ways to stay involved in the plan update process. MnDOT is asking for input through stakeholder forums, presentations to groups and organization, activities at workplaces and community events, online surveys, and via social media. To follow project activities or to request a presentation, visit [www.minnesotago.org](http://www.minnesotago.org).

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