
STATEWIDE MULTIMODAL TRANSPORTATION PLAN



Minnesota's highest level policy plan for transportation

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**395 John Ireland Boulevard
Saint Paul, Minnesota 55155**

December 2022

Transportation keeps people connected to things they need and people they love. It connects businesses to suppliers and customers near and far. Our quality of life and economic wellbeing depend on a transportation system that works.

The Minnesota Department of Transportation envisions a transportation system that maximizes the health of people, the environment and our economy. We reaffirm this vision and remain committed to ensuring a safe, accessible, efficient and reliable transportation system. This update to the Statewide Multimodal Transportation Plan is the third in a series of plans that have made progress toward MnDOT's vision, and the plan acknowledges that we have more work to do.

For too many people, our state's transportation system is not accessible nor does it provide enough options to get around. Parts of the system are aging and need to be replaced. The transportation system of the past will not meet Minnesota's needs for the future.

Thank you to the thousands of Minnesotans who have shared thoughts and suggestions. Your feedback helped us make sure this is a people-powered plan for the future of transportation.

We find ourselves at a pivotal and exciting time. The 2022 SMTP includes the following new climate, equity and health commitments:

- Shift to more climate-friendly transportation options
- Ensure equity in transportation decision making
- Improve health outcomes and reduce disparities in Minnesota through transportation

MnDOT will continue to work with the public, stakeholders and partners to implement this plan. The 2022 SMTP is an invitation to join us to ensure transportation is equitable, sustainable, resilient and healthy for all.

Sincerely,



Nancy Daubenberger, P.E.
Commissioner

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**395 John Ireland Boulevard
Saint Paul, Minnesota 55155**

Diciembre 2022

El transporte mantiene a las personas conectadas con las cosas que necesitan y con las personas que aman. También conecta a las empresas con los proveedores y clientes que se encuentran cerca y lejos. Nuestra calidad de vida y nuestro bienestar económico dependen de un sistema de transporte que funcione.

El Departamento de Transporte de Minnesota visualiza un sistema de transporte que mejore al máximo la salud de las personas, el medio ambiente y nuestra economía. Reafirmamos esta visión y seguimos comprometidos a garantizar un sistema de transporte seguro, accesible, eficiente y fiable. Esta actualización del Plan Estatal de Transporte Multimodal es la tercera de una serie de planes que han avanzado hacia la visión del Departamento de Transporte de Minnesota (MnDOT), y el plan reconoce que tenemos más trabajo por hacer.

Para muchas personas, el sistema de transporte de nuestro estado no es accesible ni ofrece suficientes opciones para trasladarse. Algunas partes del sistema están deteriorándose y deben ser sustituidas. El sistema de transporte del pasado no cumplirá con las necesidades de Minnesota en el futuro.

Gracias a los miles de habitantes de Minnesota que han compartido sus opiniones y sugerencias. Sus comentarios nos han ayudado a asegurarnos de que éste sea un plan impulsado por la gente para el futuro del transporte.

Nos encontramos en un momento crucial y emocionante. El SMTP 2022 incluye los siguientes compromisos nuevos en cuanto a clima, equidad y salud:

- Cambiar a opciones de transporte más adecuadas para el clima
- Garantizar la igualdad en la toma de decisiones sobre el transporte
- Mejorar los índices de salud y reducir las desigualdades en Minnesota a través del transporte

MnDOT seguirá trabajando con el público, las partes interesadas y los socios para implementar este plan. El SMTP 2022 es una invitación a unirse a nosotros para garantizar que el transporte sea equitativo, sustentable, resistente y saludable para todos.

Atentamente,



Nancy Daubenberg, P.E.
Comisionada

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**395 John Ireland Boulevard
Saint Paul, Minnesota 55155**

Kaum Ob Hlis 2022

Cov kev caij tsheb, taug kev, thiab caij luv thij yog ib qho pab kom cov neeg mus cuag tau tej yam lawv yuav tsum tau mus thiab ntsib cov neeg lawv hlub. Nws pab cov lag luam mus kom cuag cov neeg xa khoom rau lawv muag thiab cov neeg nyob deb thiab ze tau tuaj yuav lawv cov khoom. Peb lub neej nyob tau kaj siab thiab kev lag luam khiav tau zoo yeej nyob ntwam seb peb cov kev khiav mus los ua tau zoo npaum li cas.

Lub koom haum saib xyuas cov kev khiav mus los hu ua The Minnesota Department of Transportation, MnDOT, muaj lub zeem muag pom tias cov kev khiav mus los yog qhov es ua rau tib neeg muaj kev nyab xeeb loj tshaj plaws, thiab ntwam ib cheeb tsam puag ncig thiab peb cov lag luam kom tau zoo tshaj plaws. Peb yeej ua kom lub zeem muag nov ruaj khov thiab yeej tseem yuav ua kom muaj kev nyab xeeb, kom txhua tus siv tau, kom yooj yim thiab kom zoo txog qhov kev caij tsheb khiav mus los. Qhov no yog ntxiv tshiab rau daim ntwam tawm tswv yim ntwam lub Statewide Multimodal Transportation Plan, SMTP, yog ntu thib peb daim ntwam tawm tswv yim es tau txhim kho zuz rau MnDOT lub zeem muag, thiab daim ntwam tawm tswv yim lees paub tias peb yeej tseem tshuav ntau yam hauj lwm yuav tsum tau ua.

Rau ntau leej neeg dhau los lawm, peb lub xeev Minnesota txoj kev khiav mus los tsis muaj kom txhua tus siv tau los yog tsis muab ntau txoj hauv kev kom lawv caij tau mus ncig ua si. Ib qho ntwam cov kev mus los nov mas qub dhau lawm thiab yuav tsum tau ua dua tshiab. Cov kev khiav mus los yav tag los tsis tau zoo raws li lub xeev Minnesota txoj kev ntshaw rau lub neej yav tom ntej.

Ua tsaug rau ntau ntau phav leej pej xeev hauv lub xeev Minnesota es tau qhia lawv txoj kev xav thiab lawv lub tswv yim tuaj. Nej cov lus hais tuaj pab tau peb kom paub tseeb tias daim ntwam tawm tswv yim nov yog lub zog ntwam cov pej xeev li qhia rau yav tom ntej txog kho cov kev khiav mus los.

Peb pom tau tias peb nyob rau lub caij nyooq thiab ib lub sij hawm muaj siab heev. Qhov 2022 SMTP muaj nrog rau cov hom phiaj yuav los ua zoo rau huab cua, muaj lub suab tawm kom sib npaug, thiab kom muaj kev noj qab hauv huv:

- Hloov peb txoj kev khiav mus los ib yam li caij tsheb, caij luv thij, los sis taug kev, kom tsis txhob ua cov pa tsis zoo ya mus saum ntuj.
- Kom txhua tus muaj lub suab sib npaug zos thaum muaj kev txiav txim siab.
- Txhim kho kev noj qab haus huv kom zoo dua thiab txo qhov kev pab tsis sib npaug hauv lub xeev Minnesota thaum hais txog cov kev siv mus los.

MnDOT yuav ua hauj lwm ntxiv mus nrog rau ib zej tsoom, cov neeg tseem ceeb thiab cov neeg peb koom tes nrog los siv daim ntwam tawm tswv yim no es ua raws nraim li tau teev tseg. Qhov 2022 SMTP yog ib daim ntwam caw kom tuaj koom peb kho cov kev khiav mus los kom muaj kev ncaj ncees, nyob ruaj khov, nyob ruaj nrees thiab kom zoo rau txhua tus.

Ua Tsaug,



Nancy Daubenberger, P.E.

Tus thawj coj

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**395 John Ireland Boulevard
Saint Paul, Minnesota 55155**

December 2022

Gaadiidku wuxuu dadka ku xiriiriyaa waxyaabaha ay u baahanyihiin iyo dadka ay jecelyihiin. Wuxuu ku xiraa ganacsiyada alaab-qeybiyeyaasha iyo macaamiisha kuwo dhow iyo kuwa fogba. Tayada nolosheena iyo ladnaanteena dhaqaale ayaa waxay ku xirantahay nidaamka gaadiidka oo shaqeyaa.

Waaxda Gaadiidka ee Minnesota waxa ay hiigsanaysaa nidaam gaadiid oo kor u qaada caafimaadka dadka, deegaanka iyo dhaqaalaheena. Waxaanu dib u xaqiijineynaa aragtidan waxaana naga go'an in la helo nidaam gaadiid oo ammaan ah, la heli karo, hufan oo la isku halayn karo. Cusboonaysiintan lagu samaynayo Qorshaha Gaadiidka Kala-duwan ee Gobolka oo dhan ayaa ah tii saddexaad ee qorshayaal taxane ah oo horumar ka sameeyay dhinaca aragtida MnDOT, qorshuhuna waxa uu qirayaa in ay noo taalo shaqo badan oo ay tahay in aanu qabano.

Dad aad u badani, nidaamka gaadiidka ee gobolkeena ma heli karaan mana siiyo fursado ku filan oo ay meel ku tagaan. Qaybo ka mid ah nidaamka ayaa gaboobay oo u baahan in la beddelo. Nidaamka gaadiidka ee xilligii hore ma dabooli doono baahida Minnesota ee mustaqbalka.

Waad mahadsantihin kumanaanka reer Minnesota ee fikirka iyo soo jeedinta nala wadaagay. Rayi celintiinu waxay naga caawisay inaanu hubino in kani yahay qorshe ku gundhigan dadka oo loogu talagalay mustaqbalka gaadiidka iyo isu socodka.

Waxaynu ku jirnaa waqti muhim ah oo xiiso leh. Qorshaha SMTP ee sanadka 2022 waxaa ka mid ah cimilada cusub ee soo socda, sinnaanta caddaaladaysan iyo ballanqaadyada caafimaadka:

- U beddelesho fursado gaadiid oo cimilada ku habboon
- Hubinta in si cadaaladi ku jirto loogu sinnaado go'aanada la xiriira gaadiidka iyo isu socodka
- Hagaajinta natiijooyinka caafimaadka iyo in la yareeyo farqiga u dhexeeya dadka reer Minnesota oo loo marayo gaadiidka

MnDOT waxay sii wadi doontaa la shaqaynta dadweynaha, daneeyayaasha iyo hawl-wadaagyadeena si loo hirgeliyo qorshahan. Qorshaha SMTP ee sanadka 2022 waa martiqaad ku aaddan in aad nagu soo biirtaan si loo hubiyo in gaadiidka iyo isu socodka yahay mid loo simanyahay, waara, adkaysi leh oo caafimaad qab u leh dhammaan.

Mahadsanid,



Nancy Daubenberger, P.E.
Gudoomiyaha

TABLE OF CONTENTS

HOW TO USE THIS PLAN	1	CHAPTER 4	
OVERVIEW OF THE SMTP	3	WHAT IS DIRECTING THIS PLAN	57
CHAPTER 1		PUBLIC ENGAGEMENT	59
WHAT ARE WE TRYING TO ACHIEVE	5	PLANNING REVIEWS	68
MINNESOTA GO VISION	7	PLANNING REQUIREMENTS	71
FAMILY OF PLANS	9	PLAN FOCUS AREAS & EQUITY REVIEW	72
SMTP UPDATE PROCESS	9	CHAPTER 5	
A RENEWED COMMITMENT	13	HOW WILL WE GUIDE OURSELVES	
CHAPTER 2		MOVING FORWARD	83
WHERE ARE WE NOW	15	OBJECTIVES, PERFORMANCE MEASURES, STRATEGIES & ACTIONS	85
STREETS, ROADS & HIGHWAYS	19	TRANSPORTATION SAFETY	87
BICYCLING & WALKING	28	SYSTEM STEWARDSHIP	93
PUBLIC TRANSIT	30	CLIMATE ACTION	99
FREIGHT RAIL	35	CRITICAL CONNECTIONS	103
AIR	37	HEALTHY EQUITABLE COMMUNITIES	109
PORTS & WATERWAYS	39	OPEN DECISION MAKING	113
TRANSPORTATION FUNDING	41	MODES & USERS OF THE TRANSPORTATION SYSTEM	117
CHAPTER 3		CHAPTER 6	
WHAT IS CHANGING	43	WHAT IS NEXT FOR MNDOT	121
POPULATION	45	2022-2027 WORK PLAN	123
ECONOMY	47	NEXT STEPS FOR THE FAMILY OF PLANS	132
ENVIRONMENT	49	MONITORING & REPORTING	134
TECHNOLOGY	51		
SAFETY	53		
TRAVEL BEHAVIOR	54		

CHAPTER 7	
HOW WILL WE IMPLEMENT THE SMTP	135
PARTNER ROLES	137
PREPARING FOR CHANGE	138
NEED FOR SUSTAINABLE FUNDING	139
MANAGING TRADEOFFS	140
ESSENTIAL PRACTICES FOR PLAN IMPLEMENTATION	140
APPENDIX	141
A – ACKNOWLEDGMENTS	143
B – ACRONYMS	153
C – GLOSSARY	154
D – PLANNING REVIEWS	163
E – ENVIRONMENTAL JUSTICE & TITLE VI	181
F – TRANSPORTATION FUNDING	209
G – ENGAGEMENT SUMMARY	235
H – TRANSPORTATION EQUITY	249
I – PERFORMANCE MEASURES	261
J – TRIBAL COORDINATION & CONSULTATION	305
K – PLANNING REQUIREMENTS	313

HOW TO USE THIS PLAN

As the highest policy plan for transportation in Minnesota, the Statewide Multimodal Transportation Plan (SMTP) provides objectives, performance measures, strategies and actions to move Minnesota's transportation system forward. These collectively make up the policy direction that answers, "How are we going to achieve a multimodal transportation system that maximizes the health of people, the environment and our economy?"

Not all of the strategies and actions can be implemented right away. Some will require more time, support and funding. Also, it is important to achieve near-term successes while laying the groundwork for larger and more complex strategies and actions to follow.

Everyone has a role in implementing the policy direction in this plan and ensuring the success of the transportation system.

LOCAL PARTNERS

Agencies and organizations responsible for transportation decisions at the local level. This includes cities, counties, townships, public transit providers, ports, airports, etc.

TRIBAL PARTNERS

Minnesota is home to 11 reservations and 12 federally recognized sovereign Tribal Nations with jurisdiction over lands and resources within Minnesota: Bois Forte Band of Chippewa, Fond du Lac Band of Lake Superior Chippewa, Grand Portage Band of Lake Superior Chippewa, Leech Lake Band of Ojibwe, Lower Sioux Indian Community, Mille Lacs Band of Ojibwe, Prairie Island Indian Community, Red Lake Nation, Shakopee Mdewakanton Sioux Community, Upper Sioux Community and White Earth Nation. Minnesota is also home to the Minnesota Chippewa Tribe. The Minnesota Chippewa Tribe is a federally recognized tribal government for its member tribes (Bois Forte, Fond du Lac, Grand Portage, Leech Lake, Mille Lacs and White Earth). In addition, Minnesota contains lands owned by the Ho-Chunk Nation, which does not have a reservation. The Ho-Chunk Nation's lands are primarily located in Wisconsin.

REGIONAL PARTNERS

Agencies and organizations involved in regional planning, programming and economic development. This includes metropolitan planning organizations and regional development organizations.

STATE PARTNERS

Agencies and organizations with a statewide mission and interest in or impact on transportation. This includes the Minnesota Department of Employment and Economic Development, the Minnesota Department of Agriculture, the Minnesota Department of Health, the Minnesota Housing Finance Agency, the Minnesota Department of Public Safety, the Minnesota Pollution Control Agency, the Minnesota Department of Natural Resources, the Minnesota Environmental Quality Board and Explore Minnesota Tourism.

FEDERAL PARTNERS

Agencies and organizations that provide federal funding and have policies that impact planning, implementation and maintenance of the transportation system. This includes the U.S. Department of Transportation's Federal Aviation Administration, Federal Highway Administration, Federal Railroad Administration and Federal Transit Administration. Other federal agencies such as the U.S. Environmental Protection Agency, Department of Housing and Urban Development, Department of Commerce/Economic Development Administration, U.S. Army Corps of Engineers and the U.S. Fish and Wildlife Service also impact transportation decisions.

PRIVATE SECTOR PARTNERS

Companies that own and operate transportation services. These include railroads, terminal operators and shipping companies as well as developers, construction companies, consultants, etc.

COMMUNITY PARTNERS

Agencies and organizations that are advocates, academics, community-based organizations and chambers of commerce.

PUBLIC

State and federal legislators, community leaders and the general public are active participants in the state's transportation system. Everyone can contribute to transportation decisions by participating in public engagement, boards, committees, councils and legislative processes related to transportation.

OVERVIEW OF THE SMTP

The SMTP is divided into seven chapters. The following is a brief summary of what can be found in each chapter.

CHAPTER 1 WHAT ARE WE TRYING TO ACHIEVE sets the scene with the Minnesota GO Vision for the transportation system now and in years to come.

CHAPTER 2 WHERE ARE WE NOW discusses the state of the transportation system. It describes the current use and condition of the system and how transportation is funded.

CHAPTER 3 WHAT IS CHANGING describes key trends impacting transportation: population, economy, environment, technology, safety and transportation behavior.

CHAPTER 4 WHAT IS DIRECTING THIS PLAN describes public engagement activities for the plan. It also includes information on recent changes to planning and programming considerations and requirements.

CHAPTER 5 HOW WILL WE GUIDE OURSELVES MOVING FORWARD presents objectives, performance measures, strategies and actions that will guide Minnesota toward the Minnesota GO Vision over the next two decades.

CHAPTER 6 WHAT IS NEXT FOR MNDOT outlines a work plan with steps MnDOT will take to advance the plan's objectives, strategies and actions and how progress will be tracked in the next five years. The chapter also outlines how this plan will influence MnDOT's other statewide plans.

CHAPTER 7 HOW WILL WE IMPLEMENT THE SMTP identifies who has a role in implementing strategies, actions and considerations for preparing for the change needed to move Minnesota's transportation system forward and essential practices for SMTP implementation.

APPENDICES provide additional information and analyses that guided the development of this plan.

- Appendix A – Acknowledgments
- Appendix B – Acronyms
- Appendix C – Glossary
- Appendix D – Planning Reviews
- Appendix E – Environmental Justice & Title VI
- Appendix F – Transportation Funding
- Appendix G – Engagement Summary
- Appendix H – Transportation Equity
- Appendix I – Performance Measures
- Appendix J – Tribal Coordination and Consultation
- Appendix K – Planning Requirements





WHAT ARE WE TRYING TO ACHIEVE

The Statewide Multimodal Transportation Plan (SMTP) is Minnesota’s highest level policy plan for transportation. It is a 20-year plan based on the Minnesota GO Vision for a transportation system that maximizes the health of people, the environment and our economy. It supports the 16 goals for transportation established by the Minnesota Legislature. The plan is for all types of transportation and all transportation partners. It is about more than just roads and more than just the Minnesota Department of Transportation (MnDOT). The plan takes into account what is changing for the transportation system and provides direction for progress over the next 20 years.

READ CHAPTER 1 TO:

- Read the vision and goals guiding transportation in Minnesota.
- Learn about MnDOT’s modal and system plans.
- Learn about the SMTP and the 2022 update process.

MINNESOTA GO VISION

The transportation system is built to move people and goods, ensure a high quality of life for Minnesotans and support our economy. In 2011, MnDOT created the 50-year Minnesota GO Vision to set guiding principles for everyone with a role in making the transportation system work for Minnesotans. The vision says that “Minnesota’s multimodal transportation system maximizes the health of people, the environment and our economy.” It answers the question, “What are we trying to achieve with transportation over the next 50 years?” See Figure 1-1 for the Minnesota GO Vision and guiding principles.




The SMTP is the 20-year plan that sets policy direction for the modal and system plans that make up the statewide transportation plan (i.e., Family of Plans). The state requires the SMTP to be updated every five years. The SMTP and the other plans in the Family of Plans combined meet state and federal transportation planning requirements. These plans must support national, state and local goals. See Appendix K – Planning Requirements to see how the SMTP meets state and federal planning requirements.

Figure 1-1: Minnesota GO Vision and guiding principles

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 our economy.

 <p>Quality of Life</p>	 <p>Environmental Health</p>	 <p>Economic Competitiveness</p>
<ul style="list-style-type: none">• 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 socioeconomic status or individual ability	<ul style="list-style-type: none">• Is designed in such a way that it enhances the community around it and is compatible with natural systems• Minimizes resource use and pollution	<ul style="list-style-type: none">• 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

GOALS FOR TRANSPORTATION IN MINNESOTA

Minnesota statute 174.01 identifies 16 goals to ensure Minnesota has an integrated multimodal transportation system. The 16 goals are:

1. To minimize the fatalities and injuries for transportation users throughout the state.
2. To provide multimodal and intermodal transportation facilities and services to increase access for all persons and businesses and to ensure economic well-being and quality of life without undue burden placed on any community.
3. To provide a reasonable travel time for commuters.
4. To enhance economic development and provide for the economical, efficient and safe movement of goods to and from markets by rail, highway and waterway.
5. To encourage tourism by providing appropriate transportation to Minnesota facilities designed to attract tourists and to enhance the appeal, through transportation investments, of tourist destinations across the state.
6. To provide transit services to all counties in the state to meet the needs of transit users.
7. To promote accountability through systematic management of system performance and productivity through the utilization of technological advancements.
8. To maximize the long-term benefits received for each state transportation investment.
9. To provide for and prioritize funding of transportation investments that ensures that the state's transportation infrastructure is maintained in a state of good repair.
10. To ensure that the planning and implementation of all modes of transportation are consistent with the environmental and energy goals of the state.
11. To promote and increase the use of high-occupancy vehicles and low-emission vehicles.
12. To provide an air transportation system sufficient to encourage economic growth and allow all regions of the state the ability to participate in the global economy.
13. To increase use of transit as a percentage of all trips statewide by giving highest priority to the transportation modes with the greatest people-moving capacity and lowest long-term economic and environmental cost.
14. To promote and increase bicycling and walking as a percentage of all trips as energy-efficient, nonpolluting and healthy forms of transportation.
15. To reduce greenhouse gas emissions from the state's transportation sector.
16. To accomplish these goals with minimal impact on the environment.

FAMILY OF PLANS

The objectives, performance measures, strategies and actions in the SMTP set policy direction for MnDOT’s modal and system plans. This set of plans include aviation, bicycle, freight, highway, pedestrian, ports and waterways, rail and transit. These plans are collectively known as the “Family of Plans.” Together the Family of Plans directs

investments, maintenance, operations, modal programs and services for all types of transportation throughout the state. Other plans for safety, accessibility, operations, technology and more can but are not required to follow the SMTP’s policy direction.

SMTP UPDATE PROCESS

MnDOT is responsible for working with the public, transportation partners and tribal nations to produce the SMTP. Throughout the update process, MnDOT sought input from the public, stakeholders and partners. A summary of the engagement process and input received is included in Chapter 4. A detailed public engagement report is available in Appendix G – Engagement Summary. The plan update process is shown in Figure 1-2.

STEP 1. BACKGROUND INFORMATION

The SMTP process began with a review of plans and studies completed in the last five years and changes in law and policy since 2017. Staff evaluated the progress made in implementing the 2017 SMTP. Insights from these reviews highlighted where MnDOT could make updates to the trend library.

Chapter 2 provides a snapshot of the current transportation system. Chapter 3 includes a high-level summary of trends impacting the transportation system. More background information is included in the appendices.

STEP 2. POLICY DIRECTION

Based on insights from step 1, MnDOT reviewed and updated the objectives and strategies to ensure they aligned with the Minnesota GO Vision and current transportation policies. Actions were developed to clarify how to implement each strategy. Additionally, performance measures were updated for each objective based on the draft policy direction. The updated objectives, performance measures, strategies and actions are listed in Chapter 5.

STEP 3. NEXT STEPS

This work is expected to happen over the next five to 20 years after the plan is adopted and will focus on the implementation of the policy direction set forward in Chapter 5. Chapter 6 contains the list of activities MnDOT will do in the next five years, known as the SMTP Work Plan. Additionally, each of the Family of Plans will be updated to align with the SMTP policy direction. Chapter 7 identifies partner roles, change readiness considerations and implementation essential practices to move Minnesota’s transportation system forward.

Figure 1-2: Statewide Multimodal Transportation Plan process



FOCUS AREAS

This update of the SMTP focused on six areas for transportation in Minnesota—aging infrastructure, climate, economy and employment, equity, safety and transportation options. These were selected in collaboration with the public, stakeholders and partners as part of SMTP engagement. These focus areas cut across all transportation topics and guide priorities for the transportation system.



AGING INFRASTRUCTURE

Infrastructure across the country is aging. As the system ages, more resources go to maintenance and repairs to make sure they serve communities as intended. Minnesota’s transportation system shows signs of deterioration and requires attention.



CLIMATE

Minnesota’s climate is already changing. Temperatures are increasing and larger, more frequent extreme weather events are occurring year round. Climate change will impact the way the transportation system is used, built, designed, operated and maintained. The transportation sector needs to combat climate change by providing people with environmentally friendly choices to ensure their daily transportation needs are met.



ECONOMY & EMPLOYMENT

The transportation system works best when it evolves to meet the needs of people and the changing economy. Understanding these needs helps ensure that people and goods move safely and efficiently throughout Minnesota. The future requires collaborative solutions that support the economy and employment as an essential goal for the transportation system.



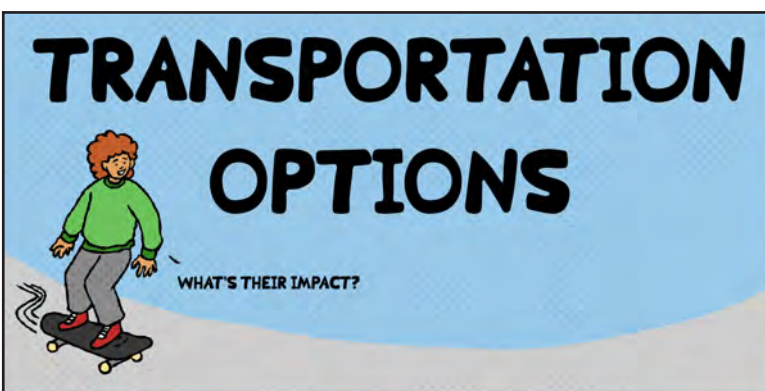
EQUITY

Decisions on policy, design and operations in the built environment and transportation system have led to inequities for underserved communities, especially Black, Indigenous and People of Color. Advancing transportation equity requires having a better understanding of how the transportation system, services and decision-making processes help or hinder the lives of people in underserved communities in Minnesota.



SAFETY

Recent shifts in transportation behavior have led to a significant step backwards in transportation safety. 2021 was the deadliest year on Minnesota roads in more than a decade. A mix of traditional and new practices and methodologies are needed to prevent and mitigate human error and ensure people are safe.



TRANSPORTATION OPTIONS

A variety of transportation options support how people and goods move across the state, throughout a region or within a community. Collaboration with all partners is required to ensure a connected transportation system offers options and choices for moving people and goods.

A RENEWED COMMITMENT

This SMTP update continues the last five years of planning activities. It provides a revised set of strategies to advance the Minnesota GO Vision to continue the work set forward by the 2017 SMTP. Actions are a new level of detail to the policy direction to provide clarity on how to meet the commitments in the vision and who has a role in implementing this work.

Since the 2017 plan, there are new opportunities and challenges. Progress has been made toward the Minnesota GO Vision. This update renews the state's commitment to the vision, but it will take all partners to bring the vision to a reality. The challenges Minnesota is facing require bold, coordinated approaches. Collective commitment is needed from all who have a role in making transportation work for Minnesotans. Consider the policy direction in this SMTP an invitation to join MnDOT and transportation partners to build this bold new transportation future together.

