
APPENDIX K - PLANNING REQUIREMENTS

The Statewide Multimodal Transportation Plan (SMTP) update process is guided by federal and state requirements. The Minnesota Department of Transportation (MnDOT) also has policies and initiatives that inform the planning process. Below outlines where that guidance and requirements can be found in the 2022 SMTP.

FEDERAL REQUIREMENTS

Statewide long-range transportation plans are guided by requirements set out in the code of federal regulations (CFR). Title 23 part 450 subpart B covers the Statewide and Nonmetropolitan Transportation Planning and Programming.¹ The state must demonstrate how the requirements are met with the long-range transportation plan. How the SMTP meets the requirements are categorized by federal planning factors, performance-based planning, cooperation, coordination and consultation, environmental mitigation, Environmental Justice, Title VI and plan content.

PLANNING FACTORS

Minnesota must carry out a continuous, cooperative and comprehensive statewide transportation planning process. The process is used when considering and implementing projects, strategies and services that address 10 federal planning factors. The factors must be considered and reflected, as appropriate, in the statewide transportation planning process.

Table K-1 shows how federal planning factors for the transportation system influenced the development of the SMTP objectives.² Further details on each of the objectives can be found in Chapter 5.

¹ 23. Statewide and nonmetropolitan transportation planning, u.S. Code § 135(f)(1), (f)(3), [https://www.Ecfr.Gov/current/title-23/chapter-i/subchapter-e/part-450/subpart-b#450.216](https://uscode.house.gov/view.xhtml?Req=(title:23%20section:135%20edition:prelim); code of federal regulations, development and content of the long-range statewide transportation plan, 23 cfr 450.216, <a href=).

² 23. statewide and nonmetropolitan transportation planning, u.s. code § 135(d)(1), [https://www.ecfr.gov/current/title-23/chapter-i/subchapter-e/part-450/subpart-b#450.206](https://uscode.house.gov/view.xhtml?req=(title:23%20section:135%20edition:prelim); code of federal regulations, scope of the statewide and nonmetropolitan transportation planning process, 23 cfr 450.206(a), <a href=).

Table K-1: Federal planning factors & related SMTP objectives

FEDERAL PLANNING FACTOR	RELATED OBJECTIVE(S)
Support the economic vitality of the United States, the states, metropolitan areas, and non-metropolitan areas, especially by enabling global competitiveness, productivity and efficiency.	Critical Connections Healthy Equitable Communities
Increase the safety of the transportation system for motorize and non-motorized users.	Transportation Safety
Increase the security of the transportation system for motorized and non-motorized users.	Transportation Safety Open Decision Making
Increase accessibility and mobility of people and freight.	System Stewardship Critical Connections Healthy Equitable Communities
Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.	System Stewardship Climate Action Critical Connections Healthy Equitable Communities
Enhance the integration and connectivity of the transportation system, across and between modes throughout the state, for people and freight.	Critical Connections Healthy Equitable Communities
Promote efficient system management and operation.	Transportation Safety System Stewardship Critical Connections Open Decision Making
Emphasize the preservation of the existing transportation system.	System Stewardship Critical Connections
Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.	System Stewardship Climate Action Critical Connections
Enhance travel and tourism.	Critical Connections Healthy Equitable Communities



PERFORMANCE-BASED PLANNING

Statewide transportation plans must establish and use a performance-based approach to transportation decision making that supports the national goals as identified in Figure K-1.³

Federal performance measure target selection must be coordinated with metropolitan planning organizations (MPOs) to ensure consistency. In areas not represented by MPOs, the selection of public transportation performance measure targets must be coordinated with public transportation providers.

The statewide planning process must integrate, either directly or by reference, the goals, objectives, performance measures and targets developed to meet federal requirements. Details on how Minnesota considers these federal requirements when developing policies, programs and investment priorities can be found in Appendix I – Performance Measures and is also included at a high level in Chapter 5.

COOPERATION, COORDINATION & CONSULTATION

Statewide transportation plans must be developed in coordination with MPOs, cooperation with nonmetropolitan officials, and in consultation with tribal governments and state, tribal and local agencies responsible for land use management, natural resources, environmental protection, conservation and historic preservation.⁴ Additionally, statewide transportation planning processes are required to develop and use a documented public involvement process that provides opportunities for public review and comment at key decision points.⁵ Information on how MnDOT coordinated, cooperated and consulted with transportation partners and the public can be found in Chapter 4 with detailed information regarding the public engagement process found in Appendix G – Engagement Summary. MnDOT completed a review of plans from more than 100 transportation partners including peer agencies, MPOs, RDOs and others.

³ 23. statewide and nonmetropolitan transportation planning, U.S. Code § 135(d)(2), [https://uscode.house.gov/view.xhtml?req=\(title:23%20section:135%20edition:prelim\);codeofregulations,scopeofthestatewideandnonmetropolitantransportationplanningprocess,23cfr450.206\(c\),https://www.ecfr.gov/current/title-23/chapter-i/subchapter-e/part-450/subpart-b#450.206;codeoffederalregulations,developmentandcontentofthelong-rangestatewideandnonmetropolitantransportationplan,23cfr450.216\(f\),https://www.ecfr.gov/current/title-23/chapter-i/subchapter-e/part-450/subpart-b#450.216](https://uscode.house.gov/view.xhtml?req=(title:23%20section:135%20edition:prelim);codeofregulations,scopeofthestatewideandnonmetropolitantransportationplanningprocess,23cfr450.206(c),https://www.ecfr.gov/current/title-23/chapter-i/subchapter-e/part-450/subpart-b#450.206;codeoffederalregulations,developmentandcontentofthelong-rangestatewideandnonmetropolitantransportationplan,23cfr450.216(f),https://www.ecfr.gov/current/title-23/chapter-i/subchapter-e/part-450/subpart-b#450.216).

⁴ 23. Statewide and nonmetropolitan transportation planning, U.S. Code § 135(f)(2), [https://uscode.house.gov/view.xhtml?req=\(title:23%20section:135%20edition:prelim\);CodeofFederalRegulations,Coordinationofplanningprocessactivities,23CFR450.208,https://www.ecfr.gov/current/title-23/chapter-i/subchapter-E/part-450/subpart-B#450.208](https://uscode.house.gov/view.xhtml?req=(title:23%20section:135%20edition:prelim);CodeofFederalRegulations,Coordinationofplanningprocessactivities,23CFR450.208,https://www.ecfr.gov/current/title-23/chapter-i/subchapter-E/part-450/subpart-B#450.208).

⁵ Code of Federal Regulations, Interested parties, public involvement, and consultation, 23 CFR 450.210, <https://www.ecfr.gov/current/title-23/chapter-i/subchapter-E/part-450/subpart-B#450.210>.

ENVIRONMENTAL MITIGATION

Statewide transportation plans must include a discussion of potential environmental mitigation activities and potential areas to carry out these activities. Further, the plans must include activities that may have the greatest potential to restore and maintain the environmental functions affected by the long-range statewide transportation plan. The discussion may focus on policies, programs or strategies, rather than at the project level. This must be developed in consultation with applicable federal, state, regional, local and Tribal land management, wildlife and regulatory agencies. The state may establish reasonable timeframes for performing this consultation.⁶⁷ The SMTP has components of climate change mitigation and resiliency throughout its objectives. Additionally, Climate Action is an objective with supporting strategies and actions related to climate change and resiliency. System Stewardship includes practicing environmental stewardship to protect and improve natural resources. Detailed information on the objectives can be found in Chapter 5.

ENVIRONMENTAL JUSTICE

Statewide transportation plans must identify and address disproportionately high and adverse human health or environmental effects on minority and low-income populations.⁸ Compliance is demonstrated through the public participation plan and an analysis of the plan's recommendations.

A summary of how MnDOT complied with the federal environmental justice components can be found in Chapter 4. Details for the public engagement process are found in Appendix G – Engagement Summary and an environmental justice review in Appendix E – Environmental Justice and Title VI.

⁶ 23. Statewide and nonmetropolitan transportation planning, U.S. Code § 135(f)(4), [⁷ Code of Federal Regulations, Development and content of the long-range statewide transportation plan, 23 CFR 450.216\(k\), <https://www.ecfr.gov/current/title-23/chapter-I/subchapter-E/part-450/subpart-B#450.216>.](https://uscode.house.gov/view.xhtml?req=(title:23%20section:135%20edition:prelim); Code of Federal Regulations, Development of programmatic mitigation plans, 23 CFR 450.214, https://www.ecfr.gov/current/title-23/chapter-I/subchapter-E/part-450/subpart-B#450.214.</p></div><div data-bbox=)

⁸ William J. Clinton, Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income, February 16, 1994, United States Environmental Protection Agency, <https://www.epa.gov/laws-regulations/summary-executive-order-12898-federal-actions-address-environmental-justice>; U.S. Department of Transportation, Final DOT Environmental Justice Order 5610.2(a), May 12, 2012, <https://www.transportation.gov/transportation-policy/environmental-justice/department-transportation-order-56102a>; U.S. Department of Transportation, Federal Highway Administration, FHWA Order 6640.23A, June 14, 2012, <https://www.fhwa.dot.gov/legisregs/directives/orders/664023a.cfm>; U.S. Department of Transportation, Federal Transit Administration, Environmental Justice Policy Guidance for Federal Transit Administration Recipients 4703.1, July 17, 2012, <https://www.transit.dot.gov/regulations-and-guidance/fta-circulars/environmental-justice-policy-guidance-federal-transit>.

TITLE VI

The plan’s recommendations and public outreach activities cannot result in discriminatory efforts or disparate impacts on the basis of race, color and national origin, including the denial of meaningful access for limited English proficient persons.⁹ Compliance is demonstrated through the public participation plan and the environmental justice analysis of the plan’s recommendations.

A summary of how MnDOT complied with Title VI requirements can be found in Chapter 4. Details for the public engagement process are found in Appendix G – Engagement Summary and an environmental justice review in Appendix E – Environmental Justice and Title VI.



⁹ 42. The Public Health and Welfare, U.S. Code § 2000d, <https://www.govinfo.gov/app/details/USCODE-2011-title42/USCODE-2011-title42-chap21-subchapV-sec2000d>; Code of Federal Regulations, Part 200 – Title Vi Program and Related Statutes – Implementation and Review Procedures, 23 CFR 200, 23 CFR §200 Title Vi Program And Related Statutes - Implementation And Review Procedures - Code of Federal Regulations ([ecfr.io](https://www.ecfr.gov)); Code of Federal Regulations, Nondiscrimination in Federally-Assisted Programs of the Department of Transportation – Effectuation of Title VI of the Civil Rights Act of 1964, 49 CFR 21, <https://www.ecfr.gov/current/title-49/subtitle-A/part-21?toc=1>; William J. Clinton, Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, August 11, 2000, The U.S. Department of Justice, <https://www.justice.gov/crt/executive-order-13166>; U.S. Department of Transportation, Federal Transit Administration, Title VI Requirements and Guidelines for Federal Transit Administration Recipients 4702.1B, October 1, 2012, <https://www.transit.dot.gov/regulations-and-guidance/fta-circulars/title-vi-requirements-and-guidelines-federal-transit>.

PLAN CONTENT

Statewide long-range transportation plans are required to cover specific content. The list below highlights how the SMTP covers content requirements.

- Have a minimum 20-year planning horizon at time of adoption, that provides for the development and implementation of the multimodal transportation system for the state.
 - Consider and include, as applicable, elements and connections between public transportation, non-motorized modes, rail, commercial motor vehicles, waterway and aviation facilities, particularly with respect to intercity travel
- Integrate the priorities, goals, countermeasures, strategies or projects contained in the Highway Safety Improvement Program (HSIP)¹⁰ and Public Transportation Agency Safety Plan (PTASP).

Appendix I – Performance Measures identifies federal and state performance measures, targets and the how Minnesota is achieving the targets. Information on Highway Safety Improvement Program and Public Transportation Agency Safety Plan is included in Appendix I – Performance Measures.

This update of the SMTP has a planning horizon of 2042. As a multimodal plan, plan elements throughout the document cover all modes and connections.

- Reference, summarize or contain any applicable short-range planning studies; strategic planning and/or policy studies; transportation needs studies; management system reports; emergency relief and disaster preparedness plans; and any statements of policies, goals and objectives on issues as appropriate that were relevant to the development of the plan.

MnDOT staff reviewed over 100 partner and stakeholder plans as part of the SMTP background and baseline assessment. A summary of the plans reviewed is noted in Appendix D – Planning Reviews.
- Include a security element that incorporates or summarizes the priorities, goals or projects set forth in other transit safety and security planning and review processes, plans and programs, as appropriate.

Chapter 5 contains the plan’s six objectives, strategies and actions. System security strategies and actions can be found in the System Stewardship, Climate Action and Critical Connections objectives.
- Include performance-based planning.

Appendix I – Performance Measures identifies federal and state performance measures, targets and the how Minnesota is achieving the targets. See Performance-Based Planning section in this appendix for more information.

¹⁰ Minnesota Department of Transportation, “Highway Safety Improvement Program,” Office of Traffic Engineering, date accessed March 17, 2022, <https://www.dot.state.mn.us/trafficeng/safety/hsip.html>.

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- Cooperate with metropolitan planning organizations (MPOs) and nonmetropolitan area local officials responsible for transportation, which may include regional development organization (RDO) cooperation.

Chapter 4 provides a summary and Appendix G – Engagement Summary provides a detailed description of the cooperation, consultation and coordination that occurred for the SMTP.

- Develop plan, as appropriate, in consultation with state, Tribal and local agencies responsible for land use management, natural resources, environmental protection, conservation and historic preservation. This consultation shall involve comparison of transportation plans to State and Tribal conservation plans or maps, if available, and comparison of transportation plans to inventories of natural or historic resources, if available.

Appendix G – Engagement Summary and Appendix J – Tribal Coordination and Consultation provide detailed descriptions of the cooperation, consultation and coordination that occurred for the SMTP. More information about the Tribal Consultation that occurred can be found in the Tribal Consultation section in this appendix.

- Include a discussion of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the long-range statewide transportation plan. The discussion may focus on policies, programs or strategies, rather than at the project level. The state shall develop the discussion in consultation with applicable Federal, State, regional, local and Tribal land management, wildlife and regulatory agencies. The state may establish reasonable timeframes for performing this consultation.

Appendix G – Engagement Summary and Appendix J – Tribal Coordination and Consultation provide detailed descriptions of the cooperation, consultation and coordination that occurred for the SMTP. More information about the Tribal Consultation that occurred can be found in the Tribal Consultation section in this appendix. Additional information on specific environmental mitigation activities can be found in the section Environmental Mitigation section in this appendix.

- Provide a reasonable opportunity for the RDOs, nonmetropolitan local elected officials, interested parties and the general public an opportunity to participate and comment on the plan.

Chapter 4 provides a summary and Appendix G – Engagement Summary provides a detailed description of the cooperation, consultation and coordination that occurred for the SMTP.

- Be published in electronically accessible formats and means, such as the World Wide Web.

The adopted SMTP will be published online in an American with Disabilities Act (ADA) accessible format. The document will be available to be downloaded in a PDF format that is also ADA accessible.

- Continually evaluate, revise and periodically update the long-range statewide transportation plan, as appropriate, using the procedures in this section for development and establishment of the long-range statewide transportation plan.

After adoption, MnDOT and transportation partners work together to implement the SMTP. Chapter 5 identifies the policy direction through objectives, strategies and actions. Chapter 6 outlines a five-year work plan for MnDOT. Per Minnesota statute, the SMTP is updated every five years and at that time the plan is evaluated, revised and updated.

- Provide copies of any new or amended long-range statewide transportation plan documents to the FHWA and the FTA for informational purposes.

The draft and adopted SMTP will be shared with the FHWA and FTA for informational purposes. Additional modal plans are also shared with FHWA and FTA as those plans are adopted.

STATE REQUIREMENTS

The State of Minnesota has established additional guidance for the SMTP. This guidance includes the incorporation of 16 legislative goals for transportation statewide, transportation elements from the Olmstead Plan, tribal consultation and plain language throughout the SMTP.

STATUTORY REQUIREMENTS FOR THE SMTP

Minnesota statute requires MnDOT to update the SMTP every five years and establish objectives, policies and strategies for achieving the statutory goals for transportation in Minnesota. The Minnesota Legislature has identified 16 goals for transportation. These goals are listed in Table K-2. The SMTP must also identify performance targets for measuring progress and achievement of the goals, objectives or policies.

Table K-2 outlines the state transportation goals and the related SMTP objectives, strategies and actions that support the goal. Further details on each of the objectives can be found in Chapter 5.

OLMSTEAD PLAN

The Minnesota Olmstead Plan states that “Transportation is a key aspect in an individual’s independence and quality of life. Transportation is also part of a community’s foundation and recognizes the importance, significance and context of place— not just as destinations, but also where people live, work, learn and enjoy life regardless of socioeconomic status or individual ability.” The Olmstead Plan goes on to state that MnDOT in conjunction with Department of Human Services will integrate the Olmstead principles in the state’s transportation system. MnDOT can do this by continuing to provide accessibility improvements in the right-of-way and improving transit access and ridership. Additionally, Minnesota can ensure that transportation is as integrated as possible and that transportation allows people with disabilities to participate in their communities.

MnDOT ensured that multimodal accessibility was integrated throughout the documents policy objectives, strategies and actions in Transportation Safety, System Stewardship, Climate Action, Critical Connections and Healthy Equitable Communities. Critical Connections includes performance measure for job accessibility by bicycle, car and transit. Further, MnDOT will be developing a multimodal accessibility performance measure as part of the work plan. Beyond accessibility, Open Decision Making focuses on the transparent communication with people to participate in their community, regional and statewide transportation projects and decisions.

Table K-2: State transportation goals & related SMTP objectives & key strategies, 1 of 3

STATE GOALS FOR THE TRANSPORTATION SYSTEM	RELATED OBJECTIVE(S)	KEY STRATEGIES & ACTIONS
Minimize the fatalities and injuries for transportation users throughout the state.	Transportation Safety (TS)	All TS strategies and actions
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.	Critical Connections (CC) Healthy Equitable Communities (HEC)	CC Strategy 1: all actions CC Strategy 2: all actions CC Strategy 3: all actions CC Strategy 4: all actions CC Strategy 6: all actions All HEC strategies and actions
Provide a reasonable travel time for commuters.	Critical Connections (CC)	CC Strategy 1: Action 1.3 CC Strategy 2: all actions CC Strategy 4: all actions CC Strategy 5: all actions
Enhance economic development and provide for the economical, efficient, and safe movement of goods to and from markets by rail, highway, and waterway.	Transportation Safety (TS) Critical Connections (CC) Healthy Equitable Communities (HEC)	TS Strategy 4: all actions CC Strategy 2: all actions CC Strategy 3: Action 3.1 CC Strategy 4: Action 4.1 CC Strategy 5: all actions HEC Strategy 1: Action 1.3
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.	System Stewardship Critical Connections (CC) Healthy Equitable Communities (HEC)	SS Strategy 2: Actions 2.1, 2.2 SS Strategy 3: Actions 3.3, 3.4 SS Strategy 4: Actions 4.1, 4.2, 4.5 CC Strategy 1: Action 1.1 CC Strategy 3: Actions 3.1, 3.2 HEC Strategy 1: Action 1.3
Provide transit services to all counties in the state to meet the needs of transit users.	Critical Connections (CC) Healthy Equitable Communities (HEC)	CC Strategy 1: all actions CC Strategy 2: all actions CC Strategy 3: all actions HEC Strategy 3: Action 3.4
Promote accountability through systematic management of system performance and productivity through the utilization of technological advancements.	System Stewardship (SS) Critical Connections (CC) Healthy Equitable Communities (HEC)	SS Strategy 1: all actions CC Strategy 2: Action 2.4 CC Strategy 5: Action 5.2 HEC Strategy 2: Action 2.5
Maximize the long-term benefits received for each state transportation investment.	System Stewardship (SS) Climate Action (CA)	SS Strategy 1: all actions SS Strategy 3: Action 3.3 CA Strategy 4: Action 4.1

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Table K-2: State transportation goals & related SMTP objectives, 2 of 3

STATE GOALS FOR THE TRANSPORTATION SYSTEM	RELATED OBJECTIVE(S)	KEY STRATEGIES & ACTIONS
Provide for and prioritize funding of transportation investments that ensures that the state’s transportation infrastructure is maintained in a state of good repair.	System Stewardship (SS) Climate Action (CA)	SS Strategy 1: all actions SS Strategy 2: Action 2.2 CA Strategy 4: Action 4.1
Ensure that the planning and implementation of all modes of transportation are consistent with the environmental and energy goals of the state.	System Stewardship (SS) Climate Action (CA) Healthy Equitable Communities (HEC)	SS Strategy 1: Action 1.3 SS Strategy 4: all actions CA Strategy 1: all actions CA Strategy 3: all actions CA Strategy 5: Action 5.1, 5.2, 5.3 HEC Strategy 5: Action 5.3
Promote and increase the use of high-occupancy vehicles and low-emission vehicles.	Climate Action (CA) Critical Connections (CC)	CA Strategy 1: all actions CC Strategy 1: all actions CC Strategy 3: all actions CC Strategy 5: Action 5.1, 5.2 CC Strategy 6: all actions
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.	Critical Connections (CC)	CC Strategy 3: Actions 3.1, 3.2
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.	Critical Connections (CC) Healthy Equitable Communities (HEC)	CC Strategy 1: all actions CC Strategy 2: all actions CC Strategy 5: Actions 5.1, 5.3 CC Strategy 6: all actions HEC Strategy 3: Actions 3.1, 3.2, 3.4
Promote and increase bicycling and walking as a percentage of all trips as energy-efficient, nonpolluting, and healthy forms of transportation.	Critical Connections (CC) Healthy Equitable Communities (HEC)	CC Strategy 1: all actions CC Strategy 3: all actions CC Strategy 5: Actions 5.1, 5.3 CC Strategy 6: all actions HEC Strategy 3: Actions 3.2, 3.3, 3.5

Table K-2: State transportation goals & related SMTP objectives, 3 of 3

STATE GOALS FOR THE TRANSPORTATION SYSTEM	RELATED OBJECTIVE(S)	KEY STRATEGIES & ACTIONS
Reduce greenhouse gas emissions from the state’s transportation sector.	System Stewardship (SS) Climate Action (CA) Critical Connections (CC)	SS Strategy 1: Action 1.3 CA Strategy 1: all actions CA Strategy 2: all actions CC Strategy 1: all actions CC Strategy 5: Actions 5.1, 5.2, 5.3 CC Strategy 6: all actions
Accomplish these goals with minimal impact on the environment.	System Stewardship (SS) Climate Action (CA)	SS Strategy 1: Action 1.3 SS Strategy 4: all actions CA Strategy 1: all actions CA Strategy 2: all actions

TRIBAL CONSULTATION

Beyond the federal requirement to consult with Tribes, Minnesota Executive Order 19-24 directs MnDOT to develop and maintain ongoing consultation with the 12 federally recognized sovereign governments located in Minnesota related to each area where MnDOT’s work intersects with Minnesota Tribal Nations. See later in this document section “MnDOT Policies & Initiatives” more about Tribal consultation.

PLAIN LANGUAGE

All state agencies must communicate using plain language. Plain language is communication that an audience can understand the first time they read it or hear it. The goal of using plain language is to provide Minnesotans better state services by reducing confusion, saving time and improving customer satisfaction.¹¹

In the SMTP, MnDOT has attempted to use language commonly understood by the public. At times this is difficult as there is transportation terminology that cannot be easily replaced by common terms. Despite this challenge, MnDOT has tried to present information in a format that is easy-to-find and easy-to-understand. Additionally, at the beginning of the document, MnDOT has included a “How to Use the SMTP” section that focuses on how the plan may be applicable and usable to different users.

¹¹ “Implementing Plain Language in the Executive Branch,” Executive Order 14-07, Mark Dayton, Governor of the State of Minnesota, March 4th, 2014, <https://www.leg.mn.gov/archive/execorders/14-07.pdf>.

MNDOT POLICIES & INITIATIVES

MnDOT has adopted policies and initiatives that guide the direction of the agency. The Strategic Plan, Complete Streets Policy, state performance measures and tribal consultation expand upon state and federal requirements to create a comprehensive approach to the development of the SMTP.

STRATEGIC PLAN

MnDOT’s mission is to connect and serve all people through a safe, equitable and sustainable transportation system. The agency’s core values are safety, service, equity, sustainability, innovation and collaboration. To advance this mission and demonstrate these core values, the 2022-2025 Strategy Plan includes five overarching strategic goals:

- Promote A Safety Culture
- Advance Transportation Equity
- Champion Sustainability Actions
- Maximize Stewardship of Resources
- Foster a Thriving Workforce

The Strategic Plan is led by MnDOT leadership and guides their decision making. As a short-term plan, it integrates the key long-term transportation system objectives from the SMTP. As MnDOT advances the goals in the Strategic Plan, SMTP objectives become closer to fruition.

COMPLETE STREETS

MnDOT’s Complete Streets policy commits the department to addressing the safety and accessibility needs of users of all ages and abilities.¹² MnDOT must follow a complete streets approach in all stages of planning, scoping, design, construction, operation and maintenance activities. Complete streets consider the needs of pedestrians, bicyclists, transit users, motorists, commercial vehicles and emergency vehicles moving along and across roads, intersections and crossings. The approach is sensitive to local context and recognizes that needs vary across urban, suburban and rural settings.

The SMTP addresses throughout the document the core principles of a complete streets approach: multimodal perspective, collaboration across disciplines, movement across and along the corridor and network considerations. The policy direction in Chapter 5 is consistent with these principles.

¹² Minnesota Department of Transportation, “Complete Streets Policy OP004,” Office of Transportation System Management, revised May 20, 2016, <http://www.dot.state.mn.us/policy/operations/op004.html>.

PERFORMANCE MEASURES

MnDOT formally adopts performance measures and targets through public planning processes or through review and approval by designated management groups. In those processes, MnDOT carefully considers existing commitments, relative priorities and tradeoffs when adopting or modifying performance measures and targets.¹³ MnDOT maintains a performance dashboard and publishes annual transportation scorecards, in keeping with the federal progress reporting requirements.¹⁴

MnDOT's performance measure and target adoption provides a uniform process for evaluating performance measures and targets that affect transportation system outcomes critical to achieving the Minnesota GO Vision and statutory goals for transportation.¹⁵ Performance measures that evaluate and affect transportation system outcomes include those that:

- Measure progress toward goals or objectives identified in the SMTP or another statewide transportation plan.
- Guide investment on the state highway system or the development or improvement of a modal system.
- Assess the effectiveness or efficiency of MnDOT products and services.

The SMTP identifies and incorporates performance measures in alignment with the six objectives guiding the plan. See Chapter 5 for summary of the objectives, performance measures, strategies and actions. The performance measures each have targets, a desired direction or have been identified as needing further development through the MnDOT work plan. In Chapter 6, there is more detailed information on work plan specific items and performance measures. Finally, Appendix I – Performance Measures provides a complete breakdown of state and federal performance measures.

¹³ Minnesota Department of Transportation, "Performance Measure and Target Adoption AD006," Office of Transportation System Management, effective September 30, 2015, <https://dot.state.mn.us/policy/admin/ad006.html>.

¹⁴ Minnesota GO, "Performance Dashboard," date accessed March 17, 2022, <https://performance.minnesotago.org/>.

¹⁵ Minnesota Department of Transportation, "Performance Measure and Target Adoption AD006," Office of Transportation System Management, effective September 30, 2015, <https://dot.state.mn.us/policy/admin/ad006.html>.

TRIBAL CONSULTATION

MnDOT seeks to foster and facilitate positive government-to-government relations between MnDOT and all federally recognized Minnesota Tribal Nations. MnDOT requires that the principles of the *Minnesota Tribal Nations* policy are considered at all phases of planning and project development in the establishment, development, operation and maintenance of a comprehensive, integrated and connected multimodal transportation system.¹⁶

To be consistent with Minnesota Executive Order 19-24, MnDOT concentrates on three focus areas:

- Transportation System
- Employee Training and Outreach
- Additional Resources

Within the Transportation System focus area, planning is identified. Specifically, MnDOT must employ early, continuous and meaningful involvement of the public and the full range of affected stakeholders throughout its planning processes and must reach out to populations who may be under-represented or under-served by the transportation system. Additionally, Tribal Nation interests will be addressed using transparent, effective and project appropriate public involvement processes. Tribal engagement occurs through consultation, collaboration and coordination.

CONSULTATION is government-to-government communication in a timely manner by all parties about a proposed or contemplated decision to secure meaningful tribal input and involvement in the decision-making process and to advise the tribe of the final decision and provide an explanation.

COLLABORATION is when all parties involved in carrying out planning and project development work together in a timely manner to achieve a common goal or objective.

COORDINATION is when each party shares and compares in a timely manner its transportation plans, programs, projects and schedules with the related plans, programs, projects and schedules of the other parties; and adjusts its plans, programs, projects and schedules to optimize the efficient and consistent delivery of transportation projects and services.

For this update of the SMTP, MnDOT engaged with Tribal Nations through a government-to-government process. Tribal Nations were asked to provide tribal transportation plans as part of the planning review process. To ensure Tribal Nations interests are included in these high-level decisions, Minnesota Indian Affairs Council helped to designate representatives to serve on three advisory committees (see Appendix A – Acknowledgments). Three tribes participated in staff-to-staff coordination meetings: Bois Forte, Prairie Island Indian Community and White Earth Nation. Additionally, staff presented to the Advisory Council for Tribal Transportation a key decision points: project start, public launch, strategy development, policy direction coordination and public comment period. More details about coordination and consultation with Tribal Nations can be found in Appendix G – Engagement Summary and Appendix J – Tribal Coordination and Consultation.

¹⁶ Minnesota Department of Transportation, “Minnesota Tribal Nations Government-to-Government Relationship with MnDOT AD005,” Office of Government Affairs, effective February 25, 2014, <http://www.dot.state.mn.us/policy/admin/ad005.html#:~:text=Policy%20statement,-The%20Minnesota%20Department&text=MnDOT%20requires%20that%20the%20principles,and%20connected%20multimodal%20transportation%20system>.

KEY TOPIC AREAS FOR THE 2022 SMTP

Many of the laws, rules, regulations, policies, plans and initiatives described in the previous sections are not new. They helped direct the 2012 and 2017 SMTPs. However, some key topic areas that were identified during the plan review portion of the 2022 SMTP update process. The new areas include:

- [Adoption of the project selection policy](#)
- [Connected and Automated Vehicle planning](#)
- [Advancing Transportation Equity Initiative](#)
- [Office of the Legislative Auditor audit on financial effectiveness](#)
- [Creation of the Office of Sustainability and Public Health](#)
- [One Minnesota Strategic Plan](#)
- [Strategic Plan](#)
- [Creation of the Office of Tribal Affairs](#)
- [Transportation Systems Management and Operations planning](#)

These priorities can be seen integrated throughout the SMTP in the objectives, performance measure, strategies and actions identified in Chapter 5.