



Minnesota **GO** A Collaborative Vision for Transportation

20-Year State Highway Investment Plan

Appendix G

PLANNING CONTEXT SUMMARY

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Federal Laws, Rules and Regulations

Several federal regulations inform the development of the 20-year State Highway Investment Plan. The requirements listed include changes from the most recent surface transportation bill, Fixing America's Surface Transportation Act, adopted in December 2015 and the Moving Ahead for Progress in the 21st Century Act, adopted in July 2012. MnSHIP, together with the Statewide Multimodal Transportation Plan and other MnDOT plans, meets the federal definition of a state transportation plan. According to federal regulations, a statewide transportation plan must:

- Have a minimum 20-year planning horizon at time of adoption
- Provide for the development and implementation of the multimodal transportation system
- Consider and include, as applicable, elements and connections between public transportation, non-motorized modes, rail, commercial motor vehicles, water, and aviation facilities, particularly with respect to intercity travel
- Reference any applicable plans, studies, policies, goals and objectives used in the development of the plan (e.g., transportation, safety, economic development, social and environmental effects or energy)
- Provide a reasonable opportunity for the general public and interested parties to comment on the proposed plan
- Be published in electronically accessible formats

The statewide transportation plan may include a financial plan that:

- Demonstrates how the adopted statewide transportation plan can be implemented
- Indicates resources from public and private sources that are reasonably expected to be made available to carry out the plan
- Recommends any additional financing strategies for needed projects and programs

For illustrative purpose, additional projects can be included in the adopted statewide transportation plan if additional resources beyond those identified in the financial plan were available. There is no requirement for states to select any project from the illustrative list of additional projects.

Source: 23 USC 135 (f)(1), (f)(3) (5) (6) (8); 23 CFR 450.214(a), (c), (k), (n)¹

¹ Unless otherwise noted, all 23 CFR 450 references are to the rules enacted on February 14, 2007.

FEDERAL PLANNING FACTORS

Statewide transportation plans must consider ten planning factors:

- Support the economic vitality of the United States, the States, metropolitan areas, and non-metropolitan areas, especially by enabling global competitiveness, productivity and efficiency
- Increase the safety of the transportation system for motorized and non-motorized users
- Increase the security of the transportation system for motorized and non-motorized users
- Increase accessibility and mobility of people and freight
- 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
- Enhance the integration and connectivity of the transportation system, across and between modes throughout the State, for people and freight
- Promote efficient system management and operation
- Emphasize the preservation of the existing transportation system
- Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation²
- Enhance travel and tourism²

Source: 23 USC 135(d)(1); 23 CFR 450.206(a)

PERFORMANCE-BASED INVESTMENT PLANNING

MAP-21 has direct implications for need and investment guidance outlined in the MnSHIP update. The Federal Highway Administration will identify performance measures for pavement, bridge, traveler safety, and mobility. These are outlined below:

- Pavement (by lane mile) – percent of Interstate in poor/good conditions; percent of Non-Interstate NHS in poor/good conditions
- Bridge (by deck area) – percent of NHS bridges in poor/good conditions
- Traveler safety (5-year rolling averages, all roads) – fatalities and fatality rate (per 100 million vehicle miles traveled); serious injuries and serious injury rate (per 100 million vehicle miles traveled)

² New federal planning factors identified in the FAST Act.

- Mobility – annual travel time delay and reliability index for all roadway users
- Freight Mobility - annual travel time delay and reliability index specific to highway freight movement. The statewide planning process must integrate, either directly or by reference, the goals, objectives, performance measures and targets developed to meet the MAP-21 requirements, those included in other state transportation plans and processes, or as developed by public transportation providers not represented by MPOs. The state must consider these performance measures and targets when developing policies, programs and investment priorities.

Statewide transportation plan must provide for the establishment and use of a performance-based approach to transportation decision-making that supports the national goals:

- Safety – to achieve a significant reduction in traffic fatalities and serious injuries on all public roads
- Infrastructure condition – to maintain the highway infrastructure asset system in a state of good repair
- Congestion reduction – to achieve a significant reduction in congestion on the National Highway System
- System reliability – to improve the efficiency of the surface transportation system
- Freight movement and economic vitality – to improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development
- Environmental stability – to enhance the performance of the transportation system while protecting and enhancing the natural environment
- Reduced project delivery delays – to reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices

The selection of performance targets must be coordinated with MPOs to ensure consistency. In areas not represented by MPOs, the selection of public transportation performance targets must be coordinated with public transportation providers.

Source: 23 USC 135(d)(2), 23 CFR 450.206(c)³

STATE FREIGHT PLAN REQUIREMENT

The FAST Act created the requirement for a state freight plan. Each state shall develop a freight plan that provides a comprehensive plan for the immediate and long-range planning activities and investments of the State with respect to freight. The state freight plan may be developed separately from or incorporated into the statewide strategic long-range transportation plan and shall have a plan horizon of 5 years. The plan must include a freight investment plan that includes a list of priority projects to be funded by the highway freight formula program and describes how funds would be invested and matched. See Statewide Freight System Plan in Section 3.

Source: 49 USC 70202

COOPERATION AND CONSULTATION

The statewide transportation plan must be developed in cooperation⁴ with metropolitan planning organizations and nonmetropolitan officials with the responsibility for transportation, 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.

Source: 23 USC 135 (f)(2); 23 CFR 450.214(f)-(i)

ENVIRONMENTAL MITIGATION

The statewide transportation plan must include a discussion of potential environmental mitigation activities and potential areas to carry out these activities. This discussion must be developed in consultation with federal, state and tribal wildlife, land management and regulatory agencies.

Source: 23 USC 135 (f)(4); 23 CFR 450.214 (j)

ENVIRONMENTAL JUSTICE

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

Source: Executive Order 12898, US DOT Order 5610.2(a) (2012), FHWA Order 6640.23A (2012), FTA Circular 4703.1 (2012)

³ Proposed planning rules published June 2, 2014.

⁴ 23 CFR 450.214(g) notes consultation with non-metropolitan local officials. The proposed rulemaking issued on June 2, 2014, changes consultation to cooperation.

GOVERNMENT ACCOUNTING STANDARDS BOARD STATEMENT 34

The Government Accounting Standards Board Statement 34 calls for state, local, and municipal governments to more closely align government financial reporting practices with those that are presently used by proprietary funds and for corporate-style accounting.

GASB 34 establishes methods for governments to be more accountable to bond market analysts and underwriters, citizens, and other financial users. The Statement provides for a comprehensive understanding of a government's financial position, making transparent the ability to repay long-term debt and deal with infrastructure maintenance obligations.

The annual reports give government officials a more comprehensive way to demonstrate their stewardship in the long term, in addition to the way they currently demonstrate their stewardship in the short term and through the budgetary process.

Governments may choose to report how much of the estimated original cost of the infrastructure has been depreciated, or, if they meet certain requirements, report as expense the cost to maintain and renew that infrastructure on an annual basis (modified approach). Those requirements are that the government agency must inventory and assess the condition of the assets, decide on a minimum level of acceptable condition, estimate the amount necessary to maintain and renew the assets, and then demonstrate that investment has been sufficient to maintain the target condition level established by the government. This information is included in the Required Supplementary Information section of the annual State of Minnesota Comprehensive Annual Financial Report.

Source: Government Accounting Standards Board Statement 34

State Laws and Regulations

STATE TRANSPORTATION GOALS

State multimodal transportation plans must be updated every four years, incorporate the 16 state transportation goals (listed below); establish objectives, policies and strategies for achieving the goals; and identify performance targets for measuring progress and achievement of the goals, objectives or policies.

- Minimize the fatalities and injuries for transportation users throughout the state
- 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
- Provide a reasonable travel time for commuters
- Enhance economic development and provide for the economical, efficient, and safe movement of goods to and from markets by rail, highway, and waterway
- 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
- Provide transit services to all counties in the state to meet the needs of transit users
- Promote accountability through systematic management of system performance and productivity through the utilization of technological advancements
- Maximize the long-term benefits received for each state transportation investment
- Provide for and prioritize funding of transportation investments that ensures that the state's transportation infrastructure is maintained in a state of good repair
- Ensure that the planning and implementation of all modes of transportation are consistent with the environmental and energy goals of the state
- Promote and increase the use of high-occupancy vehicles and low-emission vehicles

- 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
- 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
- Promote and increase bicycling and walking as a percentage of all trips as energy-efficient, nonpolluting, and healthy forms of transportation
- Reduce greenhouse gas emissions from the state's transportation sector
- Accomplish these goals with minimal impact on the environment

Source: Minnesota State Statute 174.01, subd. 2; 174.02, subd. 1a.

STATE STATUTES FOR TRANSPORTATION PLANNING

Statewide Multimodal Transportation Plan

The commissioner shall revise the statewide multimodal transportation plan by January 15, 2013, and by January 15 of every four years thereafter. Before final adoption of a revised plan, the commissioner shall hold a hearing to receive public comment on the preliminary draft of the revised plan.

Each revised statewide multimodal transportation plan must:

- incorporate the goals of the state transportation system;
- establish objectives, policies, and strategies for achieving those goals; and
- identify performance targets for measuring progress and achievement of transportation system goals, objectives, or policies.

Source: Minnesota State Statute 174.03, subd. 1a

20-Year Statewide Highway Capital Investment Plan

By January 15, 2013, and in conjunction with each future revision of the statewide multimodal transportation plan, the commissioner shall prepare a 20-year statewide highway capital investment plan that:

- incorporates performance measures and targets for assessing progress and achievement of the state's transportation goals, objectives, and policies identified in this chapter for the state trunk highway system, and those goals, objectives, and policies established in the statewide multimodal transportation plan. Performance targets must be based on

objectively verifiable measures, and address, at a minimum, preservation and maintenance of the structural condition of state highway bridges and pavements, safety, and mobility;

- summarizes trends and impacts for each performance target over the past five years;
- summarizes the amount and analyzes the impact of the department's capital investments and priorities over the past five years on each performance target, including a comparison of prior plan projected costs with actual costs;
- identifies the investments required to meet the established performance targets over the next 20-year period;
- projects available state and federal funding over the 20-year period, including any unique, competitive, time-limited, or focused funding opportunities;
- identifies strategies to ensure the most efficient use of existing transportation infrastructure, and to maximize the performance benefits of projected available funding;
- establishes investment priorities for projected funding, including a schedule of major projects or improvement programs for the 20-year period together with projected costs and impact on performance targets; and
- identifies those performance targets identified under clause (1) not expected to meet the target outcome over the 20-year period together with alternative strategies that could be implemented to meet the targets.

Source: Minnesota State Statute 174.03, subd. 1c

OLMSTEAD PLAN

As a result of a suit brought against the Minnesota Department of Human Services, the state came to an agreement to develop a Minnesota Olmstead Plan, which was adopted in November 2013. The plan's overall goal is to guide state agencies on how to integrate and include people with disabilities within state policies and services. As it related to transportation, the Olmstead plan requires that "people with disabilities will have access to reliable, cost-effective, and accessible transportation choices that support the essential elements of life such as employment, housing, education, and social connections. As a result MnDOT has taken action to address the needs of people with disabilities by instituting changes to its policies and business.

Source: Minnesota's 2013 Olmstead Plan

TRIBAL CONSULTATION

In addition to federal consultation requirement, a state executive order also directs MnDOT to consult with the state's 12 federally recognized tribes as it develops and implements policies and programs that directly affect Indian tribes and their members.

Source: Governor Executive Order 03-05

PLAIN LANGUAGE

All state agencies must communicate using plain language. Plain language is communication which an audience can understand the first time they read it or hear it. Language that is plain to one set of readers may not be plain to others. While plain language does not prohibit the use of jargon and other specialty terms, it asks writers to replace complex words with simpler words.

Source: Governor Executive Order 14-07

MnDOT Family of Plans

MINNESOTA GO 50-YEAR VISION

The Minnesota GO vision presents a set of long-range outcomes for transportation in the state that may take up to 50 years to be fully realized. This vision and guiding principles are intended to be used by all agencies responsible for transportation planning, construction and delivery in Minnesota to inform their investment and service decisions. Below is the 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 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

Environmental Health

- 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 Principals

- **Leverage public investments to achieve multiple purposes:** The transportation system should support other public purposes, such as environmental stewardship, economic competitiveness, public health and energy independence.
- **Ensure accessibility:** 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.
- **Build to a maintainable scale:** 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.
- **Ensure regional connections:** Key regional centers need to be connected to each other through multiple modes of transportation.
- **Integrate safety:** Systematically and holistically improve safety for all forms of transportation. Be proactive, innovative and strategic in creating safe options.
- **Emphasize reliable and predictable options:** 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.
- **Strategically fix the system:** 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.
- **Use partnerships:** Coordinate across sectors and jurisdictions to make transportation projects and services more efficient

Source: [Minnesota GO Vision](#)

STATEWIDE MULTIMODAL TRANSPORTATION PLAN (2012)

The Statewide Multimodal Transportation Plan 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. The plan starts to answer the question- how are we going to achieve the Vision? The policy objectives and strategies developed in the SMTP guides the development of system and modal plans including MnSHIP. The

SMTP is structured around six policy objectives:

- **Accountability, Transparency and Communication** addresses how MnDOT and other transportation partners make decisions and communicate those decisions to each other and to the public.
- **Traveler Safety** focuses on how we ensure safe travel for all users on all types of transportation.
- **Transportation in Context** looks at all the areas that impact and are impacted by transportation such as land use, the environment and the economy.
- **Critical Connections** addresses how all types of transportation work together to create a multimodal transportation system.
- **Asset Management** focuses on how we maintain the infrastructure we have.
- **System Security** 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.

Implications for MnSHIP

As a system investment plan, MnSHIP serves to link the Minnesota GO Vision and the Statewide Multimodal Transportation Plan objectives and strategies with capital investments on the state highway system. While considering all objective areas and strategies in the SMTP, MnSHIP focuses heavily on the objective areas of Asset Management, Traveler Safety, Critical Connections, and Transportation in Context and the strategies which relate to the state highway system.

STATE AVIATION SYSTEM PLAN

The State Aviation System Plan provides a description and assessment of the performance of the current aviation system as well as guidance for the future development of aviation in Minnesota. SASP has five goals: safety; mobility; financial opportunity and responsibility; operations; and asset management. The goals are designed to help meet Minnesota's vision for aviation which aims to provide safe, fast, and reliable air transportation for citizens and businesses through partnership and innovation. The Plan also identified trends that impact the aviation system such as increasing fuel prices, leveling of passenger demand, changes to fleet, and aging airport infrastructure.

Implications for MnSHIP

The State Aviation System Plan focuses on the state system of airports infrastructure and operations and does not address the state highway system. Therefore, there are no implications for MnSHIP.

Source: [Minnesota Statewide Aviation System Plan](#)

STATEWIDE BICYCLE SYSTEM PLAN

The Statewide Bicycle System Plan is a policy plan which outlines goals and strategies for MnDOT to invest in bicycle facilities across the state and increase ridership. The goals of the plan include:

- **Safety and comfort:** Build and maintain safe and comfortable bicycling facilities for people of all ages and abilities
- **Local bikeway connections:** Support regional and local bicycling needs
- **State bikeway connections:** Develop a connected network of state bikeways in partnership with national, state, regional and local stakeholders
- **Ridership:** Increase the number of bicycle trips made by people who already bike and those who currently do not

The key findings of the plan include:

- State bikeways create opportunities for inter-community travel across the state and beyond.
- The public values state bikeways, but people value opportunities for local and regional bicycle travel more.
- People prefer riding on facilities that are separated from motor vehicle traffic.

Implications for MnSHIP

The Statewide Bicycle System Plan provides guidance for implementation of bicycle improvements for local and regional bicycle connections, a state bikeway network, and separated bicycle facilities. The plan's investment guidance differs from the 2013 MnSHIP in that it specifically calls for investments on a combination of local roads, trails and highways to better build out network. It prioritizes local and regional connections over statewide connections by recommending 70 percent of investments fund projects that support local and regional networks with the rest invested in a State Bikeway Network. Local improvements and facilities may be along or across a state highway. The plan identifies several statewide bikeway corridors to create the Statewide Bikeway Network. The plan does not identify specific facilities,

whether roadways or trails, these statewide bikeway routes will be located on but it does state facilities that separate bicyclists from motor vehicle traffic, such as separated bike lanes, are preferred investments. Further discussion with the districts will identify whether a portion of a state bikeway is located on a state highway.

Source: [Statewide Bicycle System Plan](#)

STATEWIDE FREIGHT SYSTEM PLAN

Minnesota's Statewide Freight System Plan, completed in 2016, provides a policy framework and strategies for MnDOT and other freight stakeholders to guide planning and investment in various transportation modes. Developed cooperatively with private and other public entities, the comprehensive plan also provides guidelines in project development and operational decisions, all in accordance with the Moving Ahead for Progress in the 21st Century Act.

The Statewide Freight System Plan highlights best practices, strategies, and cooperative partnerships/associations, while also addressing other federal and Minnesota initiatives.

Implications for MnSHIP

The Statewide Freight System Plan identifies a Principal Freight Network, performance measures, and strategies. The Principal Freight Network represents a multimodal network of highways, rail corridors, airports, waterways, ports, and pipelines which are critical to freight access and mobility. The plan identifies the National Highway System as the priority network for trucking. The Freight Plan also recommends performance measures and indicators for freight movement and economic vitality, safety and infrastructure condition for trucking. With the passage of the FAST Act, additional funding for freight projects will be invested based on MnSHIP guidance. An update to the Statewide Freight System Plan will include an investment plan section that will outline priorities for the NHS and Principal Freight Network.

Source: [Statewide Freight System Plan](#)

GREATER MINNESOTA TRANSIT INVESTMENT PLAN

The Greater Minnesota Transit Investment Plan is a policy and investment plan that defines the vision, policies, and strategies for transit in Greater Minnesota. The Greater Minnesota Transit Investment Plan identifies specific priorities for future transit investment. These investment priorities connect the goals of the policy plan to MnDOT's annual funding allocation to individual transit systems. The goal of the plan is to reduce the unmet transit service needs by market research, technical analysis and public outreach. The Minnesota legislature set requirements to meet 80 percent of the total transit service needs in Greater

Minnesota by 2015, 90 percent of the need by 2025 and identify costs of meeting 100 percent of total transit service needs every five years from 2010 to 2030. The investment priorities are associated with different funding levels, with differing priorities if more or less funding is allocated towards Greater MN Transit.

Implications for MnSHIP

The update to the Greater Minnesota Transit Investment Plan is currently underway with expected completion by the summer of 2016. Investment priorities for the Greater Minnesota Transit Investment Plan are dependent on the funding available. If funding increases, priority will be to expand the system. If funding remains constant, the priority will be to preserve the existing system. If funding decreases, the priority will be to reduce the system.

Source: [Greater Minnesota Transit Investment Plan](#)

STATE RAIL PLAN

The purpose of the State Rail Plan is to guide the future of both freight and passenger (intercity) rail systems and rail services in the state. The plan has a list of goals and policy objectives that are designed to maintain and ensure broad access to competitive freight rail services throughout the state. The plan hopes to better integrate rail into the public planning process and recommends actively pursuing public-private partnerships. It also identified several trends that effect rail operations such as crude-by-rail shipments, Taconite production, growth of corn and corn-derived products and other economic shifts that impact freight rail.

Implications for MnSHIP

The State Rail Plan has implications for MnSHIP as it relates to at-grade rail crossing safety and improvements. At-grade crossings improvements are identified as a part of the Traveler Safety investment category in MnSHIP.

Source: [State Rail Plan](#)

Other MnDOT Supporting Plans

HIGHWAY SYSTEMS OPERATIONS PLAN

The Highway Systems Operations Plan (HSOP 2012 – 2015) documents policy, strategies, performance targets and investment priorities for maintenance and operations-related activities. The plan provides a framework for managing key operations and maintenance activities throughout Minnesota, supports the MnDOT's strategic direction, and complements other strategic planning efforts, such as the District Highway Investment Plans, which focus on capital infrastructure needs. In addition, the plan builds on prior efforts for performance-based planning and data-driven decision-making by establishing operations and maintenance performance measures and targets.

Implications for MnSHIP

While the latest HSOP planning period was from 2012-2015 it is important to still consider the implications MnSHIP capital investments have on operational and maintenance needs. Additionally, capital investment decisions can impact how well MnDOT meets state road operations and maintenance performance measures and targets as established in HSOP.

Source: [Highway Systems Operations Plan](#)

TRANSPORTATION ASSET MANAGEMENT PLAN

The Transportation Asset Management Plan (TAMP) serves as an accountability and communication tool and informs established capital and operations planning efforts. In addition to being a federal requirement, the TAMP is a planning tool by which MnDOT more thoroughly evaluates risks and develops mitigation strategies, analyzes life-cycle costs, establishes asset condition performance measures and targets, and develops investment strategies. It formalizes and documents the following key information to meet MAP-21 federal requirements, into a single document:

- Description and condition of pavements and bridges on the NHS
- Asset management objectives and measures
- Summary of gaps between targeted and actual performance
- Life-cycle cost and risk management analysis
- Financial plan that addresses performance gaps
- Investment strategies and anticipated performance

The TAMP document is accompanied by a TAMP Technical Guide, which provides further detail about the process, methodology analyses, and

procedures used during its development. The TAMP Technical Guide is designed to roughly parallel the main TAMP with nine sections, each of which corresponds to a specific TAMP chapter.

Implications for MnSHIP

Through the TAMP process, assets such as pavements, bridges, hydraulic infrastructure, other traffic structures identified recommended performance targets and life-cycle costs. Additional assets such as signs, lighting, and ITS infrastructure are currently in the asset management planning process and have draft performance targets. With these additional performance targets and life-cycle cost data better informing the investments levels required to maintain state highway infrastructure, MnSHIP will increasingly base its investment direction on decisions made using performance based planning.

MnSHIP can also influence the adoption of performance measures or targets by inclusion of these in the plan. Per the MnDOT Performance Measure and Target Adoption Policy all measures or targets included in a statewide plan/program that undergoes a formal public comment period are formally adopted when the plan/program is adopted.

Source: [Transportation Asset Management Plan](#)

ADA TRANSITION PLAN (2010)

The ADA Transition Plan details how MnDOT will ensure that all of its facilities, services, programs, and activities, are accessible to all individuals. The ADA Transition Plan identified five policy objectives:

- Compile self-evaluations of MnDOT's physical assets and current policies and practices, spanning eight areas: fixed work sites, rest areas, accessible pedestrian signals, curb ramps and sidewalks, pedestrian bridges, Greater Minnesota Transit, policies, and maintenance.
- Implement Correction Programs to address barriers identified in self-evaluations, and to improve facilities that do not meet MnDOT's Public Right-of-Way Accessibility Guidance.
- Provide grievance procedure for facility users to file complaints that MnDOT has not provided reasonable accommodations.
- Ensure compliance with ADA, MNIT, and MnDOT's communications requirements, including MNIT's web content accessibility guidelines (WCAG), MnDOT's public participation guidance, and contract language that includes accessible documents as a required part of deliverables.
- Provide agency-wide training on ADA and Title II requirements, MnDOT policies and procedures, and technical training on design, construction, maintenance, and inspection.

Implications for MnSHIP

The Minnesota State Highway Investment Plan must consider accessibility in the planning process and investment direction of the state highway system. During the planning process, the project team must consider the accessibility of the project website and project materials which will be made public or published with the final planning document. MnSHIP needs to consider the ADA Transition Plan when selecting the investment direction and the impact the investment direction will have on the timeline to reach substantial ADA compliance. Through the ADA Transition Plan, MnDOT details how the organization will ensure that all of its facilities, services, programs and activities are accessible to all individuals.

STATEWIDE INTELLIGENT TRANSPORTATION SYSTEMS PLAN

The purpose of the Statewide Intelligent Transportation Systems Plan (SITSP) is to identify immediate, short-term, and mid-term Intelligent Transportation Systems (ITS) needs to meet the goals and objectives identified in MnDOT's 50 year vision. ITS is defined as the application of advanced sensor, computers, electronics, communication technologies, and management strategies—in an integrated manner—to improve the safety and efficiency of the surface transportation system. This definition encompasses a broad array of systems and information processing and communications technologies.

Implications for MnSHIP

The plan includes three investment scenarios: a fiscally constrained investment scenario; a scenario focused on asset management of existing infrastructure; and an optimized investment scenario. After choosing an investment scenario, steps will need to be taken to realign investment at the district and agency level which would involve both near term fiscal and organizational steps. Additionally, there are key performance measures and indicators associated with each goal: safety, mobility, fiscal, operations, and consistency.

Source: [Statewide Intelligent Transportation Systems Plan](#)

STRATEGIC HIGHWAY SAFETY PLAN

The Minnesota Strategic Highway Safety Plan provides insight and direction on how to reduce traffic-related crashes that involve motor vehicles on all Minnesota roads. It describes how many, where, what type and to whom motor vehicle crashes occur. Although there is no defined policy objectives included in the SHSP, the document outlined trends that relate to overall transportation safety, (i.e. aging and increasingly diverse population, technology, increased urban settings, and health impacts). The plan contains investment priorities which represent factors that contribute to crashes and provide context for

setting future traffic safety priorities. The primary focus areas identified for Minnesota during the next several years are: traffic safety culture and awareness; intersections; lane departure; unbelted occupants; impaired roadway users; inattentive drivers; speed. Additionally, the plan discussed the role of collaboration with stakeholders, such as the Department of Health, law enforcement, counties and cities, and schools.

Implications for MnSHIP

The plan has priorities for different areas of the state base on factors that contribute to crashes and provide context for setting future traffic safety priorities. The primary focus areas identified for Minnesota during the next several years are: traffic safety culture and awareness; intersections; lane departure; unbelted occupants; impaired roadway users; inattentive drivers; speed.

Source: [Strategic Highway Safety Plan](#)

Other Policies and Initiatives

COMPLETE STREETS

Complete streets policy considers and balances the needs of all transportation users. From a system planning level, MnDOT's technical memorandum states:

- MnSHIP and district plan must consider the needs of all users.
- Modal plans should identify system condition and needs to prioritize projects and work towards systems and networks that eliminate or minimize the impact of system and network gaps and barriers for all users.
- Multi-jurisdictional coordination, collaboration, partnering and planning is key for efficient and effective system planning for all modes.
- MnDOT must undertake early, continuous and meaningful public involvement, including reaching out to populations that may be underrepresented or underserved by the transportation system.

Source: [Technical Memorandum No. 14-08-TS-02 \(June 2014\)](#)

COST PARTICIPATION

MnDOT's cost participation policy is a framework to determine the potential expenditure of trunk highway funds on elements of cooperative construction projects and maintenance. The policy allows for the shared cost of construction and subsequent maintenance with local units of governments on a mutually beneficial transportation project on the state highway system.

Source: [Cost Participation Policy](#)

ENHANCING FINANCIAL EFFECTIVENESS

MnDOT's strategic priority is enhancing financial effectiveness. Focusing on this priority will reinforce stakeholder trust and confidence that MnDOT effectively and efficiently uses public resources. MnDOT identified four key teams:

- Information and outreach team – communicate progress and actions taken to demonstrate efficient and effective use of public resources
- Project management team – optimize letting schedules and processes to better plan resources to deliver projects on time, and improve project scoping, project risk management and contingency funding throughout the project
- Asset management team – make investment decisions that preserve



and enhance the condition of MnDOT's assets, reduce agency risk, and minimize life cycle costs while continuing to meet the expectations of the traveling public

- Financial management team – develop a products and services framework for budgeting and demonstrate cost saving efficiencies in how MnDOT implements its program and operates as an agency

Source: <http://ihub.dot.state.mn.us/efe/index.html>

PERFORMANCE MEASURES AND TARGET POLICY

The Minnesota Department of Transportation (MnDOT) formally adopts performance measures and targets through public planning processes or through review and approval by designated management groups. MnDOT carefully considers existing commitments, relative priorities and tradeoffs when adopting or modifying performance measures and targets. The policy provides a uniform process for adopting, revising, and retiring performance measures and targets. It also identifies roles and responsibilities and provides clear direction to MnDOT decision-makers and staff seeking to adopt, revise, or retire performance measures and targets. Furthermore, the policy clarifies the status of existing performance measures and targets and provides a basis for reviewing and approving measure and target proposals. Finally, the Performance Measures and Targets Policy ensures that MnDOT meets various state and federal laws.

Source: [Performance Measures and Target Policy](#)

METROPOLITAN PLANNING ORGANIZATIONS LONG RANGE PLANS

There are 11 Long Range Transportation Plans by MPOs which focus on multimodal transportation investments in their respective urban areas over the next 20-25 years. The plans contain policy objectives to maximize the region's economic competitiveness, livability, health and safety, among other socioeconomic indicators.

IMPLICATIONS FOR MNSHIP

The implications of MPO plans for MnSHIP includes coordinating on any projects that involve or include trunk highways and working with the organizations to ensure that their investment priorities are reflected in MnSHIP. Nearly all MPO plans identified investment priorities which consist of a multi-modal focus of investments, and working with other agencies, including MnDOT, to optimize their local investments. The plans have also placed an emphasis on maintaining and preserving the system and finding non-expansion type solutions to improve mobility.

TRIBAL TRANSPORTATION PLANS

The state has six Tribal Transportation Plans which provide a framework for investing in, and maintaining roads on Indian Reservations. These are required by the Bureau of Indian Affairs and are used to assess needs and plan for growth within their jurisdiction.

IMPLICATIONS FOR MNSHIP

Since the Tribal Transportation Plans pertain to investments and management of roadways completely within a tribe's reservation or boundary, there are no significant implications for MnSHIP to consider. There are investment priorities which involve railroad crossings that might need to be coordinated through MnDOT's rail and bridge offices as the planning of those projects advance.