

Key State & Federal Requirements for Statewide Planning

STATE TRANSPORTATION GOALS

The goals of the state transportation system are as follows:

- 1) Minimize the fatalities and injuries for transportation users throughout the state
- 2) 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) Provide a reasonable travel time for commuters
- 4) Enhance economic development and provide for the economical, efficient, and safe movement of goods to and from markets by rail, highway, and waterway
- 5) 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) Provide transit services to all counties in the state to meet the needs of transit users
- 7) Promote accountability through systematic management of system performance and productivity through the utilization of technological advancements
- 8) Maximize the long-term benefits received for each state transportation investment
- 9) 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) Ensure that the planning and implementation of all modes of transportation are consistent with the environmental and energy goals of the state¹
- 11) Promote and increase the use of high-occupancy vehicles and low-emission vehicles
- 12) 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) 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) Promote and increase bicycling and walking as a percentage of all trips as energy-efficient, nonpolluting, and healthy forms of transportation
- 15) Reduce greenhouse gas emissions from the state's transportation sector
- 16) Accomplish these goals with minimal impact on the environment

Source: Minnesota State Statute 174.01, subd.2

¹ Identified goals in state statute: A) Achieve 30% reduction in GHG emissions by 2030 and 80% by 2050 from 2005 baseline (source MN State Statute 216H.02), and B) 25% of electricity must be generated from renewable sources by 2025 (source: MN State Statute 216B.1691).

STATE PLAN UPDATE REQUIREMENTS

Statewide Multimodal Transportation Plan

The commissioner shall revise the statewide multimodal transportation plan every four years. Each revised statewide multimodal transportation plan must:

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

174.03, subd. 1a

Statewide Highway 20-year Capital Investment Plan

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:

- 1) 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;
- 2) summarizes trends and impacts for each performance target over the past five years;
- 3) 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;
- 4) identifies the investments required to meet the established performance targets over the next 20-year period;
- 5) projects available state and federal funding over the 20-year period, including any unique, competitive, time-limited, or focused funding opportunities;
- 6) identifies strategies to ensure the most efficient use of existing transportation infrastructure, and to maximize the performance benefits of projected available funding;
- 7) 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
- 8) 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.

174.03, subd. 1c.

FEDERAL PLANNING FACTORS

Statewide transportation plan must consider ten planning factors:

- 1) Support the economic vitality of the United States, the States, metropolitan areas, and non-metropolitan areas, especially by enabling global competitiveness, productivity and efficiency
- 2) Increase the safety of the transportation system for motorize and non-motorized users
- 3) Increase the security of the transportation system for motorized and non-motorized users
- 4) Increase accessibility and mobility of people and freight
- 5) 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
- 6) Enhance the integration and connectivity of the transportation system, across and between modes throughout the State, for people and freight
- 7) Promote efficient system management and operation
- 8) Emphasize the preservation of the existing transportation system
- 9) Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation
- 10) Enhance travel and tourism

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