

		MnDOT Multimodal Transportation Plan's Guiding Principles							
		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.
LRTS Goals	<b>Goal 1: Economic Vitality</b> Support the economic vitality through enhancing the economic competitiveness of the metropolitan area by giving people access to jobs, education services as well as giving business access to markets.	■	■		■				
	<b>Goal 2: Security</b> Increase security of the transportation system for motorized and non-motorized uses.						■		
	<b>Goal 3: Accessibility and Mobility</b> Increase the accessibility and mobility options for people and freight by providing more transportation choices.		■		■		■		
	<b>Goal 4: Environmental/Energy/QOL</b> Protect and enhance the environment, promote energy conservation, and improve quality of life by valuing the unique qualities of all communities - whether urban, suburban, or rural.	■							
	<b>Goal 5: Integration and Connectivity</b> Enhance the integration and connectivity of the transportation system, across and between modes for people and freight, and housing, particularly affordable housing located close to transit.		■		■				
	<b>Goal 6: Efficient System Management</b> Promote efficient system management and operation by increasing collaboration among federal, state, local government to better target investments and improve accountability.			■					■
	<b>Goal 7: System Preservation</b> Emphasize the preservation of the existing transportation system by first targeting federal funds towards existing infrastructure to spur revitalization, promote urban landscapes and protect rural landscapes.			■				■	
	<b>Goal 8: Safety</b> Increase safety of the transportation system for motorized and non-motorized uses.					■			

**NDDOT Statewide Strategic Transportation Plan Goals**

<b>Goal 1: Safe and Secure Transportation</b> The importance of safe and secure transportation includes both personal and freight mobility, it extends to transportation infrastructure and services.	<b>Goal 2: Sustainable and Reliable Mobility</b> Personal mobility includes going to work, accessing health care, attending school and social functions, running errands and many other trip purposes. Personal mobility in rural and urbanized areas is viewed differently in terms of trip time and congestion. Freight mobility encompasses transporting bulk grain, crude oil transloaded from trucks to rail and pipelines, in bound raw materials for manufacturing, and a host of other movements.	<b>Goal 3: Diversified and Sufficient Funding for Transportation Priorities</b> For funding to be sufficient, it must be tied to system goals and priorities. To achieve sufficiency, transportation revenues must be derived from multiple sources that are reliable, equitable, diversified, flexible, timely, and adequate.	<b>Goal 4: Communication and Cooperation</b> Effective communication is a two-way process that results in a common perception. Common perception results in cooperation that leads to collaborative outcomes.	<b>Goal 5: Strong Economic Growth with Consideration of Environmental, Cultural and Social Impacts</b> The transportation system, consisting of both infrastructure and services, exists to move people and goods. The movement of goods supports economic activity, which supports our quality of life. Important to sustaining our quality of life is the appropriate consideration of transportation impacts on our environmental, cultural, and social resources. Understanding the relationship of land use and the generation of traffic, particularly truck traffic, is key to the development of a sustainable transportation system.
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<b>L RTP Goals</b>	<b>Goal 1: Economic Vitality</b> Support the economic vitality through enhancing the economic competitiveness of the metropolitan area by giving people access to jobs, education services as well as giving business access to markets.	■			■
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