

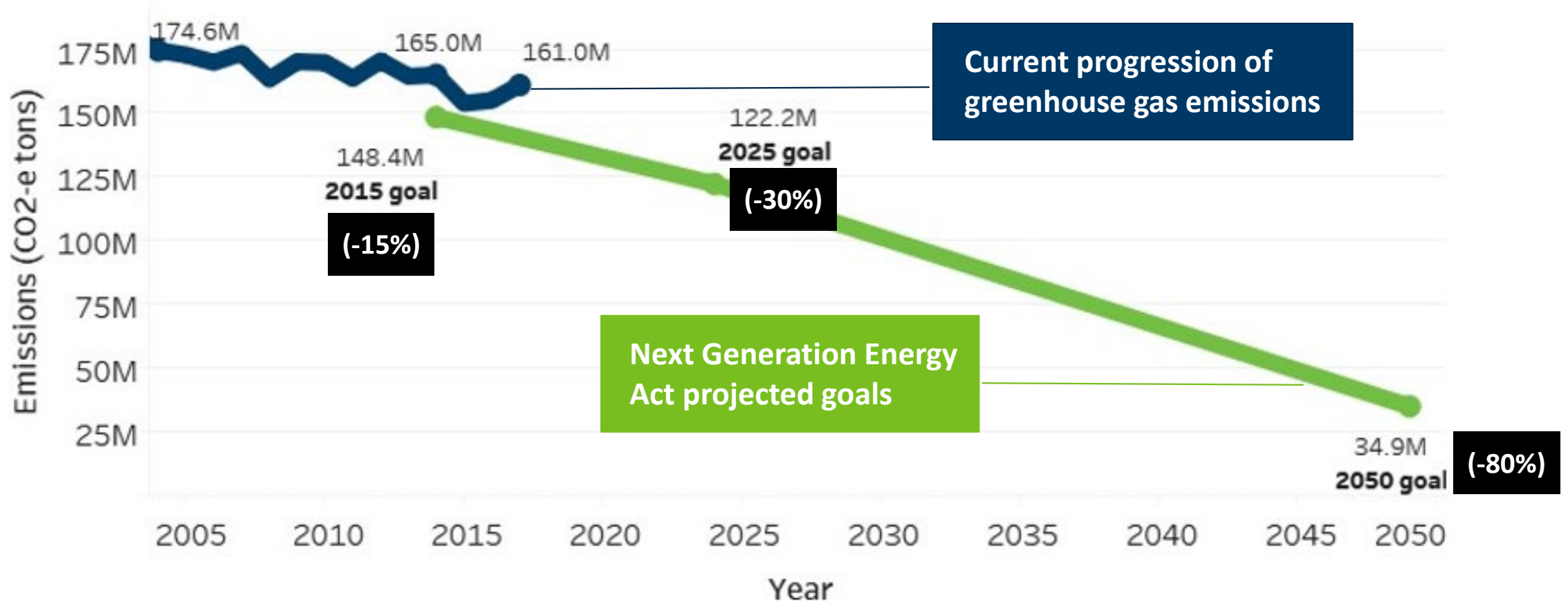


Promoting Transportation Options & Reducing VMT

Metropolitan Council Transportation Advisory Board

Tim Sexton, Assistant Commissioner, MnDOT Sustainability and Public Health Division

Limited progress on Next Generation Energy Act (NGEA)



Source: Greenhouse gas emissions inventory, 2018, MPCA

Cars and light-duty trucks (passenger vehicles) account for 60% of transportation emissions in Minnesota.

2020–2021 Sustainable Transportation Advisory Council (STAC)

Members

- **Margaret Anderson Kelliher, Co-Chair** — Commissioner, MnDOT
- **Chris Clark, Co-Chair** — President, Excel Energy, Inc.
- **Katie Bell** — Cummins
- **Katie Frye** — Minnesota Power
- **Dorian Grilley** — Bicycle Alliance of MN
- **Greg Ilka** — Steele County
- **Katie Jones** — The Center for Energy and Environment
- **Ashwat Narayanan** — Our Streets Minneapolis
- **Michael Noble** — Fresh Energy
- **Rolf Nordstrom** — Great Plains Institute
- **Daniel Schellhammer** — Midstate Reclamation, Inc.
- **Patrick Seeb** — Destination Medical Center
- **LaShella Sims** — Minnesota Pollution Control Agency
Environmental Justice Advisory Group
- **Russ Stark** — City of St. Paul
- **Emma Struss** — City of Bloomington
- **Vishnu Laalitha Surapaneni** — University of MN
- **Lisa Thurstin** — American Lung Association
- **Peter Wagenius** — Sierra Club North Start Chapter
- **Tara Wetzel** — Mathy Construction Company



Ex-Officio Members

- **Sen. Scott Dibble** — Minnesota State Senate
- **Rep. Frank Hornstein** — Minnesota House of Representatives
- **Sen. Scott Newman** — Minnesota State Senate
- **Amy Vennewitz** — Metro Transit

Annual STAC Process and Timing

Spring

Develop charter and process

Decide to address equity in each recommended action

Summer

Form work groups:

1. VMT & Transportation Options
2. Fueling & Powering
3. Resilience

Fall

STAC members develop recommended action

Dec

STAC members vote on final recommended actions

Note: MnDOT does not vote

Mar 1

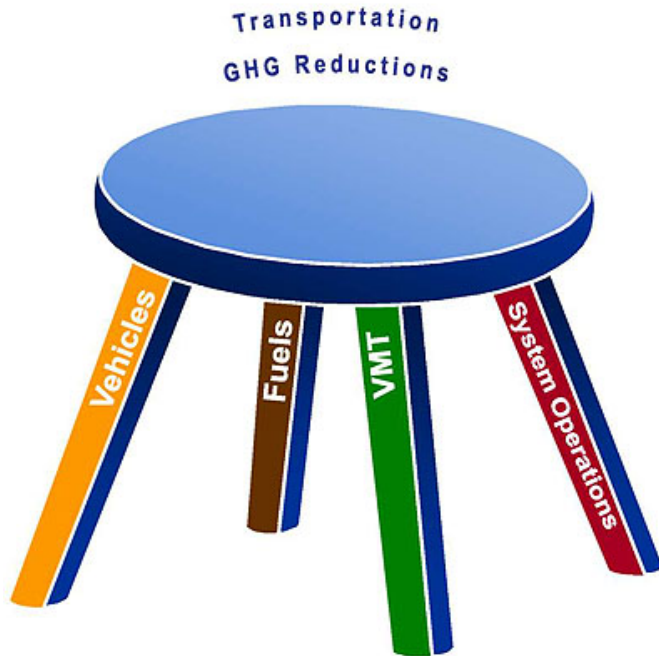
MnDOT responds to recommended actions

Mar – Dec

MnDOT engages partners and implements actions from response

STAC members develop recommendations for next year

Multiple strategies are needed to achieve GHG goals



Vehicles

- Electric vehicle (EV) incentives, EV charging infrastructure

Fuels

- Low carbon fuels, fuel efficiency

System Operations

- E-Z Pass, transit advantages

Vehicle Miles Traveled (VMT)

- Less time in personal vehicles, biking, walking and transit infrastructure, statewide broadband

2020 Recommendations

Fueling and Powering Transportation Workgroup

STAC Recommendation #1: Develop a clean fuels policy

MnDOT Response: Support – 2021 Governor’s budget proposal includes MnDOT-led stakeholder process on Clean Fuels Policy. *Update – Future Fuels Act proposed but not passed, engagement efforts underway*

STAC Recommendation #2: Establish rebates for EVs, including dealership support and consumer rebates

MnDOT Response: Explore Further – Support efforts by Governor and legislature to promote EVs. *Update – Needs further clarified in Minnesota EV Assessment (Fall 2021)*

STAC Recommendation #3: Increase investment in charging infrastructure, beyond existing VW settlement investments

MnDOT Response: Support – 2021 Governor’s budget proposal includes EV chargers for public use and MnDOT fleet. *Update - Strategic opportunities for EV chargers included in MN EV Assessment*

2020 Recommendations

VMT Reductions and Transportation Options Workgroup

STAC Recommendation #1: Adopt a statewide goal of reducing VMT by 20% by 2050

MnDOT Response: Support - Adopt preliminary statewide and per capita VMT reduction goal. Finalize after engagement in the SMTP process *Update – MnDOT internal work group developing messaging for staff and collecting public and stakeholder feedback*

STAC Recommendation #2: Stop expanding highway capacity to reduce congestion

MnDOT Response: Explore Further - Capacity expansion already lowest priority to address congestion. Partner to evaluate actions that support recommendation in upcoming planning processes (SMTP, MnSHIP). Add new first tier to mobility investment strategy for TDM and explore ways to track and report mobility project decisions.

STAC Recommendation #3: Prioritize transit and high occupancy vehicles on MnDOT owned right of way

MnDOT Response: Support - Continue to support the recommendation and build on current efforts:

- Develop a communications strategy
- Partner with METC to explore expanded transit opportunities
- Engage STAC in current policy and planning efforts: MnSHIP and SMTP

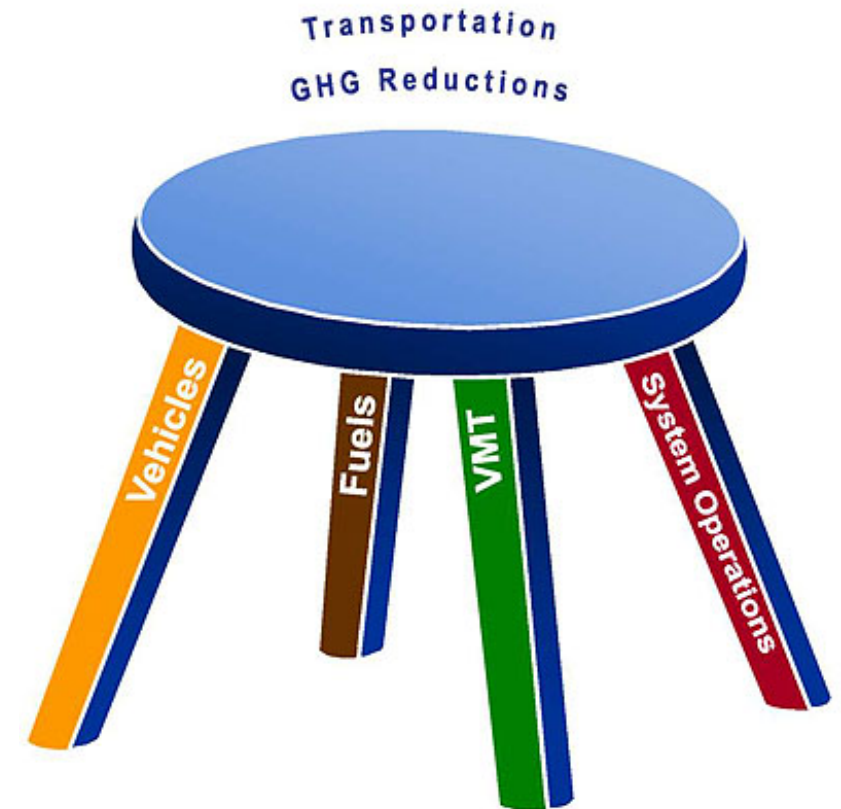
VMT Reduction and Transportation Options

STAC Recommendation #1: Adopt a statewide goal of reducing VMT 20% by 2050

MnDOT Response: Support, agree to a preliminary statewide and per capita goal that will be finalized after engagement.



www.dot.state.mn.us/sustainability/advisory-council.html



Considerations – Alignment with other VMT efforts

NATIONAL

California: -15% by 2050

Colorado: -10% by 2030

Delaware: -20.4% from 2010

Maine: -10% by 2025, -20% by 2030

Washington: -30% by 2035, -50% by 2050

LOCAL

Eden Prairie: -7% by 2030,
-10% by 2040, -14% by 2050

Hennepin County: -20% by 2050

Minneapolis: -1.8% VMT per year to
2030 (total -21%)

St. Paul: -40% by 2040

Promoting Transportation Options – MnDOT's timeline

STAC Recommendation #1: Adopt a statewide goal of reducing VMT by 20% by 2050

MnDOT supports preliminary statewide and per capita goal, finalized after engagement

March - May '21

- Organize MnDOT work group
- Staff education

June - Dec '21

- I.D. strategies, tools
- Goal scenarios

Jan - March '22

- Public engagement
- Finalize guidance and tools

Considerations – What drives VMT

1. Population growth (↗)
2. Other external factors: economy, culture, technology, etc. (↗ ↘)
3. Multimodal travel options (↘)
4. Transportation demand management (↘)
5. Road capacity (↗)
6. Land use patterns (↗ ↘)

Considerations – MnDOT's role

LEAD



For issues related to MnDOT owned/operated highways or MnDOT-led policies and/or programs, MnDOT is the leader. This is the agency's primary and traditional mission. Examples include building out the state trunk highway bicycle network and addressing congestion issues on the freeway.

PARTNER



Where MnDOT policies, plans, programs, and funding impacts local governments but MnDOT may not be the lead agency, MnDOT is a partner with communities and other agencies. Examples include partnering to advance statewide broadband access or park-and-ride facilities.

SUPPORT



Where MnDOT does not have decision-making authority or investments to contribute, MnDOT can support. While MnDOT's primary mission and lever of influence is focused on transportation infrastructure, the agency can support partners in aligned efforts, like land use planning.

What this could look like day-to-day

Transportation Options + Connections

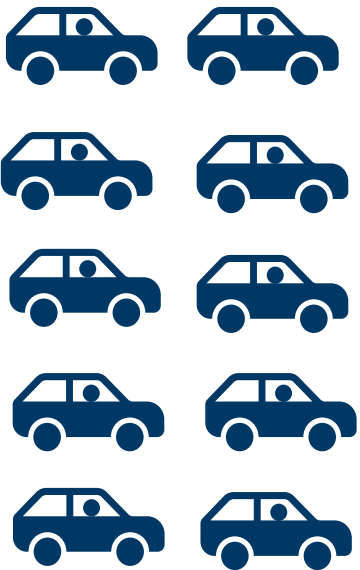


Tom lives in a **rural town**. He drives to work every day and brings his kids to and from school. Broadband isn't reliable and there aren't safe walking options for his kids.



Broadband provides reliable service for Tom to telework a few days per week and access telehealth.

2021



2050



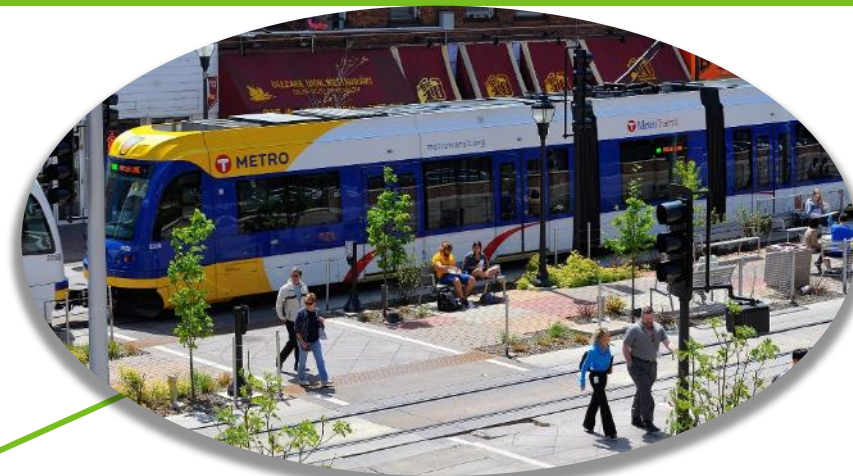
New sidewalks and safer crossings give his kids and their friends access to walk and bike to school.

What this could look like day-to-day

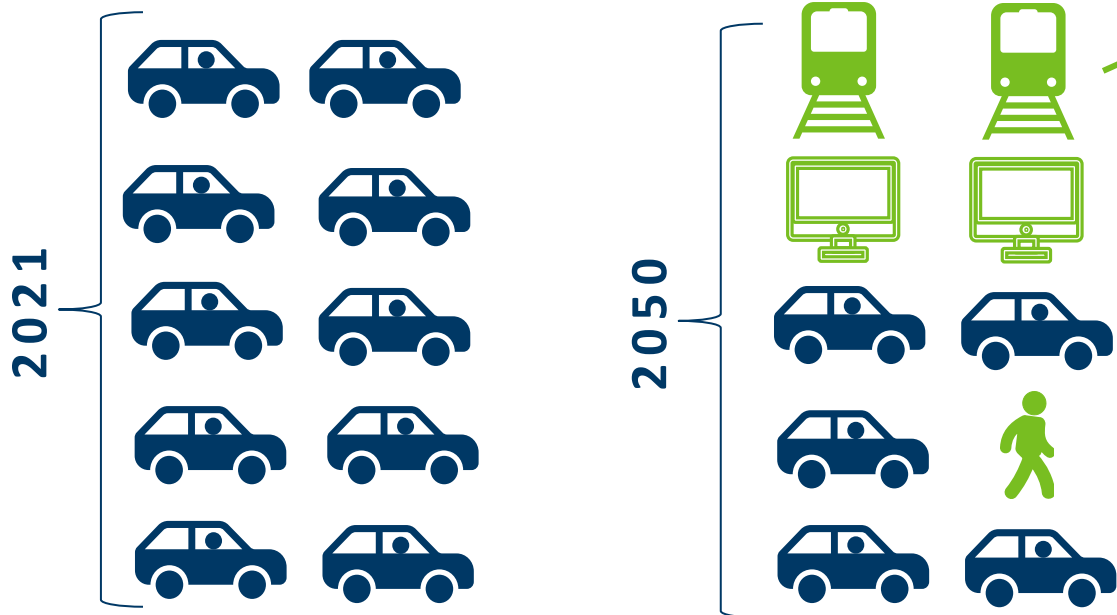
Transportation Options + Connections



Jennifer lives in a **Twin Cities' suburb** and drives to work every day and to run errands. She would like to take transit to work once in awhile and walk to her grocery store but doesn't see any options.



New transit line provides Jennifer commuting options



A safe crossing of the busiest road near Jennifer gives her access to walk to the grocery store

What this could look like day-to-day

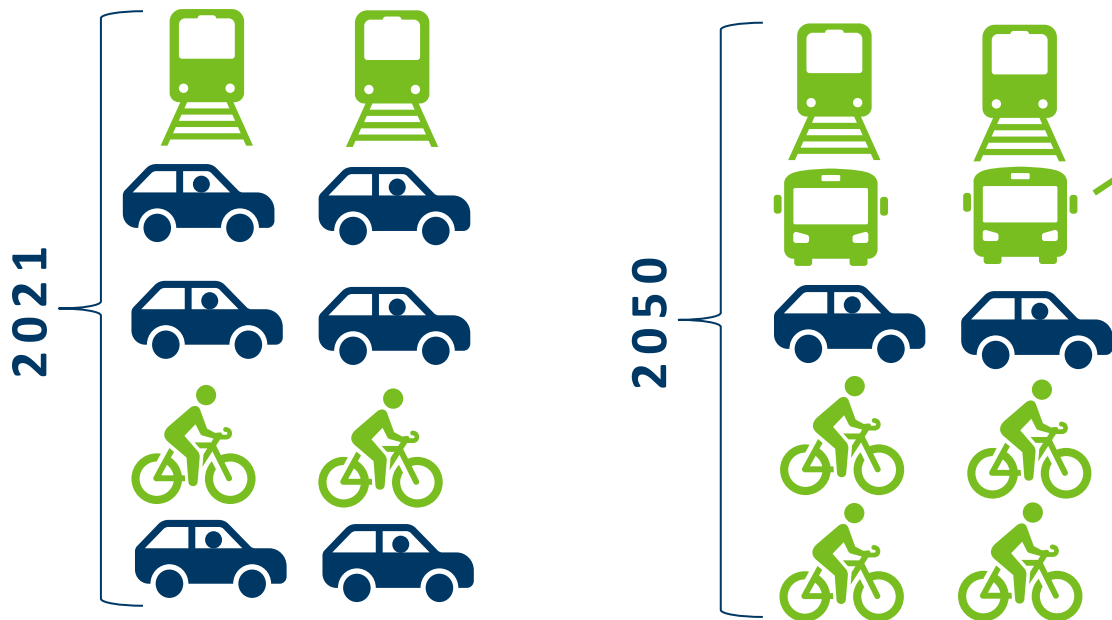
Transportation Options + Connections



Abby lives in an **urban city**. She owns a car but prefers using public transit or biking to fit exercise into her day and save money. Her routes between work, home, and school require travel on busy streets without bike infrastructure, so sometimes driving feels like the safest option.



A new Bus Rapid Transit line provides Abby a reliable route from home to school.



New protected bike lanes offer her a safe and convenient way to travel to work.



Walking



Scooters



Bicycle



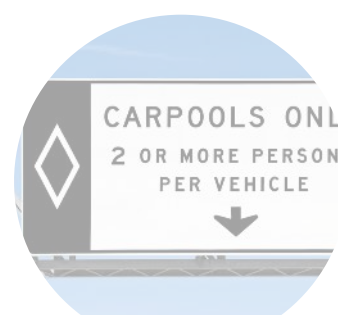
Ride Sharing Service
e.g., Lyft, Uber



Electric Motorbike



Electric Bike



Carpooling



Bus



Telework



Light rail



Car Share
e.g., Hour Car



Hybrid or Electric
Vehicle

Questions?



Freight



City Fleet



Wheelchair



Internal Combustion
Engine (ICE) Vehicle



Transit Mobility

There are many ways to move people and goods around.

Thank you!

Tim Sexton

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MnDOT

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<https://www.dot.state.mn.us/sustainability/advisory-council.html>