



# Sustainable Transportation Advisory Council

**Metropolitan Council — Technical Advisory Committee's Planning Committee**

**Siri Simmons**, Planning Program Supervisor, MnDOT Sustainability and Public Health Division

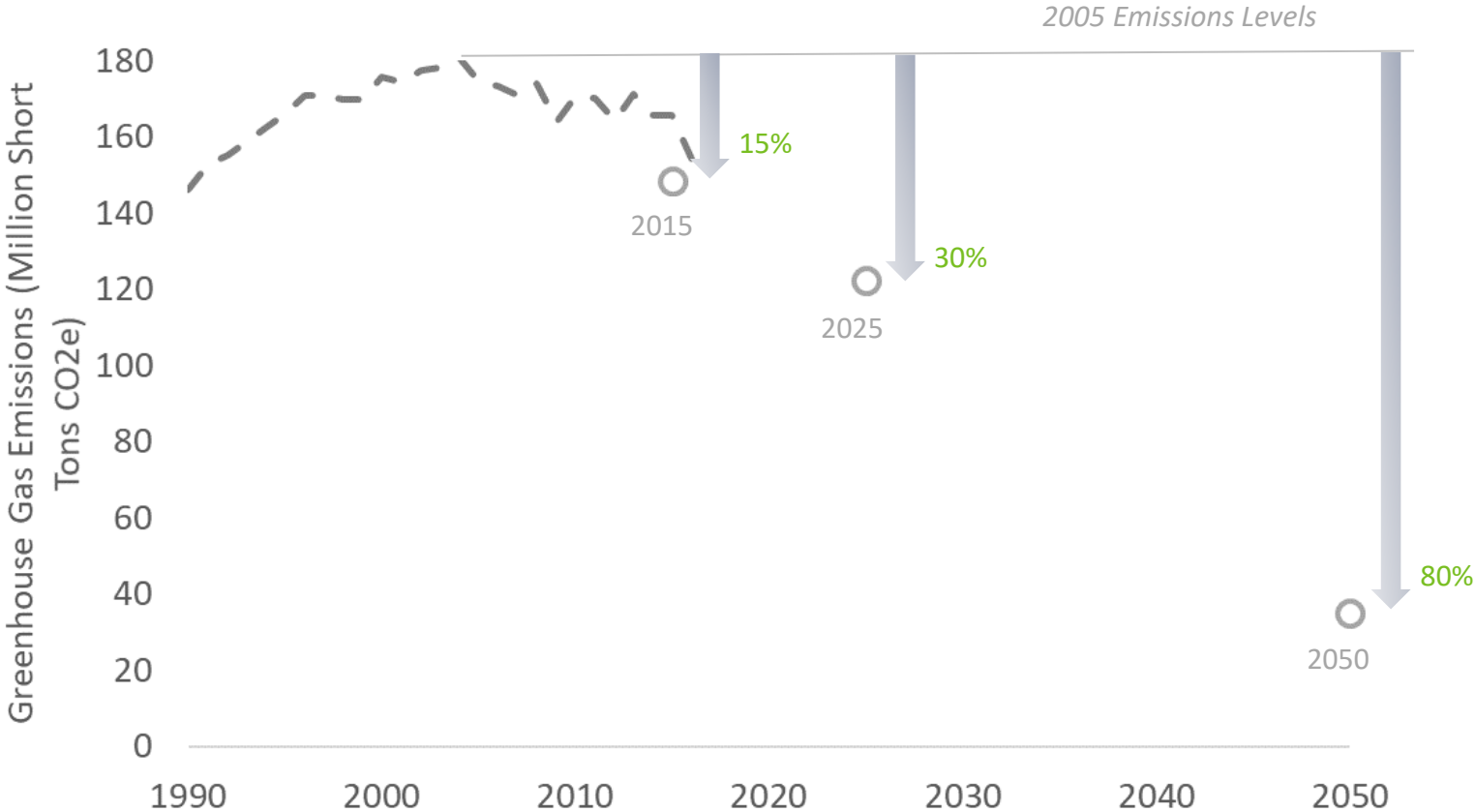
**Nissa Tupper**, Transportation and Health Planner, MnDOT Sustainability and Public Health Division

# Sustainable Transportation Advisory Council Overview

# Background: Next Generation Energy Act

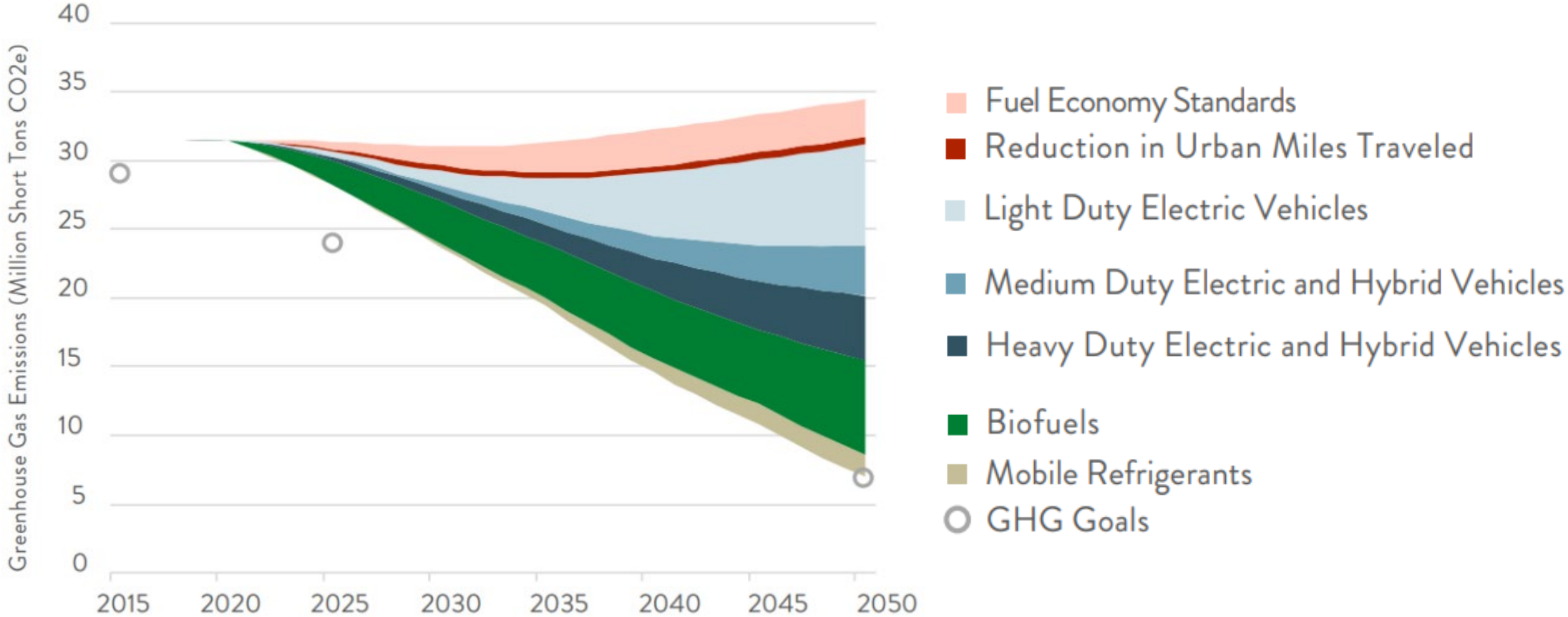
Economy-wide goals:  
reduce greenhouse gas  
emissions 80% by 2050,  
interim reduction targets in  
2015 and 2025.

*Missed 2015 goal and NOT  
on track for 2025 or 2050.*



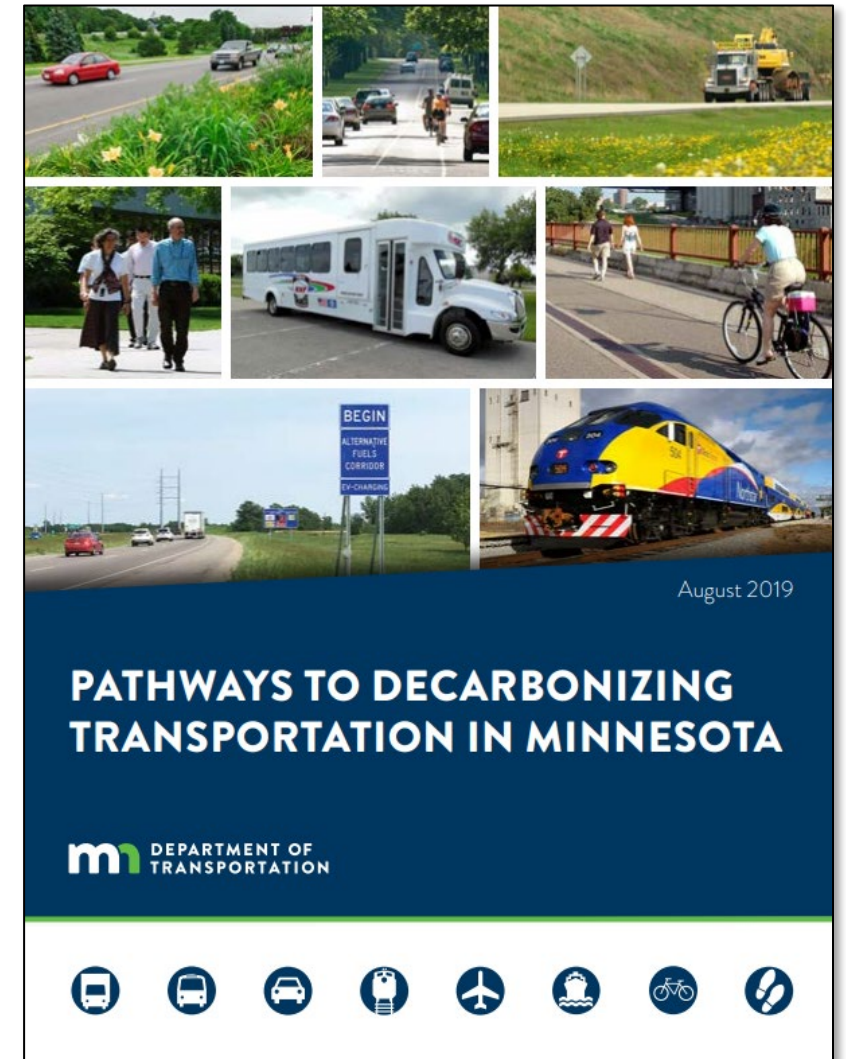
# Background: Pathways to Emissions Reductions

## 80 x 50



# Sustainable Transportation Advisory Council (STAC)

- Recommendation from the 2019 Pathways to Decarbonizing Transportation project
- Makes recommendations to the MnDOT Commissioner to help the agency reduce carbon pollution from transportation, consistent with the MnDOT statutory goals outlined in **Minnesota statute 174.01 and the Next Generation Energy Act**
- The STAC will prioritize recommendations that promote economic development, safety, and equity and environmental justice



# STAC: 2020-2022 Process and Timing

## Spring 2020

Develop charter and process

Decide to address equity in each recommended action

## Summer 2020

Form work groups:

1. VMT
2. Fueling & Powering
3. Resilience

## Fall 2020

STAC members develop recommended action

## Dec 2020

STAC members vote on final recommended actions

*Note: MnDOT did not vote*

## Mar 2021

MnDOT responds to recommended actions

## Mar – Dec 2021

MnDOT implements actions from response

STAC members develop 2021 recommended actions

## Mar 2022

MnDOT responds to recommended actions

New STAC membership begins term

Transportation  
GHG Reductions



# MnDOT Responses to 2021 STAC Recommendations

# Powering and Fueling Transportation WG STAC Rec. #1: Transition light and medium-duty fleet to ZEVs by 2030

## **What this recommendation is about:**

Lead by example by transitioning state fleet to zero-emission vehicles, including metrics that build on MnDOT's existing goals

## **MnDOT response: Explore further**

MnDOT will continue to publish annual updates on progress toward the existing ZEV sedan and SUV goal and share the updates with the STAC. MnDOT will explore opportunities to transition light- and medium-duty vehicles in the fleet to ZEVs, considering existing barriers and challenges.



# Powering and Fueling Transportation WG STAC Rec. #2: Support the medium- and heavy-duty EV market

## **What this recommendation is about:**

Support the medium- and heavy-duty (MHD) EV market including education, incentives, charging infrastructure/travel corridors, partnerships

## **MnDOT response: Support**

Describes the MnDOT role in existing efforts and commits to continuing to engage stakeholders to understand and address educational needs for the medium- and heavy-duty EV industry

# Powering and Fueling Transportation WG

## STAC Rec. #3: Proactive leadership on a Midwest DC fast charging network

### **What this recommendation is about:**

Take a proactive leadership role in working with other states to establish a Midwest DC fast charging network that enables a seamless charging experience across the U.S.

### **MnDOT response: Support**

MnDOT will continue existing efforts and provide updates to the STAC and the Minnesota Clean Cities Coalition, along with other groups in Minnesota working to advance EVs and EV charging.

# Powering and Fueling Transportation WG

## Second-tier Recommendations:

- Leverage existing collaborative partnerships to accelerate electrification of transportation – Support
- Expand eligibility under the existing MN Railroad Service Improvement Program to include grants to railroads to decarbonize rail – Support
- Collaborate with other state agencies (MN Dept. of Commerce, MPCA) to design and implement an EV incentive program (either for all Minnesotans or only for income-qualified families) – Support

# Reduce VMT & Improve Transportation Options WG

## STAC Rec. #1: Incorporate VMT Target & Incorporate into Purpose & Need

### What this recommendation is about:

1) Implement the VMT reduction goal and...

### MnDOT response: Explore Further

- MnDOT will work with transportation users & partners to identify and advance statewide strategies for reducing VMT by 20% per capita (7% statewide) by 2050.
- MnDOT will continue to develop a multimodal accessibility tool and an induced demand calculator to support, as appropriate, future consideration of VMT in plans and projects.
- MnDOT will also pursue research to improve understanding of costs/benefits of VMT reduction strategies specific to Minnesota, the current landscape of VMT reduction strategies in Minnesota, and stakeholder communication.

# Reduce VMT & Improve Transportation Options WG

## STAC Rec. #1: Incorporate VMT Target, & Incorporate into Purpose & Need

### What this recommendation is about:

2) ...incorporate it into the Purpose and Need section of every major transportation project.

### MnDOT response: Explore Alternatives

- There are significant barriers and risks to adding new elements to Purpose & Need as part of the National Environmental Policy Act (NEPA) process.
- New NEPA elements for projects receiving federal funding for projects may not be allowed or could risk funding for future projects. MnDOT, FHWA, and other state DOTs are currently looking at ways to incorporate VMT target guidance and strategies within other areas of the NEPA process, outside Purpose and Need.
- MnDOT will work with federal partners to explore the potential to incorporate a VMT target or supporting strategies into the NEPA process, including discussions about ability to include and any funding risks/constraints.

# Reduce VMT & Improve Transportation Options WG

## STAC Rec. #2: Partner with MPOs & Direct funding

### What this recommendation is about:

- 1) Partner with Metropolitan Council and other MPOs to adopt a similar VMT reduction goal and...
- 2) ...ensure that state and federal dollars coming into Minnesota are invested consistent with the VMT reduction goal.

### MnDOT response: Explore Further

- 1) Following adoption of a VMT target through the SMTP, MnDOT will coordinate with MPOs and local partners to develop and implement VMT strategies starting in Fall 2022.
- 2) MnDOT will explore further how projects directed by the legislature (e.g., Corridors of Commerce) and projects that advance other agency priorities (e.g., safety) relate to VMT.

# Reduce VMT & Improve Transportation Options WG

## STAC Rec. #3: Build Support for Transportation Choices

### **What this recommendation is about:**

Build public and local support for providing transportation choice for travelers and reducing VMT through MnDOT's educational programs, traditional media, social media, local units of government and extensive direct outreach to, and partnering with, multiple stakeholders.

### **MnDOT response: Support**

MnDOT will expand the scope and scale of education and communication strategies to help build public and local support:

- Conduct a research project to inform internal and external communication strategies.
- Develop an education and outreach plan. Implementation could include incorporating messaging into project and program technical assistance materials, and/or an external messaging campaign.
- Explore creative approaches for public engagement during the 2022-23 MnDOT Sustainability and Public Health Fellow tenure.

# Joint STAC Workgroup Recommendation: Develop a toolkit/guide for sustainable transportation projects

## What this recommendation is about:

Create communication tools for staff and project partners that provide information on why electrification and vehicle miles reduction strategies are important and how they can be incorporated into transportation projects.

## MnDOT response: Support

- MnDOT will draft a workplan and communications plan to compile and share resources for staff and partners, including guidance on incorporating vehicle electrification and VMT reduction strategies into transportation projects.
- MnDOT will engage the STAC workgroups for feedback on content and outreach planning.



## Fueling and Powering – 1<sup>st</sup> Tier

Recommendation	MnDOT Response
Transition light and medium-duty fleet to ZEVs by 2030	Explore Further
Support the medium- and heavy-duty EV market	Support
Proactive leadership on a Midwest DC fast charging network	Support

## VMT and Transportation Options – 1<sup>st</sup> Tier

Recommendation	MnDOT Response
(1) Implement VMT Target, (2) Incorporate into Purpose & Need	Explore Further, Explore Alternatives
(1) Partner with MPOs to adopt VMT targets, (2) Direct funding consistent with target	Explore Further
Build Support for Transportation Choices	Support

## Joint Recommendation

Recommendation	MnDOT Response
Develop toolkit/guide for sustainable transportation projects	Support

# Thank you!

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