Promoting Transportation Options and Measuring with a VMT Target

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MnDOT’s VMT Reduction Target

• Work with transportation partners to identify and advance statewide strategies for reducing per capita vehicle miles traveled (VMT) 20% by 2050. *(Statewide Multimodal Transportation Plan Ch 5. Critical Connections)*

<table>
<thead>
<tr>
<th>Year</th>
<th>Per Capita</th>
<th>Implied Statewide Total</th>
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<tbody>
<tr>
<td>2025</td>
<td>-4%</td>
<td>-2%</td>
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<tr>
<td>2030</td>
<td>-8%</td>
<td>-3%</td>
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<tr>
<td>2035</td>
<td>-11%</td>
<td>-4%</td>
</tr>
<tr>
<td>2040</td>
<td>-14%</td>
<td>-5%</td>
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<tr>
<td>2050</td>
<td>-20%</td>
<td>-7%</td>
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• Opportunities to adjust through interim year targets

• Implementation strategies differ by context: urban/suburban/rural
Why VMT?

VMT is one measure that can help us understand how the system is serving all users in different communities across the state. It helps inform progress towards agency goals around safety, accessibility, person throughput and reducing emissions causing climate change. – SMTP Ch.5 “Critical Connections”)

Co-benefits

• Decrease risk for motor vehicle crashes
• Increase safety for people walking and biking
• Less time spent in traffic and less money spent on transportation
• Reduce disparities of system that requires personal vehicle to access basic needs
• Reduce long-term financial costs of transportation system expansion
Background on VMT Reduction Target Development

• Initiated by MnDOT’s Sustainable Transportation Advisory Council through annual recommendation process
  • VMT and Transportation Options Workgroup

• Impetus was climate and GHG emissions reductions

• Draft VMT Target was proposed in the Statewide Multimodal Transportation Plan

• Ultimately, the target was included in the Critical Connections chapter of the SMTP
20% Target: National and Local Alignment

**LOCAL**

**Hennepin County:** -26% by 2050  
*(per capita from 2017 baseline)*

**Minneapolis:** -21% by 2030

**Eden Prairie:** -14% by 2050  
*(per capita from 2017 baseline)*

**St. Louis Park:** -12% by 2030  
*(per capita from 2014 baseline)*

**St. Paul:** -40% by 2040  
*(reduction of SOV travel demand)*

**NATIONAL**

**California:** -15% by 2050  
*(from 1990 baseline)*

**Colorado:** -10% by 2030

**Delaware:** -20.4% from 2010

**Maine:** -20% by 2030  
*(light-duty VMT)*

**Washington:** -50% by 2050  
*(light-duty VMT, per capita)*
Since 1994, total VMT in Minnesota has increased 40%, which includes an increase of 59% on urban roadways, and a 20% increase on rural roadways. Urban highways and arterials account for the largest share of VMT growth.
Vehicle Miles Traveled Per Capita Reduction Target

From 2019 baseline:
- ≤ 10,263 by 2025 (-4%)
- ≤ 9,835 by 2030 (-8%)
- ≤ 9,515 by 2035 (-11%)
- ≤ 9,195 by 2040 (-14%)
• VMT is part of the equation

• It should not be assessed in a vacuum - must be paired with other measures to understand how we're impacting access, safety, etc.
VMT is a Lever

- VMT is part of the equation

- It should not be assessed in a vacuum - must be paired with other measures to understand how we're impacting access, safety, etc.
Overall Support for Setting a VMT Target

Reaction to Proposed VMT Reduction Target: 20% by 2050
SMTP Nov. ‘21 Online Research (n=665)

- Nearly 6 in 10 find a 20% VMT reduction target by 2050 reasonable

Reaction to Proposed VMT Reduction Target Scenarios
SMTP Dec. ‘21 Stakeholder Forums (n=98)

- Roughly 60% support some type of VMT reduction target
- More information needed or support for another target
- I don't support a VMT target
- Support 20% reduction in total VMT from 2019 level by 2050
- Support 20% reduction in per capita VMT by 2050 (~7% reduction in total VMT from 2019 level)
Critical Connections: Maintain and improve multimodal transportation connections essential for Minnesotans’ prosperity and quality of life. Strategically consider new connections that help meet performance targets and maximize social, economic and environmental benefits.

• Identifying key connections within and between communities is key to providing a complete, efficient and affordable transportation system.

• Ensuring transportation options can support communities by providing the necessary link between people and opportunities.
VMT is about travel behavior.

Travel behavior is influenced by transportation options: accessible, affordable, available, comfortable, and safe.

There are many ways to move people and goods around.
How this can provide day-to-day options

**RURAL EXAMPLE**
- 2021: Tom drives daily for work and school.
- 2050: Broadband isn’t reliable.
- Safe walking options are limited.

**SUBURBAN EXAMPLE**
- 2021: Jennifer drives daily to work every day and to run errands.
- Interested in commuting by transit sometimes and walking for errands, but doesn’t see options.
- 2050: Improved transit provides convenient commuting option.
- Broadband allows teleworking.
- Safer crossings give access to walk to the grocery store.

**URBAN EXAMPLE**
- 2021: Abby owns a car but prefers using public transit or biking to fit in exercise and save money.
- Routes between work, home, and school require travel on busy streets, doesn’t feel the safest.
- 2050: New BRT provides a reliable home to school route.
- New protected bike lanes offer a safe, convenient work commute option.
Priority Strategies based on VMT trends

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Influencers</th>
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<tbody>
<tr>
<td>Zoning changes and infill incentives</td>
<td>Local/regional</td>
</tr>
<tr>
<td>Growth management programs</td>
<td>Local</td>
</tr>
<tr>
<td>Reforming traffic impact assessments</td>
<td>State</td>
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<tr>
<td>- move away from LOS metrics</td>
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<tr>
<td>Land use in transportation investments</td>
<td>State</td>
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<tr>
<td>- account for local development patterns and land use policies in project prioritization and programming</td>
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<table>
<thead>
<tr>
<th>Travel Options</th>
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<td>Transit enhancements</td>
<td>State/regional/local</td>
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<tr>
<td>- HOV and transit lane buildout</td>
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<tr>
<td>- Additional capital and operations support</td>
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<tr>
<td>Walking and biking improvements</td>
<td>State/regional/local</td>
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<tr>
<td>- Bike and pedestrian network buildout</td>
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<tr>
<td>- Additional capital support</td>
<td></td>
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<tr>
<td>- Complete streets guidance</td>
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<table>
<thead>
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<th>Transportation Demand Management</th>
<th>Influencers</th>
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<td>Parking reform and pricing</td>
<td>Local</td>
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<tr>
<td>Commuter benefit programs</td>
<td>State/local</td>
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<tr>
<td>Road pricing</td>
<td>State</td>
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<tr>
<td>- Mileage-based pricing</td>
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<tr>
<td>- Dynamic tolling</td>
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<tr>
<td>- Congestion/cordon pricing</td>
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<tr>
<td>- Transparency in pricing</td>
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<tr>
<td>Broadband and remote work</td>
<td>State/local</td>
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## Prioritizing VMT Strategies – MnDOT’s Role

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<tr>
<th>LEAD</th>
<th>PARTNER</th>
<th>SUPPORT</th>
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<td>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.</td>
<td>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.</td>
<td>Where MnDOT does not have decision-making authority or investments to contribute, MnDOT can support. While MnDOT’s primary mission and level of influence is focused on transportation infrastructure, the agency can support partners in aligned efforts, like land use planning.</td>
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• Strategies to reduce VMT must increase transportation options.

• Focus is on replacing, swapping, or adding options.

• VMT is not about changing all trips.

• Some travelers can change more trips. Some travelers are not able to make changes.
Thank you

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