



Minnesota's Recent Experience with Emissions + VMT Reduction Targets

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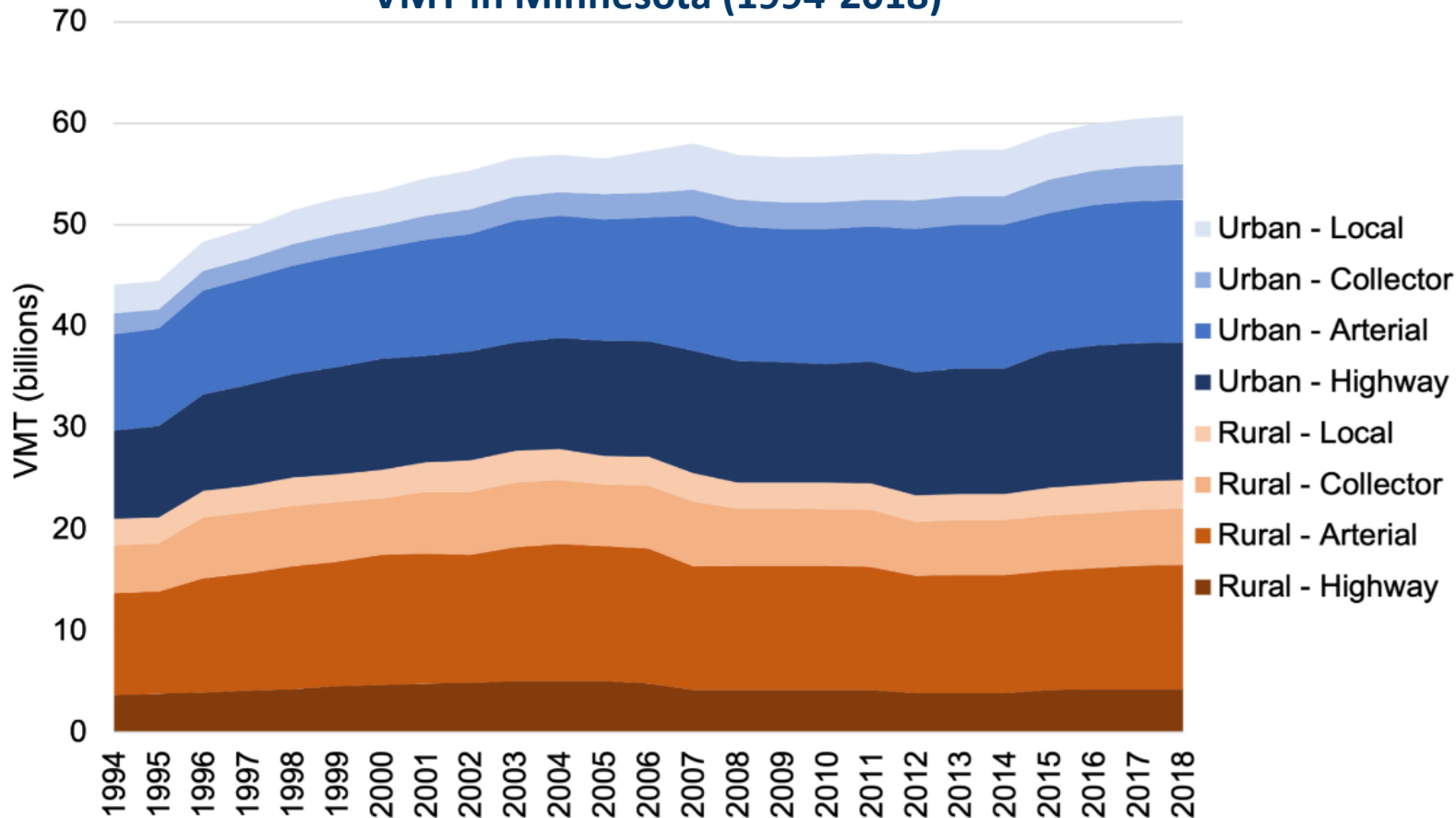


1. Setting a per capita VMT target
2. New state accountability to GHG and VMT reduction

Connecting VMT + GHG

Why emphasize VMT?

VMT in Minnesota (1994-2018)



Are transportation investments?

Giving people transportation options

Addressing travel burden from misaligned transportation + land use

Developing safe multimodal systems

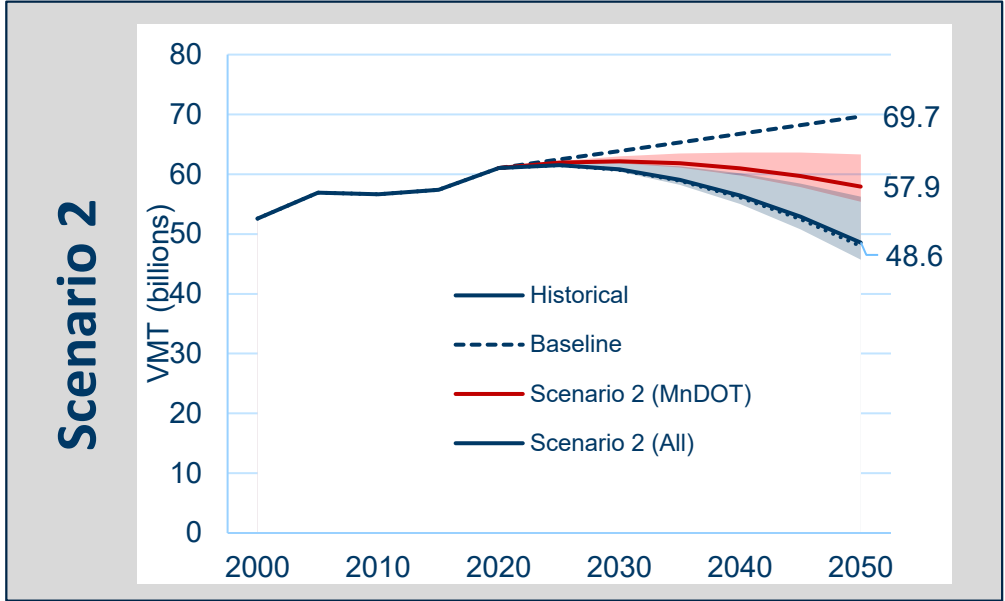
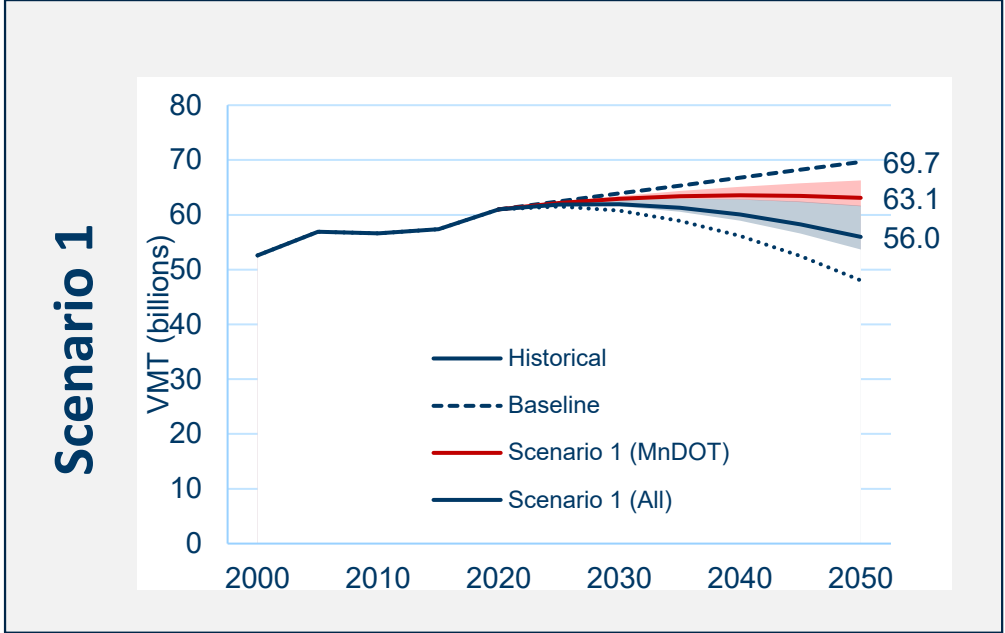
As our VMT increased 40%, our Minnesota population grew 23%. VMT has increased almost twice as fast as our population

State Multimodal Policy Plan Development

Outreach on VMT Scenarios

		Scenario 1		Scenario 2	
		<p>In 2050, walking, biking and transit options improve. Road lanes are not expanded faster than the population is growing. There are some road pricing incentives. Broadband access allows for more telecommuting. Transportation and housing investments are more aligned.</p>		<p>In 2050, complete networks exist for walking, biking and transit. Road lanes are not expanded faster than the population is growing. There are road pricing incentives in place. Broadband access allows for more telecommuting. Transportation and housing investments are aligned.</p>	
Year	Per Capita	Total	Per Capita	Total	
2025	-4% [†]	-2%	-7%	-4%	
2030	-8%	-3%	-12%	-7%	
2035	-11%	-4%	-17%	-10%	
2040	-14%	-5%	-22%	-14%	
2050	-20%	-7%	-30%	-20%	

[†] Potential VMT Reduction from Current (2019)



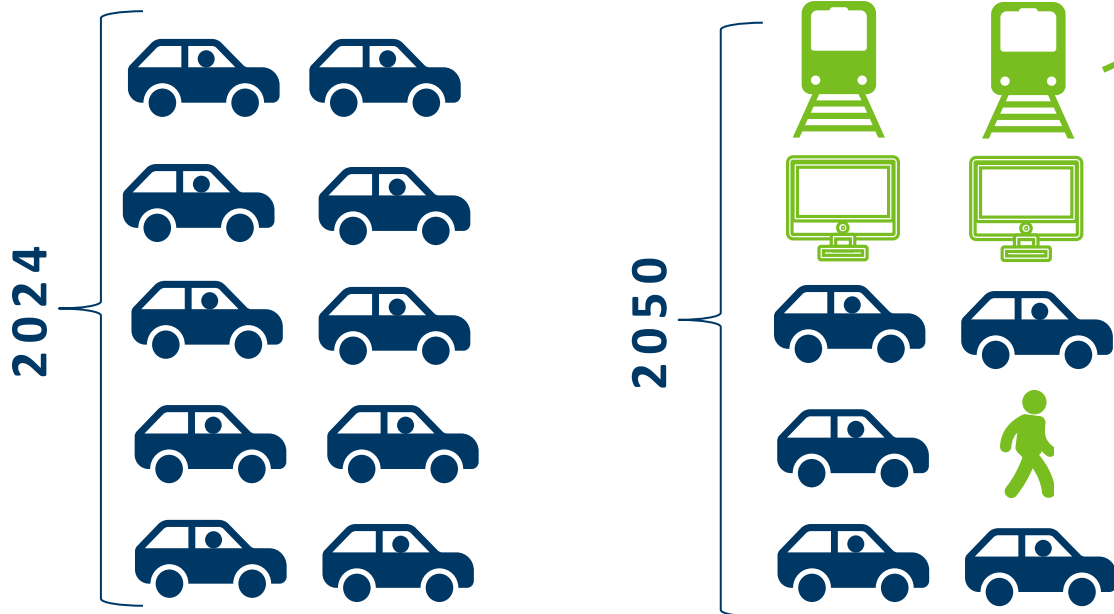
Per capita VMT goes down when people have transportation options and a safe multimodal system



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

Priority Strategies based on VMT trends

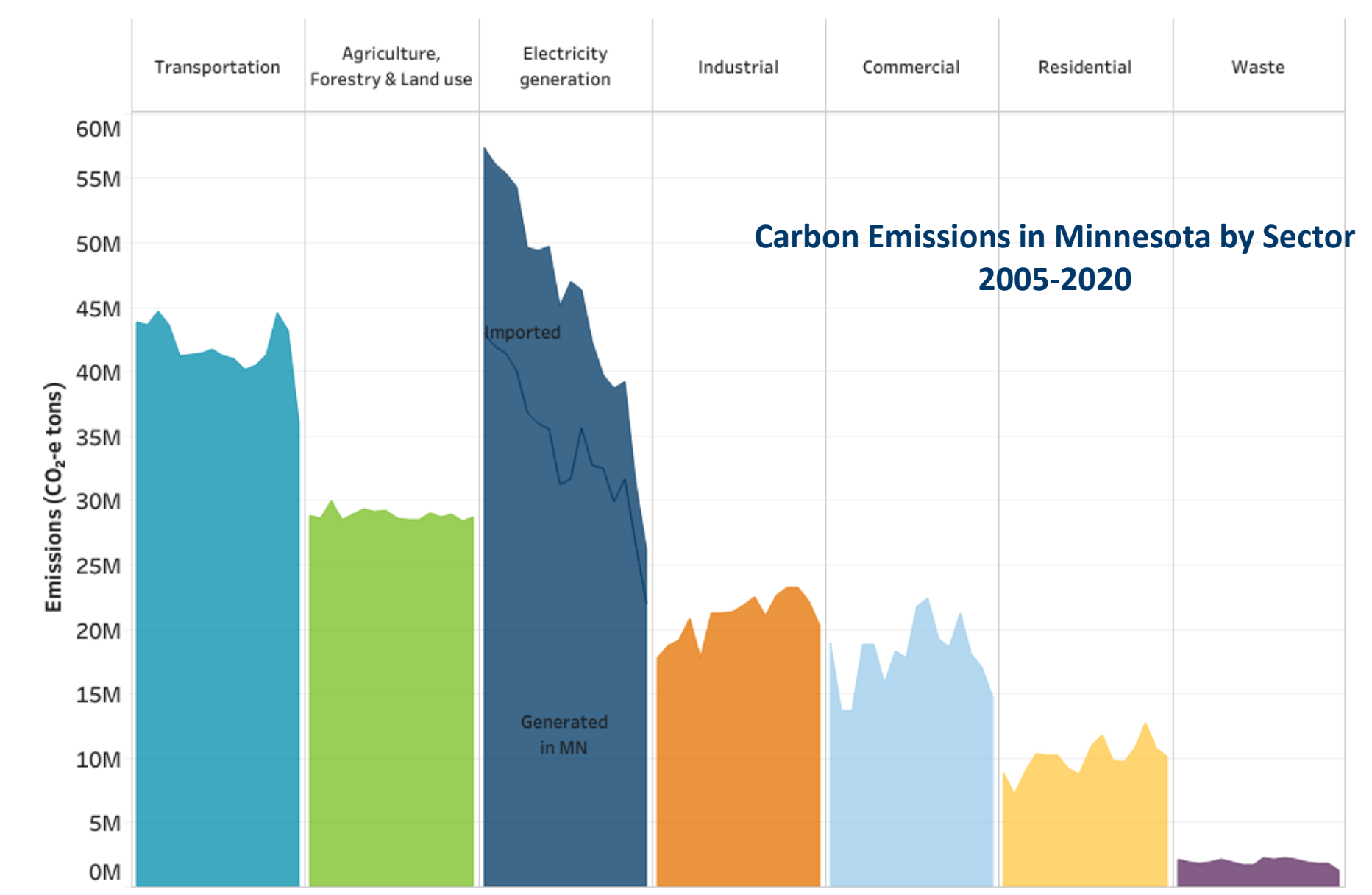
Land Use	Influencers
Zoning changes and infill incentives	Local/regional
Growth management programs	Local
Reforming traffic impact assessments	State
Land use in transportation investments	State/regional

Highway Spending	Influencers
Planning and modeling for VMT impacts	State/regional/ local
Transportation project prioritization	State/regional/ local

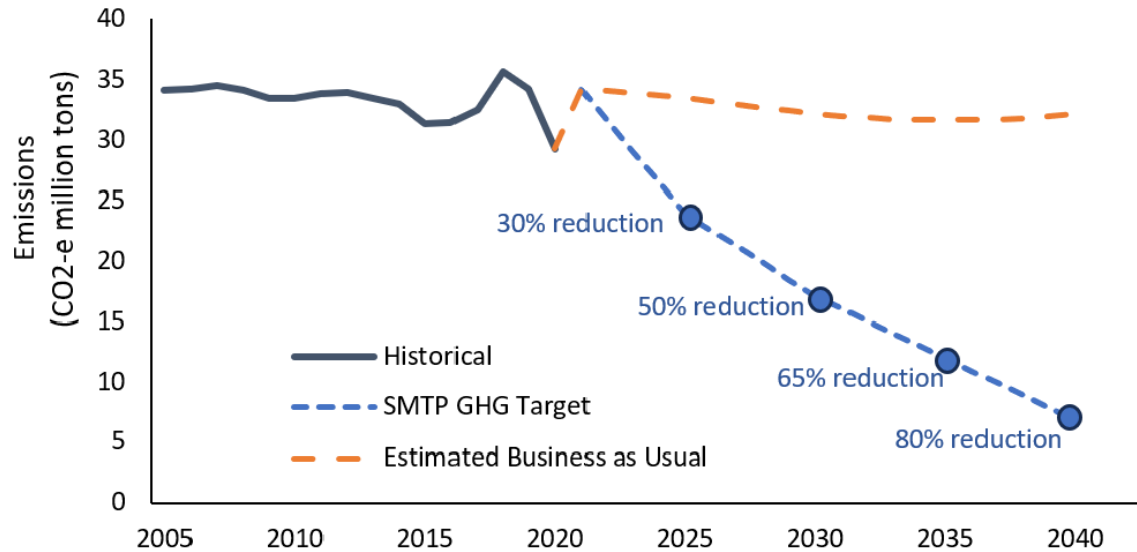
Travel Options	Influencers
Transit enhancements	State/regional/ local
Walking and biking improvements	State/regional/ local

Transportation Demand Management	Influencers
Parking reform and pricing	Local
Commuter benefit programs	State/regional/ local
Road pricing	State/regional
Broadband and remote work	State/local

New state legislation on GHG and VMT reduction



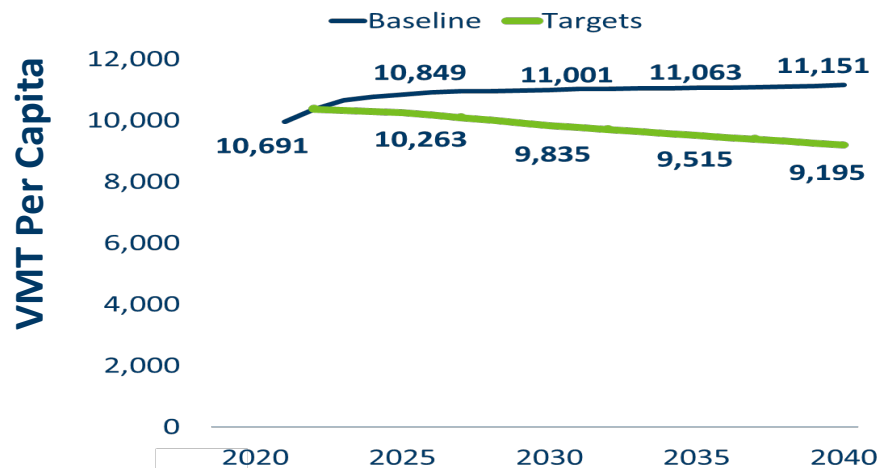
Emissions + VMT Reduction Targets for Transportation Accountability?



MnDOT Transportation GHG Reduction Target

From 2005 baseline:

- ≤ 29.5 million metric tons CO2e by 2025 (-30%)
- ≤ 20.1 million metric tons CO2e by 2030 (-50%)
- ≤ 14.1 million metric tons CO2e by 2035 (-65%)
- ≤ 8.0 million metric tons CO2e by 2040 (-80%)



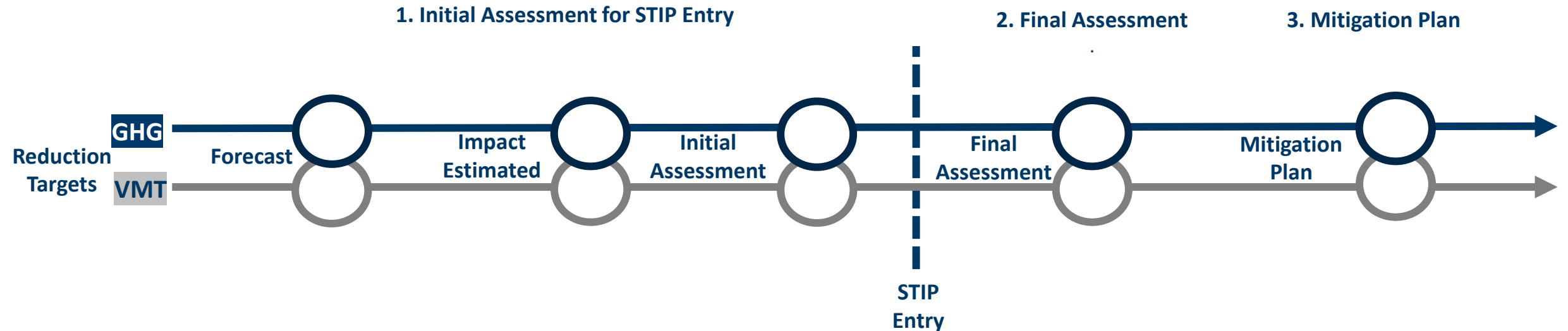
VMT Per Capita Reduction Target

From 2019 baseline:

- ≤ 10,263 by 2025 (-4%)
- ≤ 9,835 by 2030 (-8%)
- ≤ 9,515 by 2035 (-11%)
- ≤ 9,195 by 2040 (-14%)

Overview of Minnesota Legislation Draft Assessment Steps

Section 28: Establish an assessment process for all expansion projects. If a project is not conforming with GHG + VMT emissions target, project proposer must fully mitigate through new and additional transportation investments or land use changes



Lessons Learned

Learn from peers – Everyone is being asked to connect the dots on emissions reduction in some way right now

Story within the data – Focus on measurable targets to outcomes that people can see in their lives

Sphere of influence + accountability – Where does transportation investment influence emissions reduction and where can decisions be measured