

## STAC Recommendations – Potential 2023 Implementation Support

### Fueling and Powering Workgroup Recommendations Support:

- STAC members who are part of the Climate and Resilience Workgroup – EV Subgroup can weigh in on possible Alternative Fuel Corridor nominations, EV plan annual update, and potentially EV Site Application.
- Individual STAC members might reach out to legislators or Department of Administration on a few items.
- Some members might provide subject matter expertise to EV charger planning.

### VMT Workgroup Recommendations Support:

- Summer 2023: Provide feedback on draft questions and message testing options for VMT market research study
- Late Summer-Fall 2023: Review draft MnDOT-led VMT reduction implementation strategies, provide input for MnDOT senior leadership to consider
- Fall-Early Winter 2023: Provide feedback on VMT reduction education and engagement plan, including targeted engagement and support for partners on implementation partner
- Winter 2023: Provide feedback on draft guidance for integrating VMT reduction strategies in new Corridor Planning Guidebook
- TBD: Provide feedback on VMT reduction research topics for MnDOT to support
- TBD: Input on MnSHIP

### Additional options:

- STAC members act as liaisons back to their membership groups, informing of what the STAC is doing
- Year 1 (2024) of cohort the STAC makes recommendations, Year 2 (2025) of cohort the STAC supports implementation
  - Include Year 2 report by MnDOT to share progress update?
- Make recommendations as previous recommendations are completed by MnDOT

# STAC Recommendations – Updates on MnDOT Actions

Last Updated: May 23, 2023

## Fueling And Powering Transportation Workgroup Recommendations

YEAR	RECOMMENDATION	MNDOT ACTION(S)	STATUS	POTENTIAL 2023 STAC INVOLVEMENT
2022	1. Support increased investment in EV charging infrastructure, especially as it relates to federal infrastructure funding	<p>MnDOT should support efficient investment in make ready infrastructure and grid upgrades for EV charging, including consideration of future charging needs and, in doing so, partner with utilities on evaluating grid impacts of the NEVI Plan.</p> <p><b>MnDOT Committed Action(s):</b></p> <ul style="list-style-type: none"> <li>MnDOT supports the recommendation that the agency support efficient investment in make ready infrastructure and grid upgrades for EV charging, including consideration of future charging needs and, in doing so, partner with utilities on evaluating grid impacts of the NEVI Plan. MnDOT will continue to work with Utilities as EV charging infrastructure is built with federal funds</li> </ul>	<p><b>In Progress</b> Working with consultant to develop site application for first round of NEVI funded charging stations along I-94 and I-35. Utility conversations/survey will be part of developing application. MnDOT is also having conversations about possible nomination of additional Alternative Fuel Corridors around the state.</p>	STAC members who are part of the Climate and Resilience Workgroup – EV Subgroup will have an opportunity to give feedback on AFC nominations and possibly on-site applications.
2022	1. Support increased investment in EV charging infrastructure, especially as it relates to federal infrastructure funding	<p>MnDOT should request legislative funding for the 20% non-federal match for NEVI funds.</p> <p><b>MnDOT Committed Action(s):</b></p>	<p><b>Completed</b> Has been approved by the legislature - HF 2887 Conference Committee Report - 93rd Legislature (2023 - 2024) (mn.gov) (May 20, 2023).</p>	N/a

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		<ul style="list-style-type: none"> <li>In the 2023 Legislative session MnDOT has proposed \$3.4 million per year to secure the 20% non-federal match for NEVI funds</li> </ul>		
2022	1. Support increased investment in EV charging infrastructure, especially as it relates to federal infrastructure funding	<p>MnDOT should provide periodic updates to the STAC of efforts to coordinate with other states on NEVI plans and explain to the STAC how it will meet Justice40 Initiative requirements through the NEVI Plan.</p> <p><b>MnDOT Committed Action(s):</b></p> <ul style="list-style-type: none"> <li>MnDOT staff will provide updates to the STAC at several points through the year.</li> </ul>	<p><b>In Progress</b> MnDOT will provide a brief update at the May 2023 STAC meeting.</p>	Feedback/comments and discussion at STAC meetings.
2022	2. Take a proactive leadership role in working with other states to develop a charging and refueling network to support low and zero carbon freight transportation	<p>Undertake a gap analysis to identify the numbers, types and ownership of charging stations needed to build a statewide EV charging network including light-, medium- and heavy-duty applications.</p> <p><b>MnDOT Committed Action(s):</b></p> <ul style="list-style-type: none"> <li>MnDOT will submit a proposal in Spring 2023 to use MnDOT Research and Innovation funds for a more detailed gap analysis. MnDOT will seek to partner with other state agencies to include Department of Commerce, the Minnesota Pollution Control Agency and Department of</li> </ul>	<p><b>In Progress</b> OSPH staff submitted a proposal through MnDOT Research Office and are awaiting update if project has been selected for funding.</p>	Potential for participation in study if chosen.

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		Employment and Economic Development.		
2022	2. Take a proactive leadership role in working with other states to develop a charging and refueling network to support low and zero carbon freight transportation	<p>MnDOT should play a leadership role in pursuing federal funding opportunities to build out a regional EV charging network, for light-duty, medium-duty, heavy-duty and non-road applications.</p> <p><b>MnDOT Committed Action(s):</b></p> <ul style="list-style-type: none"> <li>MnDOT will continue to play a shared, active leadership role in REV Midwest and include updates around medium-and heavy-duty EV charging as appropriate in updates to the Minnesota Electric Vehicle Infrastructure Plan.</li> </ul>	<p><b>In Progress</b> See recommendation 1, action 1</p>	<p>STAC members who are part of the Climate and Resilience Workgroup – EV Subgroup will have opportunity to give feedback on second round of NEVI fund investments and NEVI plan updates. Potential for MnDOT to apply for CFI Discretionary funds in 2024 round. STAC or EV subgroup might give input.</p>
2022	2. Take a proactive leadership role in working with other states to develop a charging and refueling network to support low and zero carbon freight transportation	<p>Recognizing the recently signed multi-state hydrogen MOU, MnDOT should support development of a multistate plan to refuel hydrogen fuel cell vehicles, with an initial focus on freight.</p> <p><b>MnDOT Committed Action(s):</b></p> <ul style="list-style-type: none"> <li>Department of Commerce is the lead agency on two MOUs regarding hydrogen. MnDOT will coordinate with Department of Commerce to identify opportunities to support implementation of Executive Order 22-22 and hydrogen hub activities if they are funded.</li> </ul>	<p><b>Not started.</b> MnDOT response was Explore Further.</p>	<p>TBD</p>

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2022	3. Develop a Clean Fuels Policy	<p>MnDOT should play a leading role in supporting and passing legislation in 2023.</p> <p><b>MnDOT Committed Action(s):</b></p> <ul style="list-style-type: none"> <li>Independent from the administration, House and Senate authors Clean Fuels Standard introduced bill that has the MPCA as the lead agency associated rulemaking.</li> <li>MnDOT will continue to explore the best methods to implement these recommendations with the Executive Branch.</li> </ul>	<p><b>Not started.</b></p> <p>Joint agency (MPCA, transportation, commerce, and agriculture) Clean Transportation Fuel Standard Working Group has been approved by the legislature - HF 2887 Conference Committee Report - 93rd Legislature (2023 - 2024) (mn.gov) (May 20, 2023).</p>	TBD
2022	3. Develop a Clean Fuels Policy	<p>MnDOT should support a Midwestern Clean Fuels Summit to bring leadership from multiple states together to craft a regional approach to a Clean Fuels Policy.</p> <p><b>MnDOT Committed Action(s):</b></p> <ul style="list-style-type: none"> <li>MnDOT and MPCA cannot commit to a Clean Fuels Summit due to staff capacity. MnDOT will continue to explore the best methods to implement these recommendations with the Executive Branch.</li> </ul>	<p><b>None.</b> No action is planned at this time.</p>	N/a
2021	1. Lead by example by transitioning state fleet to zero-emission vehicles,	<ul style="list-style-type: none"> <li>Explore opportunities to transition all light duty vehicles in the agency fleet to ZEVs, considering existing barriers and challenges.</li> </ul>	<p><b>In progress</b></p> <p>40 PHEVs and 5 BEVs in the fleet</p>	Individual STAC members might explore ways work with MN Department of Administration is expanding the vehicle options

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	including metrics that build on MnDOT's existing goals		MnDOT/Xcel Energy fleet suitability assessment underway with Sawatch labs to help inform transition to EVs and operations of existing EVs.	available through the State Master Contract.
2021	1. Lead by example by transitioning state fleet to zero-emission vehicles, including metrics that build on MnDOT's existing goals	<ul style="list-style-type: none"> <li>Continue to publish annual updates on progress toward the ZEV sedan and SUV target and share the updates with the STAC.</li> </ul>	<b>In progress</b> The annual Sustainability Report will be published by the end of 2022.	N/a
2021	1. Lead by example by transitioning state fleet to zero-emission vehicles, including metrics that build on MnDOT's existing goals	<ul style="list-style-type: none"> <li>Annually reassess opportunities to transition the fleet to more ZEVs as more vehicles become available, costs decline, and the state EV charging network expands.</li> </ul>	<b>Not started</b> MnDOT is in the process of re-evaluating this 2030 goal due to limited availability of zero emission vehicles, challenges with vehicle ranges to meet our operational needs, EV charging infrastructure limitations, fleet budget limitations, and fleet life cycle schedules.	N/a
2021	2. Support medium- and heavy-duty EV market including education, incentives, charging infrastructure/travel corridors, partnerships	<ul style="list-style-type: none"> <li>Continue to engage stakeholders to identify corridors for electric vehicle charging station investments through the Statewide Electric Vehicle Infrastructure Deployment Plan and subsequent planning efforts.</li> </ul>	<b>In progress</b> The MN EV Infrastructure Plan available on <a href="#">MnDOT website</a> . Joint Office of Energy and Transportation approved it on Sept. 14, 2022. MnDOT is in process of hiring a planning consultant to assist with more detailed site feasibility and site selection process for 2023.	STAC members can who are part of EV workgroup can weigh in on annual update to NEVI plan in summer 2023.
2021	2. Support medium- and heavy-duty EV market including education, incentives, charging	<ul style="list-style-type: none"> <li>Provide a link to the Electric Vehicle Resource Database on the Sustainability and Public Health website and provide Drive Electric Minnesota with additional resources</li> </ul>	<b>Complete</b>	N/a

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	infrastructure/travel corridors, partnerships	for fleet owners and state agencies as they become available.		
2021	3. 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.	<ul style="list-style-type: none"> <li>Participate and provide leadership on REV Midwest to support timely and productive efforts to advance Midwest DC Fast Charging.</li> </ul>	<b>In progress</b> REV Midwest Task Force is currently developing a charter. REV Midwest applied for a grant through US DOE Vehicle Technologies Office for Medium-and Heavy-Duty EV charging infrastructure planning.	TBD
2021	3. 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.	<ul style="list-style-type: none"> <li>Provide updates to the STAC and the Minnesota Clean Cities Coalition, along with other groups in Minnesota working to advance EVs and EV charging.</li> </ul>	<b>Not started</b> REV Midwest updates will be provided when the Task Force is farther along.	TBD
2020	1. Develop a Clean Fuels Policy	<ul style="list-style-type: none"> <li>Lead a stakeholder process to develop a Clean Fuels Policy for the state.</li> </ul>	<b>Complete</b>	
2020	2. Establish rebates for public and private light-, medium-, and heavy-duty EVs, including dealership support and consumer rebates	<ul style="list-style-type: none"> <li>Continue to evaluate its first in the nation MnPass EV pilot and consider expansion beyond the current 3-year review period, depending on performance.</li> </ul>	<b>In progress</b>	N/a
2020	2. Establish rebates for public and private light-, medium-, and heavy-duty EVs, including dealership support and consumer rebates	<ul style="list-style-type: none"> <li>Lead an update to the MN EV Vision to create a strategic EV plan for the state, which may provide detailed information about EV incentives.</li> </ul>	<b>Complete</b>	N/a
2020	1. Increase investment in EV charging infrastructure, beyond existing VW settlement investments	<ul style="list-style-type: none"> <li>Increase investment in EV charging infrastructure at MnDOT facilities using bond funding and/or funding</li> </ul>	<b>In progress</b> MnDOT ordered 42 chargers for MnDOT facilities in 2021. Chargers received and sent to	Individual STAC members might be tapped as subject matter experts for a more

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		identified in the Walz Administration budget, if it is approved.	MnDOT District Offices in August 2022 for installation.	comprehensive charging station plan for MnDOT facilities.
2020	1. Increase investment in EV charging infrastructure, beyond existing VW settlement investments	<ul style="list-style-type: none"> <li>Review EV charging infrastructure proposals for Clean Transportation funds.</li> </ul>	<b>Complete</b> Contracting underway.	N/a
2020	1. Increase investment in EV charging infrastructure, beyond existing VW settlement investments	<ul style="list-style-type: none"> <li>Identify strategic opportunities for EV infrastructure to create a more equitable transportation system in the region through the MN 2021 EV Strategic Plan.</li> </ul>	<b>In progress</b> The MN EV Infrastructure Plan was published in August 2022 and will include strategies for supporting rural and disadvantages communities.	Weigh in on annual update to NEVI plan in summer 2023.
2020	1. Increase investment in EV charging infrastructure, beyond existing VW settlement investments	<ul style="list-style-type: none"> <li>Explore options to install EV charging infrastructure at non-interstate rest areas.</li> </ul>	<b>Not started</b> Current federal and state rules do not allow for charging infrastructure when a fee is charged for electricity.	TBD

### VMT And Transportation Options Workgroup Recommendations

YEAR	RECOMMENDATION	MNDOT ACTION(S)	STATUS	POTENTIAL 2023 STAC INVOLVEMENT
2022	1. Prioritize VMT Reduction throughout MnDOT	<p>Prioritize implementation of the VMT reduction target throughout the agency by integrating meeting the target into all staff positions descriptions and creating a new position or allocating existing staff dedicated to VMT reduction.</p> <p><b>MnDOT Committed Action(s):</b></p> <ul style="list-style-type: none"> <li>MnDOT leadership will support the new Future Mobility Planner's role to lead internal education efforts along with agency coordination to inform how different agency</li> </ul>	<p><b>In progress</b></p> <p>Future Mobility Planner hired.</p> <p>Pursue training/learning opportunities once MnDOT strategies are identified, expected late fall 2023.</p>	Provide feedback on materials for education efforts



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		<p>programs and staff roles are expected to advance the VMT reduction target.</p> <ul style="list-style-type: none"> <li>MnDOT will pursue training opportunities for staff to advance and build knowledge for implementation of the target. This could include lunch and learns and/or training for a broad agency audience as well as technical trainings tailored for staff roles.</li> </ul>		
2022	1. Prioritize VMT Reduction throughout MnDOT	<p>Dedicate and seek funding to research VMT and transportation options by creating a multi-year research program with dedicated funding.</p> <p><b>MnDOT Committed Action(s):</b></p> <ul style="list-style-type: none"> <li>MnDOT will pursue dedicating research funding for a multi-year research effort, either specific to VMT reduction or to include VMT reduction as part of a decarbonization focus that also includes research related to EVs, clean fuels, etc.</li> <li>MnDOT will explore participation in and/or leading national-level research opportunities with other state DOTs to build the collective body of knowledge.</li> </ul>	<p><b>In progress</b></p> <p>Need to coordinate with Research and Innovation Office on next steps</p> <p>Two (2) Transportation Research Synthesis (TRS) projects underway: 1) Field Scan and 2) Culture Building and Behavior Change</p>	Provide feedback on research topics
2022	1. Prioritize VMT Reduction throughout MnDOT	<p>Incorporate VMT into the project selection process by utilizing an induced demand calculator and multimodal accessibility tool.</p> <p><b>MnDOT Committed Action(s):</b></p> <ul style="list-style-type: none"> <li>MnDOT will begin applying the multimodal accessibility tool and induced demand calculator, earlier in the project development process, to many MnDOT-led</li> </ul>	<p><b>Not started</b></p> <p>Applying multimodal accessibility tool and induced demand calculator earlier in the project development process, e.g., into MnDOT-led corridor planning studies starting in July 2023 and the Corridor Planning Guidebook effort.</p>	TBD

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		<p>corridor planning studies selected for implementation starting in July 2023.</p> <ul style="list-style-type: none"> <li>MnDOT will integrate guidance for applying these tools into the upcoming Corridor Planning Guidebook effort.</li> </ul>	<p>MnDOT will be convening a Greenhouse Gas Emissions Impact Mitigation Working Group to develop process for Transportation Greenhouse Gas Emissions Impact Assessments for capacity expansion projects on trunk highways - HF 2887 Conference Committee Report - 93rd Legislature (2023 - 2024) (mn.gov) (May 20, 2023).</p>	
2022	2. Lead interagency collaborations to reduce VMT and increase transportation options	<p>Collaborate with local units of government to develop jurisdiction specific VMT reduction targets consistent with MnDOT's target. Work with partners to identify a shared VMT assessment methodology and implementation strategies. Begin with a metro centered VMT reduction target, followed by (8) MPOs, then smaller communities.</p> <p><b>MnDOT Committed Action(s):</b></p> <ul style="list-style-type: none"> <li>MnDOT cannot require local jurisdictions to set jurisdiction-specific targets. MnDOT will provide convening opportunities, resources and support for local partners that are interested in setting their own target.</li> <li>MnDOT will begin formal engagement with local partners to develop shared understanding, identify technical assistance needs, create a shared methodology, identify research gaps, generate strategies, and provide target-setting support for interested jurisdictions starting winter 2023.</li> </ul>	<p><b>Not started</b> Will begin formal engagement with local partners to develop shared understanding, identify technical assistance needs, create a shared methodology, identify research gaps, generate strategies, and provide target-setting support for interested jurisdictions starting winter 2023</p> <p>Will begin formal partner engagement starting winter 2023, after MnDOT strategies are identified</p>	Review draft engagement and support plan, provide feedback

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		<ul style="list-style-type: none"> <li>MnDOT will start with a metro-centered and urban support approach where there are already several jurisdictions with VMT reduction targets/goals established. Support for other communities will follow.</li> </ul>		
2022	2. Lead interagency collaborations to reduce VMT and increase transportation options	<p>Support local units of government to implement VMT reduction strategies. For all, develop and implementation toolkit. Metro-specific, work with the Metropolitan Council to revisit 2014 Highway BRT study and prioritize initial BRT projects for implementation.</p> <p><b>MnDOT Committed Action(s):</b></p> <ul style="list-style-type: none"> <li>MnDOT will develop educational tools for partners, tailored to meet their needs.</li> <li>MnDOT will continue partnership with the Metropolitan Council and other local partners to address transit needs in prioritized and other corridors.</li> </ul>	<p><b>In-progress</b> Developing foundational educational tools as part of 2023 consultant contract. Expect to build on this after input from formal partner engagement in winter 2023.</p>	Provide feedback
2022	3. Expand outreach and education activities to promote transportation options and VMT reduction	<p>Dedicate website section about VMT reduction, transportation options and land use</p> <p><b>MnDOT Committed Action(s):</b></p> <ul style="list-style-type: none"> <li>Adapt existing content and create new content on the benefits of transportation options for MnDOT's website</li> </ul>	<b>Not started</b>	Provide feedback
2022	3. Expand outreach and education activities to promote transportation options and VMT reduction	<p>Identify resources to fund hands-on learning opportunities to support mode shift</p> <p><b>MnDOT Committed Action(s):</b></p>	<p><b>Not started</b> Need to coordinate with OTAT to identify opportunities</p>	TBD

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		<ul style="list-style-type: none"> <li>Continue and expand programming through Safe Routes to School, Active Transportation program</li> </ul>		
2022	3. Expand outreach and education activities to promote transportation options and VMT reduction	<p>Lead by example.</p> <p><b>MnDOT Committed Action(s):</b></p> <ul style="list-style-type: none"> <li>MnDOT will engage with MMB and conduct an analysis to determine the feasibility of reducing the price of existing amenities and expanding amenities (e.g., bike racks, showers, etc.).</li> </ul>	<p><b>Not started</b></p> <p>Submitted consultant support request for FY '24 to complete feasibility analysis to incentivize multimodal staff travel</p>	TBD
2021	1. Implement the VMT reduction goal and incorporate it into Purpose and Need section of every major transportation project	<ul style="list-style-type: none"> <li>Work with transportation users and partners to identify and advance statewide strategies for reducing VMT by 20% per capita (7% statewide) by 2050.</li> </ul>	<p><b>In-progress</b></p> <p>Target integrated into 2022 Statewide Multimodal Transportation Plan (SMTP) update. Will begin formal partner engagement in winter 2023. See agency response to 2022 STAC recommendations.</p>	<ul style="list-style-type: none"> <li>Provide feedback on draft strategies in late fall 2023 (MnDOT-led &amp; MnDOT-supported), provide input for MnDOT senior leadership to consider</li> <li>Provide feedback on partner engagement plan in winter 2023</li> </ul>
2021	1. Implement the VMT reduction goal and incorporate it into Purpose and Need section of every major transportation project	<ul style="list-style-type: none"> <li>Continue to develop a multimodal accessibility tool and an induced demand calculator to support future consideration, as appropriate, of VMT in plans and projects.</li> </ul>	<p><b>In-progress</b></p> <p>MnDOT started tool development in summer 2022. Will begin applying them to many MnDOT-led corridor planning studies selected for implementation starting in July 2023. See agency response to 2022 STAC recommendations.</p>	Provide feedback on guidance to apply the tools in new Corridor Planning Guidebook, winter 2023

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2021	1. Implement the VMT reduction goal and incorporate it into Purpose and Need section of every major transportation project	<ul style="list-style-type: none"> <li>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.</li> </ul>	<p><b>In-progress</b>  Started (2) transportation research synthesis projects in winter 2022 (field scan) and spring 2023 (strategies that drive culture change)/ Final deliverables expected in mid to late 2023. MnDOT will also pursue dedicated funding for a multi-year research effort, either specific to VMT or to include VMT reduction as part of a decarbonization focus that also includes research related to EVs, clean fuels, etc. See agency response to 2022 STAC recommendations.</p>	Provide feedback on research topics
2021	1. Implement the VMT reduction goal and incorporate it into Purpose and Need section of every major transportation project	<ul style="list-style-type: none"> <li>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.</li> </ul>	<p><b>Not started</b>  Anticipate starting winter 2023/24 after agency strategies are identified.</p>	TBD

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2021	2. Partner with the Metropolitan Council and other Metropolitan Planning Organizations (MPOs) to adopt a similar VMT reduction goal and ensure that state and federal dollars coming into Minnesota are invested consistent with the VMT reduction goal	<ul style="list-style-type: none"> <li>Coordinate with MPOs and local partners to develop and implement VMT strategies starting in Fall 2022, following adoption of a VMT reduction target in the SMTP.</li> </ul>	<p><b>Not started</b> Will begin formal partner engagement in winter 2023.</p>	n/a – see 2021, rec. 1 response
2021	2. Partner with the Metropolitan Council and other Metropolitan Planning Organizations (MPOs) to adopt a similar VMT reduction goal and ensure that state and federal dollars coming into Minnesota are invested consistent with the VMT reduction goal	<ul style="list-style-type: none"> <li>Explore how projects directed by the legislature (e.g., Corridors of Commerce) and projects that advance other agency priorities (e.g., safety) relate to VMT.</li> </ul>	<p><b>Not started</b> Anticipate starting winter 2023/24 after agency strategies are identified.</p>	TBD

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2021	3. 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 outreach to, and partnering with, multiple stakeholders	<ul style="list-style-type: none"> <li>MnDOT will expand the scope and scale of education and communication strategies to help build public and local support for providing transportation choice for travelers and reducing VMT.</li> </ul>	<p><b>In progress</b> Sustainability and Public Health Fellow implementing <a href="#">Tell us How You Move Around</a> project.</p>	n/a (almost complete)
2021	3. 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 outreach to, and partnering with, multiple stakeholders	<ul style="list-style-type: none"> <li>Conduct a research study that includes an audience segmentation analysis and message testing component to inform and target external communication and engagement strategies.</li> </ul>	<p><b>In progress</b> Scoping a market research analysis, anticipate spring 2023 start.</p>	Provide feedback on draft market research questions, message testing options in summer 2023
2021	3. Build public and local support for providing transportation choice for travelers and reducing VMT through	<ul style="list-style-type: none"> <li>Leverage the research study to inform and implement an education and outreach plan.</li> </ul>	<p><b>Estimated start in winter 2023,</b> following conclusion of market research analysis.</p>	Review and provide feedback

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	MnDOT’s educational programs, traditional media, social media, local units of government and extensive outreach to, and partnering with, multiple stakeholders			
2020	1. Adopt a statewide goal of reducing VMT by 20% by 2050	<ul style="list-style-type: none"> <li>Finalize the goal after engaging the public and stakeholders, including cities and counties, through the Statewide Multimodal Transportation Plan (SMTP) process that will occur throughout 2021.</li> </ul>	<p><b>Complete</b> Target included in 2022 Statewide Multimodal Transportation Plan (SMTP) update to “Work with transportation users and partners to identify and advance statewide strategies for reducing VMT by 20% per capita (7% statewide) by 2050.”</p>	n/a
2020	1. Adopt a statewide goal of reducing VMT by 20% by 2050	<ul style="list-style-type: none"> <li>As part of the SMTP process, MnDOT will evaluate different goals for the metro Twin Cities region and Greater Minnesota and establish a baseline year from which reductions would be measured and consider interim goal years that align with current planning year horizons.</li> </ul>	<p><b>In-progress</b> Set interim year targets and baseline year in 2022 SMTP. Will begin formal partner engagement in winter 2023, to include support for partners that wish to set jurisdiction-specific targets. See agency response to 2022 STAC recommendations.</p>	n/a – see 2021, rec. 1 response
2020	1. Adopt a statewide goal of reducing VMT by 20% by 2050	<ul style="list-style-type: none"> <li>Develop a method for estimating program and project VMT outcomes by assessing both induced (e.g. adding lanes) and reduced (e.g. increasing walking access) vehicle travel demand</li> </ul>	<p><b>In-progress</b> MnDOT started tool development in summer 2022. Will begin applying them to many MnDOT-led corridor planning studies selected for implementation starting in July 2023. See agency</p>	n/a – see 2021, rec. 1 response



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			response to 2022 STAC recommendations.	
2020	1. Adopt a statewide goal of reducing VMT by 20% by 2050	<ul style="list-style-type: none"> <li>Work to develop a new intergovernmental climate change council to coordinate this and related efforts with partner agencies, cities, and counties.</li> </ul>	<b>In-progress</b> Current MnDOT Climate and Resilience Workgroup (CRW) with subgroups are providing a venue for VMT and other transportation sustainability efforts.	<ul style="list-style-type: none"> <li>Advise on alignment between STAC and CRW, spring 2023</li> </ul>
2020	2. Stop expanding highway capacity to reduce congestion	<ul style="list-style-type: none"> <li>Add a new tier one priority for travel demand management to the existing mobility investment approach (capacity expansion will remain the last option). The update will be part of the current MnSHIP update and will keep STAC informed. MnDOT will also establish a new transparent reporting process to share project decisions based on the tiered approach.</li> </ul>	<b>In-progress</b> MnDOT added a new tier one for TDM to the existing mobility investment approach.	TBD
2020	2. Stop expanding highway capacity to reduce congestion	<ul style="list-style-type: none"> <li>Update the Complete Streets policy and include a modal-hierarchy framework based on land use context and roadway functional classification.</li> </ul>	<b>Complete</b> <a href="#">Updated Policy</a> approved, effective Oct. 31, 2022. Released updated communication materials and training staff in Nov 2022-Jan 2023.	n/a
2020	2. Stop expanding highway capacity to reduce congestion	<ul style="list-style-type: none"> <li>Engage the STAC as a stakeholder group to get feedback on investment scenarios (MnSHIP, 2023) and priorities for state transportation decisions, which guide plans for each part of the transportation system (SMTP, 2022).</li> </ul>	<b>In-progress</b> Engaged on draft SMTP at Nov. 2021, July 2022 and Sept. 2022 STAC mtgs. Engaged on MnSHIP at Sept. 2022 STAC mtg.	TBD
2020	2. Stop expanding highway capacity to reduce congestion	<ul style="list-style-type: none"> <li>Coordinate with STAC members and a new proposed intergovernmental working group (see previous response), to better</li> </ul>	<b>In-progress</b> Proposed group was not formed, preference to integrate into	Advise on alignment between STAC and CRW, spring 2023

YEAR	RECOMMENDATION	MNDOT ACTION(S)	STATUS	POTENTIAL 2023 STAC INVOLVEMENT
		understand existing state and regional transportation funding programs and barriers and opportunities related to this recommendation.	existing efforts. Current MnDOT Programming Update Workgroup (PUW) and Climate and Resilience Workgroup (CRW) with subgroups are providing a venue for VMT and other transportation sustainability efforts.	
2020	3. Prioritize transit and high occupancy vehicles on MnDOT owned right of way	<ul style="list-style-type: none"> <li>Engage the STAC as a stakeholder group in the MnSHIP and SMTP processes to gather feedback on investment scenarios, priorities for state transportation decisions (2021-2023).</li> </ul>	<b>In-progress</b> Engaged on draft SMTP at Nov. 2021 and July 2022 STAC mtgs. Engaged on MnSHIP at Sept. 2022 STAC mtg.	TBD
2020	3. Prioritize transit and high occupancy vehicles on MnDOT owned right of way	<ul style="list-style-type: none"> <li>Engage the STAC to develop communication materials that highlight the benefits of transit and HOV through the lens of sustainability and public health.</li> </ul>	<b>Not started</b> Will engage the STAC in 2023, in coordination with 2021 activity to implement a toolkit/guide for sustainable transportation.	Review and provide feedback on education and communication materials.

### Joint Workgroup Recommendation

YEAR	RECOMMENDATION	MNDOT ACTION(S)	STATUS	2023 STAC INVOLVEMENT
2021	1. Develop a toolkit/guide for sustainable transportation projects	<ul style="list-style-type: none"> <li>Develop PowerPoint or written document for MnDOT staff to use at project kick-off meetings and internal communications plan</li> </ul>	<b>Not started</b> Initially scheduled to start Summer 2022. Delayed due to staff capacity, new anticipated start in winter 2022/23. May rescope work to align with STAC 2022 recommendation.	Review and provide feedback in coordination with other communication and engagement materials
2021	1. Develop a toolkit/guide for sustainable transportation projects	<ul style="list-style-type: none"> <li>Develop guide for project partners on incorporating sustainability strategies into</li> </ul>	<b>Not started</b> Anticipated start winter 2023 due to staff capacity. May rescope	Review and provide feedback in coordination with other communication

YEAR	RECOMMENDATION	MNDOT ACTION(S)	STATUS	2023 STAC INVOLVMENT
		transportation projects and internal communications plan	work to align with STAC 2022 recommendation.	and engagement materials

### Resilience Workgroup Recommendations

YEAR	RECOMMENDATION	MNDOT ACTION(S)	STATUS
2021	1. Define and measure sustainability and resilience within the transportation system	<ul style="list-style-type: none"> <li>Continue to coordinate with SMTP and MnSHIP update processes to integrate sustainability and resilience metrics and goals</li> </ul>	<b>In progress</b> SPH actively participated in STMP and MnSHIP workgroups
2021	1. Define and measure sustainability and resilience within the transportation system	<ul style="list-style-type: none"> <li>Continue to track and report on sustainability and resilience through annual MnDOT Sustainability Report</li> </ul>	<b>In progress</b> TRS recently completed Internal MnDOT team developed draft metrics
2021	2. Design-Build project delivery	<ul style="list-style-type: none"> <li>Work with partners to compile examples of design build projects that used sustainability or resilience criteria (regionally and nationally) by mid-2022.</li> </ul>	<b>Not started</b> Will begin when SPH hires a new Climate and Resilience Planner
2021	2. Design-Build project delivery	<ul style="list-style-type: none"> <li>Convene temporary workgroup to develop criteria for one (or more) of the focus areas following the action above for the pilot.</li> </ul>	<b>Not started</b> Will begin when SPH hires a new Climate and Resilience Planner
2021	2. Design-Build project delivery	<ul style="list-style-type: none"> <li>Work with staff to identify a project and funding to implement DB with new criteria in next 1-2 years.</li> </ul>	<b>Not started</b> Will begin when SPH hires a new Climate and Resilience Planner
2021	3. Proactive asset management	<ul style="list-style-type: none"> <li>Host a convening or workshop on sustainability/resilience in Transportation Asset Management (TAM) with other entities within the state by mid-2022.</li> </ul>	<b>Complete</b> Interactive workshop planned at the APWA Conference in Nov. 2022

YEAR	RECOMMENDATION	MNDOT ACTION(S)	STATUS
2021	3. Proactive asset management	<ul style="list-style-type: none"><li data-bbox="621 240 1073 329">• Highlight TAM efforts related to sustainability and resilience efforts on MnDOT's website.</li></ul>	<b>In progress</b> SPH is in the process of making web updates