



MOVE MINNESOTA
ACTION

Minnesota's 2023–24 Legislative Wins for Transit & What's Ahead

EESI Online Briefing



Agenda

- Who We Are
- Regional Transportation Sales and Use Tax – Active Transportation
- Driving Down Emissions – Transportation Greenhouse Gas Emissions Impact Assessment
- Redefining Highway Purposes & Shifting Funding



Move Minnesota

Move Minnesota leads the movement for an equitable and sustainable transportation system that puts people first.

We are passionate about connecting communities, ending the climate crisis, expanding access to jobs and resources, and improving daily life for Minnesotans of all ages, races, incomes, and abilities.



Move Minnesota Action

Move Minnesota Action is committed to building the grassroots and political power necessary to transform transit.

Launched in 2021 by Move Minnesota, we are growing our movement through **effective organizing, issue education, and electoral advocacy** in Minnesota.

MOVE MINNESOTA
ACTION

OUR WINS: Transformative Transit Funding



move
MINNESOTA

MOVE MINNESOTA
ACTION

**Long-term,
dedicated
transit funding
to improve
transit across
the Twin Cities
metro**

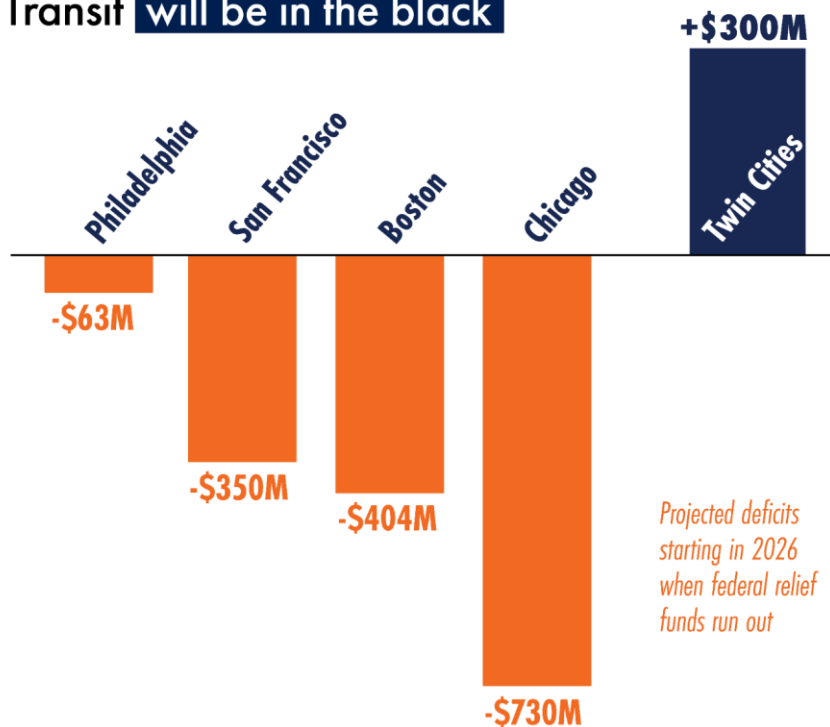
**A new 0.75-cent metro sales
tax will provide over \$440
million for public transit and
\$24 million for active
transportation per year.**

IMPACT

move
MINNESOTA

MOVE MINNESOTA
ACTION

Other cities are facing massive deficits in coming years, but Metro Transit **will be in the black**



\$450M

in new, ongoing funding can close the budget gap and provide...



5-minute headways:

\$43 million annually for 5-minute headways at peak, 10 minutes off-peak, on 20 lines



50 miles of red bus lanes:

\$30 million annually to maintain dedicated bus lanes



Fully electric fleet:

\$93 million annually to electrify the full Metro Transit bus fleet in 12 years



Green lights for buses:

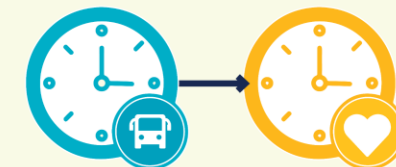
\$4 million in one time costs, \$750,000 annually to provide signal priority for core-route buses



Complete BRT network:

\$130 million to build out 2 bus rapid transit lines to serve core & suburban communities per year

Great transit can lead to quality of life benefits like...



781,000 hours saved

per year across all rides and riders, replacing time spent on the bus with time on chosen activities

move

ACTIVE TRANSPORTATION

move
MINNESOTA

MOVE MINNESOTA
ACTION

Initial fund distribution: 2024 Regional Solicitation

The Met Council directed the first allocation of these funds to those who applied for the 2024 Regional Solicitation in the following categories:

- Multiuse Trail & Bicycle Facilities
- Pedestrian Facilities
- Safe Routes to School



OUR WINS: Nation-leading Climate Policy



move
MINNESOTA

MOVE MINNESOTA
ACTION

**Cutting-edge policy
to curb climate
pollution from new
transportation
projects.**

Move Minnesota and our partners successfully pushed for new state policies that require MnDOT and the Metropolitan Council to turn climate goals into action.

Setting the course

STATEWIDE MULTIMODAL TRANSPORTATION PLAN



Minnesota's highest level policy plan for transportation

- **Work with transportation partners to identify and advance statewide strategies for reducing per capita vehicle miles traveled (VMT) 20% by 2050.** Opportunities to reduce vehicle miles traveled vary by geography, community and context. Work with partners to determine

216H.02 Greenhouse gas emissions control

Subdivision 1. Greenhouse gas emissions-reduction goal

(a) It is the goal of the state to reduce statewide greenhouse gas emissions across all sectors producing greenhouse gas emissions by at least the following amounts, compared with the level of emissions in 2005:

- (1) 15 percent by 2015;
- (2) 30 percent by 2025;
- (3) 50 percent by 2030; and
- (4) to net zero by 2050.

Setting the course

Minnesotans — and people across the nation⁵ — are ready for a different approach. For instance, community engagement around the Minnesota Department of Transportation's draft Statewide Multi-modal Transportation Plan found that **"60% [of Minnesotans] support some type of vehicle miles traveled (VMT) reduction target."**⁶



Setting the course

move
MINNESOTA

MOVE MINNESOTA
ACTION

HEADWAY

Colorado's Bold New Approach to Highways — Not Building Them

The state has made it harder to widen highways, and transportation officials are turning their eyes to transit.

Because RMI was able to leverage the lessons they had learned, one year later Move Minnesota was able to put our state on the map as a national leader in the movement for transportation justice.

RMI
move
MINNESOTA



HIGHWAYS

PROJECTS MUST MEET 2050 TARGETS TO
reduce per capita vehicle miles traveled (VMT) by 20%
reduce greenhouse gas emissions (GHG) by 100%



If it doesn't meet
VMT and GHG
targets, MnDOT
must cancel or
adjust the project...



GHG VMT



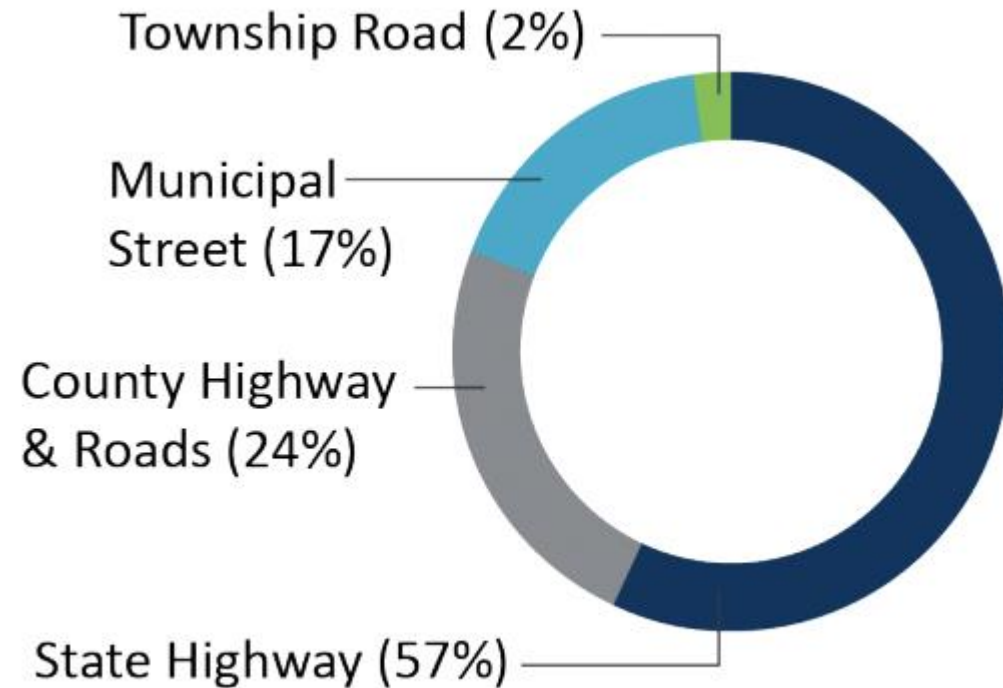
or offset the increased
GHG and VMT by
adding sustainable
options, like bike lanes
and/or new transit lines



GHG VMT

HIGHWAYS

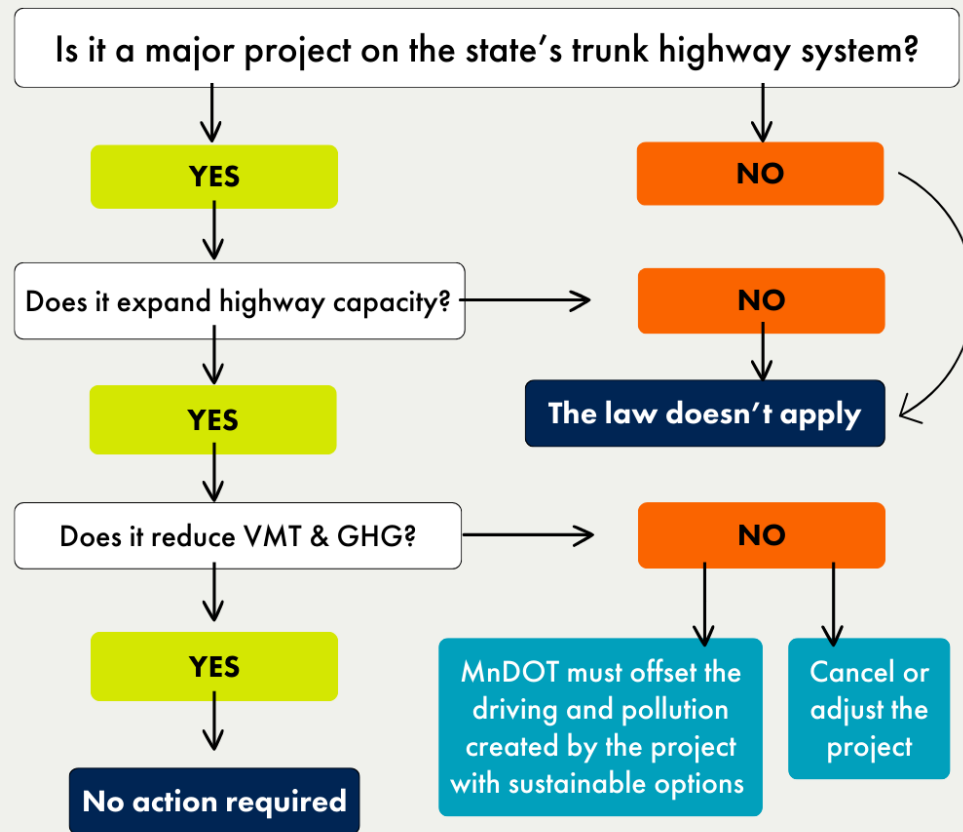
Percent of VMT by roadway system



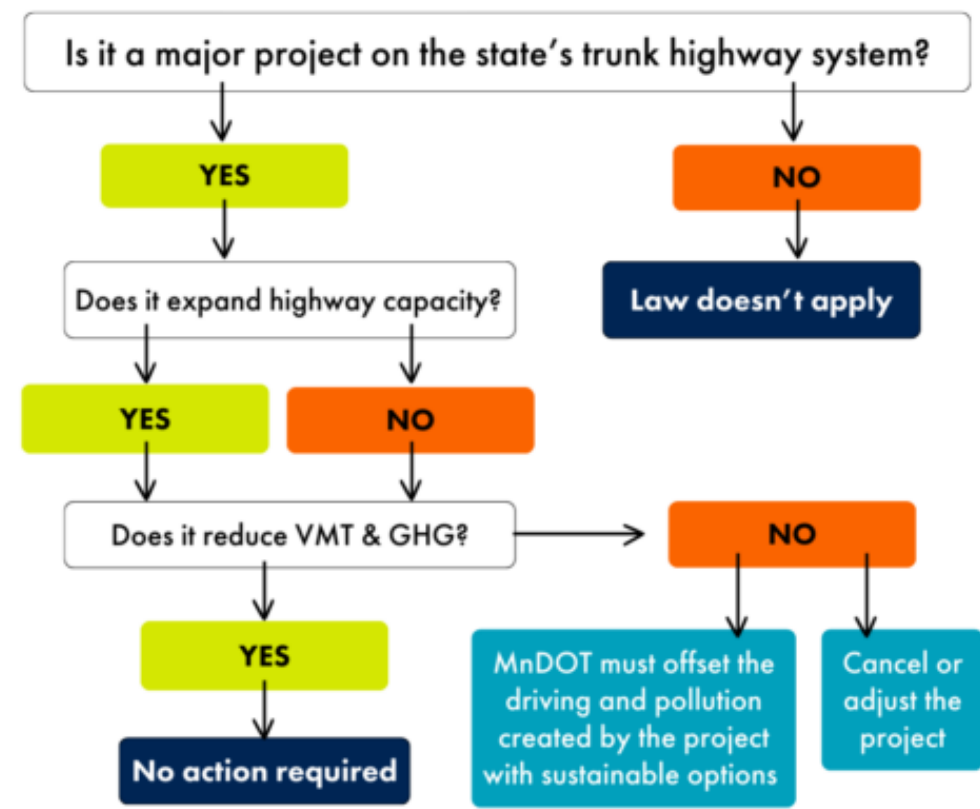
12,000 miles of highways
8% of all roadways but...
57% of VMT

HIGHWAYS

2023 LAW



2024 LAW



2023-2024 Report on

Transportation Greenhouse Gas Emissions Impact Mitigation Working Group

February 2024



Working Group

- Assessing impact of single project on VMT is challenging with existing models
- Assessing projects together in portfolio approach would allow more accurate analyses
- Local and regional governance bodies need technical assistance implementing this law
- Technical advisory committee would provide accountability and flexibility as implemented



Rethinking I-94

2023 Law would impact...

Expanded Freeway – A
Expanded Freeway – B
General Maintenance
Maintenance A
Maintenance B
At-Grade A
At-Grade B
Local/Regional Roadways
Reduced Freeway – A
Reconfigure Freeway – A

2024 Law will impact...

Expanded Freeway – A
Expanded Freeway – B
General Maintenance
Maintenance A
Maintenance B
At-Grade A
At-Grade B
Local/Regional Roadways
Reduced Freeway – A
Reconfigure Freeway – A

Project Example

- Expansion option would add 40,000 car trips per day
- At its pre-pandemic peak in 2019, the METRO Green Line light rail train carried 44,000 trips each day
- Expansion might require an offset on the scale of a new urban train line

2024 law also



Allows the Minnesota Department of Transportation to collect greenhouse gas and vehicle miles traveled **data from cities and counties across the state**—a major first that will enable Minnesota to expand this law to *all roads in the state* in the future

MEETING VMT GOALS =

move
MINNESOTA

MOVE MINNESOTA
ACTION



**\$91
BILLION**

in cumulative state
savings by 2050 from
reduced driving

move

**3.8 BILLION
fewer miles driven**

every year in the
7-county metro



Reducing climate
pollution by

675,412
metric tons
per year



TIMELINE

Now until 2027:

MnDOT will **develop a model** to measure and predict vehicle miles traveled impacts of new highway projects—this model will be able to measure the ripple effects of highway projects on road systems throughout the state

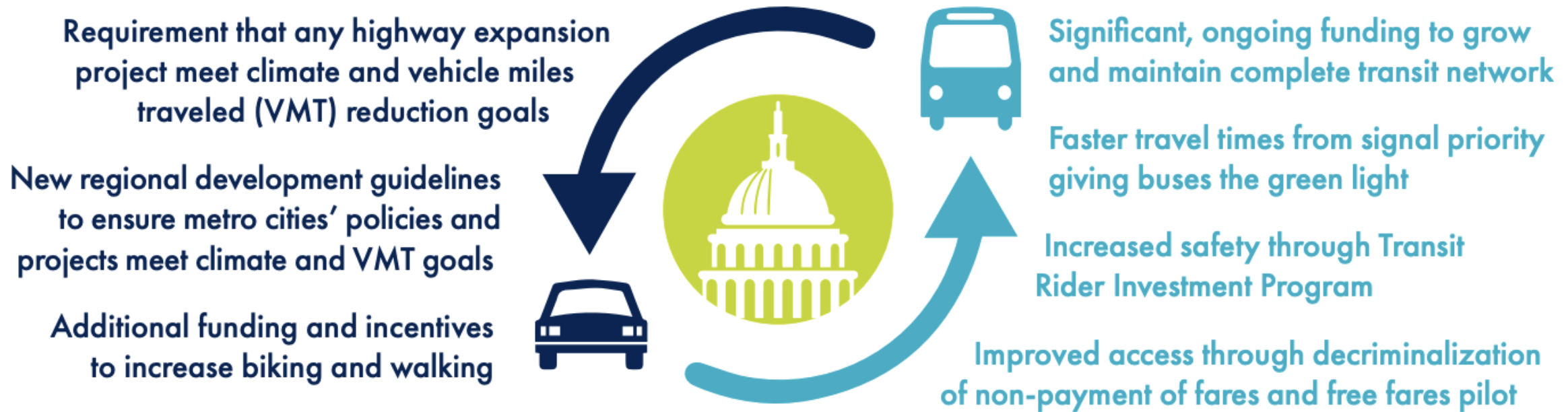
February 1, 2025:

Assessment and mitigation requirements for trunk highway capacity **expansion** projects take effect

August 1, 2027:

Assessment and mitigation requirements for the full **portfolio** of Minnesota trunk highway projects take effect

How it all works together



REDEFINING HIGHWAY PURPOSES & SHIFTING FUNDING



66% of respondents would support a bill to “improve transportation options in Minnesota using funding from the state and federal government which would otherwise go to highway expansion,” illustrating public will to make different choices about how current funding is allocated.



Statutorily define “Highway Purposes” as inclusive of transit, biking, and walking investments in highway rights of way.



SHIFT STATE FUNDING from highway expansion to statewide transit investments by splitting the motor vehicle sales tax evenly between transit and highway projects.

Thank you!



Contact:

MJ Carpio

mjc@movemn.org

Learn more at:

www.movemn.org