
CARBON REDUCTION STRATEGY PUBLIC ENGAGEMENT PLAN

This document outlines how the Minnesota Department of Transportation plans to connect with the public and partners for the Minnesota Carbon Reduction Strategy (CRS).

THE ASK

We want to hear about the proposed process for connecting with the public, partners, tribes and MnDOT staff for the Carbon Reduction Strategy (CRS). There will be other opportunities to connect with MnDOT on priorities for transportation between now and October 2023. For this Public Engagement Plan, provide comments via <https://talk.dot.state.mn.us/carbon-reduction-strategy> or by phone or email to:

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MnDOT will accept comments on the draft Public Engagement Plan until 5:00 PM on May 19, 2023. Additional details about how to submit a comment are located in the How to Comment section at the end of this document.

PROJECT PURPOSE

The Minnesota Department of Transportation (MnDOT) is developing a Carbon Reduction Strategy (CRS) in accordance with Federal requirements under the Infrastructure Investment and Jobs Act (IIJA). The CRS must be submitted to the Federal Highway Administration (FHWA) no later than November 15, 2023, with subsequent updates at least every four years. Per Federal requirements, the CRS must be developed in consultation with metropolitan planning organizations (MPOs). Moreover, MnDOT plans to engage a broad array of partners in the development process. The CRS will identify areas of consensus and tie the strategies to state and regional goals related to climate, mobility, equity, and economic development.

As part of the process of developing the CRS, the consultant team will develop a carbon emissions inventory, develop methodologies to estimate emissions from different categories of projects, compile existing carbon reducing strategies and create a crosswalk between strategies and eligible project categories. The team will also develop project scoring and prioritization methodologies to be used in relation to Carbon Reduction Program (CRP) funds and produce a state CRS document that meets the FHWA requirements. The CRS will describe the state's current efforts, emissions baseline and anticipated impacts of the strategies and recommended strategies and policies to achieve the state's transportation carbon reduction goals.

OBJECTIVES

- Increase public awareness of the CRS effort.
- Gather community feedback about key priorities for the CRS document, with particular attention to engaging disadvantaged and underserved communities.
- Report back to the public the results of the engagement and how that engagement informs the CRS.

PUBLIC ENGAGEMENT

Engagement for the statewide Carbon Reduction Strategy (CRS) effort involves Minnesota state agencies, agency partners and the public. The engagement process will be guided by MnDOT with support from the consultant team.

Further, the engagement plan will intentionally reach out to disadvantaged communities and historically underrepresented groups. Equity will be integrated into the execution of all engagement activities and processes, aligning with the objectives of the [State's Advancing Transportation Equity Initiative](#).

This engagement plan will operate as a guide for engagement of the Carbon Reduction Strategy. The purpose of public engagement on this project is to:

- Inform the partners and the public about the CRS effort, and
- Consult them about priorities related to carbon reduction strategies and issues that they feel are important for prioritizing projects to be funded under the Carbon Reduction Program (CRP).

This is a living engagement plan. This plan may need to be adjusted as the project advances and should be reviewed by the project team at critical stages in project development.

PAST PUBLIC ENGAGEMENT

The engagement team will build upon key priorities, policies and goals established by engagement conducted for the [2022 Statewide Multimodal Transportation Plan](#), [2022 Minnesota Climate Action Framework](#) and [2019 Pathways to Decarbonizing Transportation in Minnesota](#) efforts to inform engagement methods. Using lessons learned from previous plans, the engagement team will tailor engagement opportunities to expand upon ideas identified through previous engagement and intentionally engage with populations that may have been underrepresented. Insights and perspectives from past efforts will be considered in the development of the CRS and ensure that the engagement does not duplicate recent past efforts.

Key themes, elements and outcomes of past engagement relevant to the CRS.

2022 STATEWIDE MULTIMODAL TRANSPORTATION PLAN (SMTP)

Public engagement relied primarily on virtual methods due to the COVID-19 pandemic but included some in-person public hearings and activities. A variety of methods were used to conduct public engagement including

surveys, online tools, online policy panel discussions, virtual stakeholder forums, custom artwork and events. Focus areas and key takeaways from all phases include:

- Aging infrastructure
- Equity
- Climate change
- Safety
- Economy and employment
- Transportation options

Key strategies from the engagement include:

- Electric vehicles
- Carpooling, fewer cars on the road, less traffic
- Increased low-emission transportation options
- Expand public transportation options
- Electrify public transit systems.

2022 CLIMATE ACTION FRAMEWORK (FRAMEWORK)

Public engagement included stakeholder workgroups and the opportunity for the public and state agencies to submit written comments and electronic survey responses.

- Greenhouse gas reduction goals – Strategies should set aggressive greenhouse gas reduction targets.
- A focus on equity and environmental justice – Strategies should benefit all Minnesotans, especially people living with disabilities, lower-income households, rural households, people of color and those disproportionately impacted by the transportation sector.
- Vehicle miles travelled reduction – Commenters indicated the Climate Action Framework should include strategies to reduce vehicle miles travelled.
- The important role and leadership of Minnesota tribal nations.
- Electric Vehicles – Expand EV infrastructure in the state.
- Connected communities, low-carbon fuels, and clean vehicles support many additional benefits, including jobs growth, healthier communities, safer communities, more accessible transportation that supports people of all physical abilities, cleaner air and water and economic growth in rural communities.

2019 PATHWAYS TO DECARBONIZING TRANSPORTATION (PATHWAYS)

Public engagement included meetings across Minnesota, an online survey and a webinar.

- More transportation options are needed, including safe and accessible walking and biking infrastructure, high quality public transportation, electric buses, more electric vehicle (EV) options at dealerships and more used EVs, and more EV chargers

- Environmental justice and equity should be at the center of climate action
- Both local and statewide solutions are needed. Differences between urban and rural areas should be factored into solutions.
- Transportation solutions must be integrated with other systems, including energy generation, land use decisions, and other state and local policy.
- Co-benefits of climate action are critical. Climate policies can and should also lead to healthier, more equitable, resilient, and economically robust communities.
- Participants had mixed feelings about biofuels.

AUDIENCES

MnDOT understands that not every person shares the same ability, capacity and level of interest in the transportation planning and project selection process. Therefore, it is important to offer a variety of opportunities for different levels of involvement. The engagement team will work to connect with interested people in ways that are meaningful and accessible to them.

The CRS will be a comprehensive, statewide plan that includes Minnesota's diverse communities, industries and individuals. Partners and the public will be engaged throughout the process. Some specific groups to engage are listed below.

PUBLIC

The public will be engaged, including people who use different modes of transportation (e.g., public transportation, single-occupancy vehicles, walking and bicycling); no-vehicle households; and people across a full array of demographics.

Disadvantaged and underserved communities

Engagement will include focused efforts to reach people in Justice40 communities. Under the Federal Justice40 initiative, the Federal government has made it a goal that 40% of the overall benefits of certain Federal investments, including climate change investments, flow to disadvantaged communities that are marginalized, underserved and overburdened by pollution (under Executive Order 140008). Figures 1 and 2 show the locations of Justice40 Census tracts in Minnesota and the Twin Cities region, respectively, based on Census tracts that have been defined as disadvantaged based on the Climate and Economic Justice Screening Tool.¹

Within the tool, a community is identified as disadvantaged if it is in a Census tract that is

1. At or above a defined threshold for one of more environmental, climate or other burdens (e.g., at or above the 90th percentile for asthma or diabetes or heart disease or low life expectancy), and

¹ The Climate and Economic Justice Screening Tool is available at: <https://toolkit.climate.gov/tool/climate-and-economic-justice-screening-tool>.

2. At or above a defined threshold for an associated socioeconomic burden (e.g., at or above the 65% percentile for low income), or within the boundaries of a Federally Recognized Tribe.²
3. Populations identified as disadvantaged using the Federal Climate and Economic Justice Screening tool will be prioritized for engagement and intentionally sought out for collaborative strategy development throughout the process.

Populations identified as disadvantaged using the Federal Climate and Economic Justice Screening tool will be prioritized for engagement and intentionally sought out for collaborative strategy development throughout the process.

² Note that there are other methodologies and tools used to define disadvantaged communities, which result in different Census tracts being included. For instance, the U.S. Department of Transportation (DOT) Equitable Transportation Community (ETC) Explorer defines disadvantage Census tracts based on disadvantage relative to all Census tracts nationally in five areas: transportation insecurity, environmental burdens, social vulnerability, health vulnerability and climate and disaster risk burden. Census tracts at “0%” are considered the least disadvantaged and “100%” are the most. DOT considers a census tract to be experiencing disadvantage if the overall index score places it in the 65th percentile or higher of all US Census tracts, and results is a much smaller number of Census tracts in Minnesota considered disadvantaged. Available at <https://experience.arcgis.com/experience/0920984aa80a4362b8778d779b090723/page/Applicant-Explorer/>

Figure 1: Disadvantaged Tracts in Minnesota, based on the Climate and Economic Justice Screening Tool

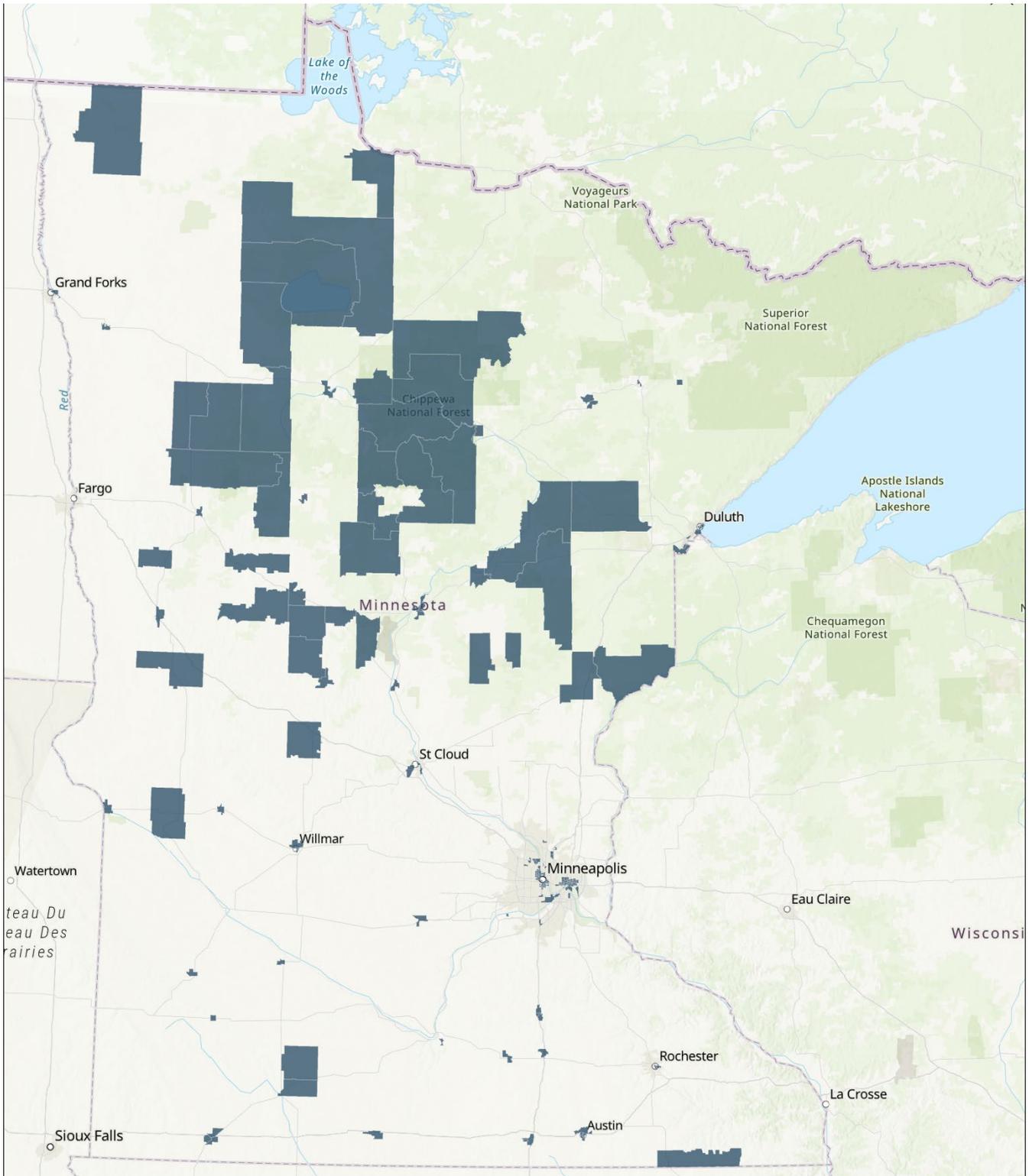
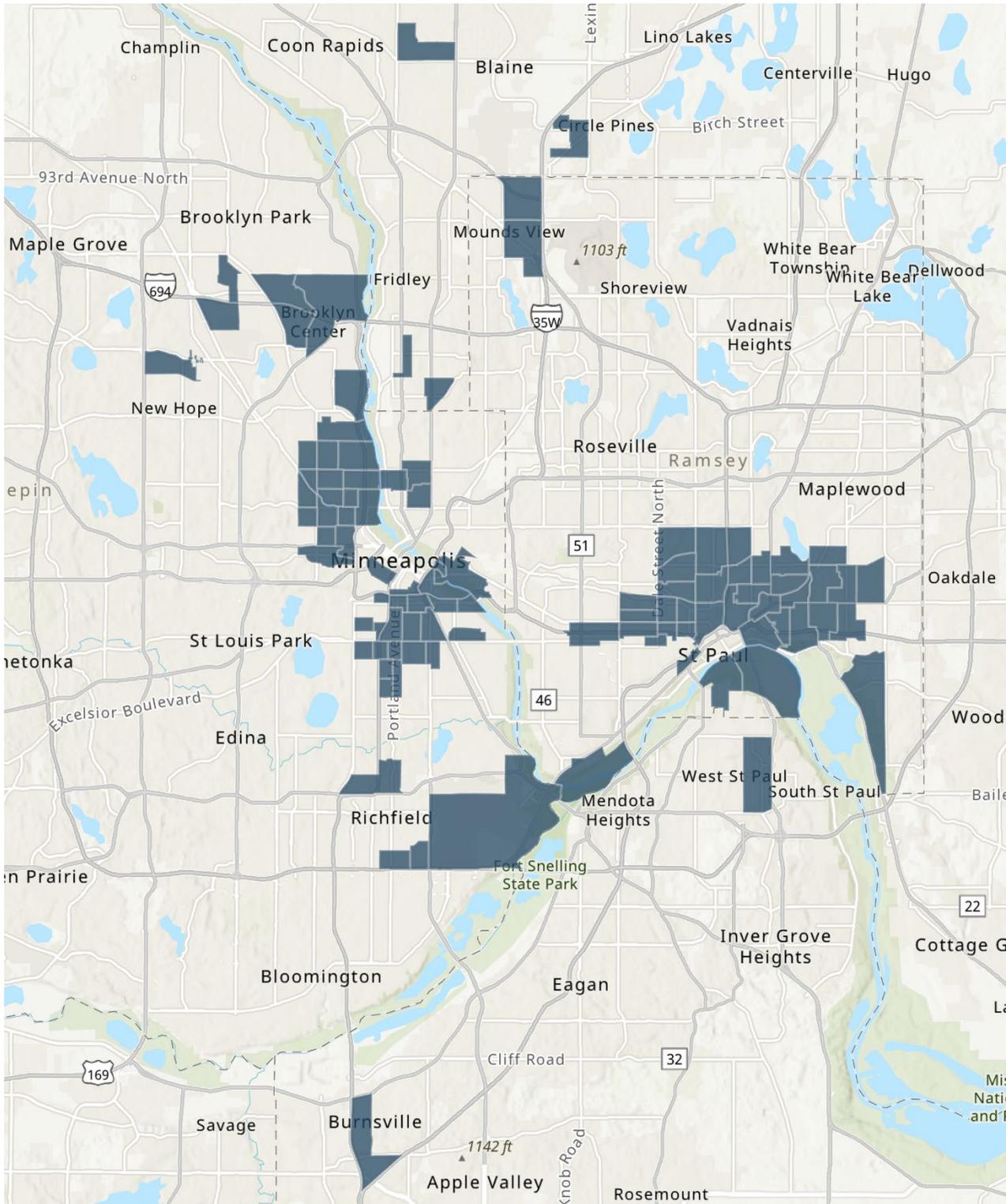


Figure 2: Disadvantaged Tracts in the Twin Cities Metropolitan Area, based on the Climate and Economic Justice Screening Tool



TRANSPORTATION PARTNERS

Minnesota has a range of partners working on transportation. These include Metropolitan Planning Organizations, non-metropolitan officials (e.g., townships, cities, counties, and transit agencies), and agencies responsible for tourism, land use management, natural resources, environmental protection, conservation and historic preservation. These groups are partners since they are decision makers, along with MnDOT, in planning and developing a strong transportation system for Minnesota.

- Metropolitan Planning Organizations (MPOs)
 - Metropolitan Council
 - Duluth-Superior Metropolitan Interstate Council
 - Grand Forks – East Grand Forks MPO
 - St. Cloud Area Planning Organization
 - Rochester-Olmsted Council of Governments
 - La Crosse Area Planning Committee
 - Mankato/North Mankato Area Planning Organization
 - Fargo-Moorhead Metropolitan Council of Governments
- Area Transportation Partnerships (ATPs)
 - Northeast Minnesota ATP
 - Northwest Minnesota ATP
 - Central Minnesota ATP
 - West Central Minnesota ATP
 - Southeast Minnesota ATP
 - South Central Minnesota ATP
 - Southwest Minnesota ATP
 - Metropolitan Council Transportation Advisory Board
- Local or regional public transportation operators
- State agencies (e.g., Minnesota Pollution Control Agency)
- Federal Highway Administration (FHWA)
- Federal Transit Administration (FTA)

PRIVATE SECTOR BUSINESSES

If time allows, outreach efforts may engage other businesses and transportation industry perspectives, including:

- Shipping and logistics companies
- Heavy industry and freight carriers
- Inter-city passenger transportation companies
- Shared mobility companies (e.g., HourCar, Evie, Lime)
- Non-motorized transportation companies
- Clean transportation companies (e.g., EV charging station installers)

- Tourism
- Economic development

TRIBAL GOVERNMENTS

Minnesota is home to 11 reservations and 12 federally recognized sovereign tribal nations. MnDOT recognizes the unique sovereign status of each tribe and their role and ownership in Minnesota’s transportation system. MnDOT will engage with each tribal nation through a government-to-government process to guide development of the CRS.

The engagement team will work with the MnDOT Office of Tribal Affairs to connect with tribal governments within Minnesota. The engagement team will also liaise with local and state officials, including those that represent communities identified using the Federal Climate and Economic Justice Screening tool.

SPECIAL INTEREST GROUPS

As part of the statewide strategy to reduce carbon, key partners also include special interest groups that must be engaged in developing the CRS. The engagement team will work with the MnDOT Office of Sustainability and Public Health to determine which special interest groups and community-based organizations to connect with.

MNDOT

As Minnesota’s transportation agency, MnDOT plays a critical role in implementing the CRS. It is important that MnDOT employees engage in the planning process, so they support and understand the CRS. MnDOT staff will be responsible for the ongoing implementation and project selection process of the CRS and CRP funds.

CRS DEVELOPMENT PROCESS

The engagement team will inform and consult the public regarding the Carbon Reduction Strategy (CRS) process and guiding principles. The opportunities for input vary at each step in the plan update process. The following sections identify who leads and is involved at each step.

PUBLIC ENGAGEMENT PLAN

The Public Engagement Plan identifies how MnDOT will include the public, partners, tribes and MnDOT in the CRS development process. MnDOT, with the consultant team develops the Public Engagement Plan and shares it with the project management team (PMT), MnDOT’s Planning Management Group (PMG) and Carbon Reduction Program (CRP) subgroup for review and comment.

ENGAGEMENT

The engagement stage of the CRS is when MnDOT and the engagement team asks the public, partners, tribes and MnDOT staff for input to help determine the priority strategies for reducing carbon in Minnesota. MnDOT collects input by asking questions and facilitating discussion with the public, partners, tribes and MnDOT staff. The goal is to share information and educate people about carbon emissions and ways to reduce carbon emissions in the

transportation sector. Then, ask specific questions that are targeted towards understanding people's transportation priorities related to climate change and co-benefits that are important to them.

ENGAGEMENT SUMMARY

After the engagement stage, the engagement team will develop a report summarizing the input received through public engagement. The engagement team will share the summary with the CRS PMT, CRP subgroup and Climate and Resiliency Workgroup (CRW) for review and confirmation of the themes and takeaways.

The overall engagement summary will be included as an appendix to the CRS.

STRATEGY DEVELOPMENT

The CRS will focus on three to five priority categories of strategies. These categories will be overarching and help guide the direction of the, up to twenty, strategies within the CRS document. Initially, the consultant team will work with the CRS PMT will identify thirteen to fifteen carbon reduction strategies. Based on public engagement, an additional five to seven strategies will be included in the final CRS for a total of twenty strategies with associated carbon reduction calculation methodology.

The engagement team will also consider public input from the *2022 SMTP*, *2022 Framework* and *2019 Pathways* for this project when making the decision.

DRAFT DOCUMENT

The consultant team will incorporate the strategies into a draft CRS document. The team will share the draft with the CRS project manager for initial review and revisions. When the draft has been proofed, the team will share the document with the CRS PMT, CRP subgroup, CRW and PMG for review and next steps.

The draft document will also be shared with the Metropolitan Planning Organizations and Area Transportation Partnerships for feedback and input.

FINAL DOCUMENT

MnDOT will review and respond to all comments provided during the draft document review period. MnDOT will determine the appropriate response to each comment, ranging from noting the comment without making changes to revising sections of the plan in response to the comment. The Commissioner of Transportation will approve the final document. At that point, the updated CRS will be final.

Transmittal of the document to FHWA will occur following the final document approval. This will occur no later than November 15, 2023.

ENGAGEMENT APPROACH

This public engagement plan is embedded in principles of equity, transparency and accessibility. The CRS development will involve the audiences listed above, including traditionally underserved and underrepresented

populations to support the Federal Justice40 initiative goals. The engagement team will focus on understanding and refining community values and priorities surrounding carbon reduction.

MPO, ATP AND OTHER PARTNER ENGAGEMENT

By Federal Statute (23 U.S.C. 175(d)(1)), the CRS must be developed by each State “in consultation with any MPO designated within the State.” The engagement approach, therefore, will include consultation and coordination with MPOs, as well as ATPs throughout Minnesota.

For both the MPOs and ATPs, the engagement team will create an information packet, including a basic fact sheet on the CRS and its development process, information on its anticipated contents and requests for input on priority strategies and considerations or criteria to be included in project prioritization.

MPOS

- Convene a virtual Minnesota MPO coordination meeting to engage with all eight MPOs and will include
 - A presentation on the CRS and draft content
 - Facilitated discussion about priorities and issues to consider in prioritizing projects for funding;
- Convene a second Minnesota MPO coordination meeting held after the draft CRS is complete and will include
 - Sharing the draft CRS and soliciting input
 - Facilitated discussion about support needed for CRP solicitation, including but not limited to a toolkit, scoring criteria, regional priorities
- Input opportunities:
 - Survey of priorities and issues to consider in prioritizing projects for funding
 - 2 meetings (1 virtual, 1 in-person or virtual)

ATPS

- Work with MnDOT to participate in ATP meetings virtually. Since some ATPs do not meet in the summer months, and if it is not possible to get on the agendas for meetings in May, the engagement team will share project information and input opportunities with the ATP members through email coordination.
- Input opportunities:
 - Survey of priorities and issues to consider in prioritizing projects for funding
 - 2 meetings (1 virtual, 1 in-person or virtual)

CRP SUBGROUP

- During regular monthly meetings the engagement team will provide information to update members
- Input opportunities:
 - Monthly meetings
 - Potential interviews

TRIBAL GOVERNMENTS

- The engagement team will coordinate with MnDOT on processes for engagement with the 11 reservations and 12 federally recognized sovereign tribal nations in Minnesota.
- Input opportunities:
 - Advocacy Council for Tribal Transportation (ACTT) meetings or email distribution of information; work with Tribal Affairs on this
 - This may involve preparing materials on the CRS and sharing via the MnDOT Office of Tribal Affairs.

OTHER PARTNERS

- MnDOT staff will share information with the Sustainable Transportation Advisory Council (STAC) and Climate Change subcabinet members as information is available.
- Input opportunities:
 - STAC updates by MnDOT staff
 - Email update with joint IJA climate and resilience programs update

WEB, VIRTUAL AND SOCIAL MEDIA ENGAGEMENT

Online engagement methods will be used to connect with a broad cross-section of community groups and the public to inform them about the CRS, provide timely and clear information and gather input. To effectively communicate, materials will be graphic-rich and in plain language. The effort will also prioritize reaching disadvantaged communities throughout the state. The engagement team will:

- Provide regular updates and content graphics on the "Let's Talk Transportation" website.
- Provide information for a project website on the CRS to be maintained by MnDOT.
- Develop an online survey that will be used to gather insights from the public on their priorities.
 - The survey will be made available on the "Let's Talk Transportation" website and shared through social media.
 - The survey will be provided at in-person events with a web link and QR code, so that individuals can easily access and respond to the survey.
 - The survey design will recognize and build upon past survey and public input received as part of the *2019 Pathways to Decarbonizing Transportation* study, *Climate Action Framework* and the *2022 Statewide Multimodal Transportation Plan*. It is anticipated that the survey will include questions about what issues are viewed as most important to consider in selecting transportation carbon reduction strategies (e.g., supporting disadvantaged communities, supporting non-motorized travel options, electrification).
- Conduct two virtual open houses
 - The first virtual open house will be conducted in late May/early June 2023 to share information on the development of the CRS and gather input on priority strategies and issues that are

- important to the public. The input from the public will be considered in Carbon Reduction Program strategy finalization and the project solicitation process.
- The second virtual open house will be conducted in the early September 2023 to share the draft Minnesota CRS and gather feedback.
 - At least one virtual open house will be conducted 'live' with recordings made available online for participants who are not able to participate at the designated time. This meeting will provide participants time to provide feedback online or engage with project staff.
 - The non-live virtual open house will include a pre-recorded presentation and other information, which will allow participants to provide feedback online.
 - It is anticipated that both virtual open houses will be available online for approximately 14 days for community feedback.
 - Share information about engagement opportunities through social media channels.
 - The engagement team will coordinate with MnDOT and partners to provide messaging for social media channels.
 - The engagement team will engage with a wide array of representatives from local governments, MPOs, transit agencies, bicycle and pedestrian organizations, the auto industry, environmental agencies, and others to share social media messages that these organizations can pass on via their own social media.
 - The messages will highlight CRS engagement opportunities that include the survey, two virtual open houses and in-person engagement opportunities.
 - Use web ad buys (on social media platforms) to promote the online survey and drive response rates.
 - Hold four virtual community group roundtables.
 - The engagement team will identify a set of community groups in coordination with MnDOT's Transportation Equity Coordinator, Abdullahi Abdulle, with a priority placed on disadvantaged communities per the Justice40 initiative by engaging with community liaisons to organize these virtual roundtable discussions.
 - These sessions will function like focus groups where the engagement team would share some information to educate them about transportation, climate change and strategies to reduce carbon emissions from transportation.
 - The purpose of the sessions will be to gather input on issues and projects that are important to these communities relative to transportation carbon emissions.

ENGAGEMENT IN A BOX

Engagement in a box will provide tools for each community in identified areas to learn, ask questions and provide feedback. The engagement in a box will include

- All ages meeting materials for in-person and virtual options (i.e., materials that are not overly technical, accessible for all ages and most reading levels); including translation of documents into appropriate languages

- Kit with a website link and QR code to the survey; and
- The “Hotline” project email address where people can ask questions and leave feedback.

This resource will be shared with community groups and other partners, so that these organizations can include discussions in their own meetings or share with membership.

IN-PERSON PUBLIC ENGAGEMENT

The engagement team will coordinate an array of pop-up and passive engagement opportunities, collaborating with local and regional agencies and organizations. In addition to holding events in denser-populated areas around the state, the engagement team will focus social media and promotions in rural areas. A table of potential events is provided below, in cities/regions including, but not limited to: Duluth, Moorhead, St. Cloud, Mankato, Albert Lea, Rochester/Winona, Minneapolis, St. Paul, Brainerd, Bemidji and Thief River Falls. The engagement team will include one event per location, up to 11 events. Please note that engagement at these events has not been confirmed and the chosen events for the locations may change. The engagement team has identified which events the consultant team is proposed to lead and which will be led by local partners with materials provided by the consultant team.

Table 1: List of in-person public engagement events.

Date	Event	MPO/ATP Connection?	Community	Lead
Varies	Minneapolis Farmers Market	Metropolitan Council	Minneapolis	Consultant team
April 20	MSUM Earth Day	Fargo-Moorhead Metropolitan Council of Governments	Moorhead	Partnership4Health
April – November	Saint Paul Farmers Market (Lowertown)	Metropolitan Council	Saint Paul	Consultant team
May (multiple events)	Greater Mankato Bike & Walk Month	Mankato/North Mankato Area Planning Organization	Mankato	Consultant team
May – October	Rochester Farmers Market	Rochester/Olmsted Council of Governments	Rochester	Consultant team
May 19	Bike Thief River Falls	Northwest Minnesota ATP	Thief River Falls	Local partner
May 11 – October 26	Waite Park Farmers Market	St. Cloud Area Planning Organization	St. Cloud	Consultant team
May 19 – October 20 (Thursdays)	Cedar River Farmers Market	Southeast Minnesota ATP	Austin	Local partner
May 16 - 22	Bike to work week	All	(Multiple locations)	Local partners

June 3	Tour of Lakes social ride	Central Minnesota ATP	Brainerd	Central Minnesota ATP
June 10 – October 8	Minneapolis Open Streets	Metropolitan Council	Minneapolis	Consultant team
June 17	Loop the Lake Festival	Northwest Minnesota ATP	Bemidji	Northwest Minnesota ATP
June 22	St. Cloud Granite City Days	St. Cloud Area Planning Organization	St. Cloud	St. Cloud Area Planning Organization
June 24	International Friendship Festival	West Central Minnesota ATP	Pelican Rapids	West Central Minnesota ATP
July 12 – 14	Sidewalk Days Festival	Duluth-Superior Metropolitan Interstate Council	Duluth	Duluth-Superior MIC

CONFLICT ASSESSMENT

The nature of a statewide plan like this, which is intended to lay out priorities but is not anticipated to include recommendations of specific projects in individual communities, is less likely than a corridor or project-level study to generate controversy or conflict.

However, it is important to be aware that members of the public and organizations have diverse perspectives on strategies to address carbon emissions and the importance of carbon reduction in relation to other goals and priorities. For instance, there are constituencies that feel strongly about the importance of enhancing bicycling and walking and reducing vehicle miles traveled (VMT), while others feel strongly about the importance of vehicle electrification, and there may be conflicting opinions among different groups and individuals. Moreover, some constituencies may want to use the CRS to advance efforts to re-evaluate or remove road capacity projects, which may generate conflict.

To address some of these potential conflicts, the focus of the dialogue will be on consensus building surrounding how best to reduce carbon within Minnesota. Secondly, there will be a focus on the use of the CRS to prioritize projects funded under the Carbon Reduction Program. Educating the public and partners involved about the purpose of the CRS will help to reduce conflict and will be an important part of the engagement strategy.

Ultimately, the Minnesota Commissioner of Transportation has final approval of the Minnesota Carbon Reduction Strategy and its contents.

KEY MESSAGES

Key messages that will be shared with partners and the public through engagement to inform them about the CRS include the following:

- Federal Carbon Reduction Program (CRP)
 - The CRP provides states with federal funds for projects designed to reduce transportation carbon emissions.
 - Transportation is a primary contributor to carbon emissions. In Minnesota, transportation makes up roughly 25% of all emissions.
 - Minnesota receives approximately \$20.9 million annually to be distributed across the state based on population and state priorities.
- Minnesota's goals
 - Minnesota has ambitious climate goals.
 - The Next Generation Energy Act, passed in 2007, requires Minnesota to decrease its greenhouse gas emissions by 80% by 2050.
 - The SMTP set a target for Minnesota to reduce transportation greenhouse gas emissions by 80% by 2040 from 2005 levels.
- MnDOT's Carbon Reduction Strategy
 - MnDOT is developing a transportation Carbon Reduction Strategy to guide how Minnesota achieves the targets set forth in the 2022 SMTP and the Next Generation Energy Act. Plus, the CRS will guide how CRP funds are programmed and projects selected.
 - The CRS will build upon key priorities, policies and goals established by engagement conducted in recent statewide climate planning efforts. Using lessons learned from previous plans, the engagement team will tailor engagement opportunities to expand upon ideas identified through previous engagement and intentionally engage with populations that may have been underrepresented.
 - The CRS will be submitted to FHWA no later than November 15, 2023.
- Public input
 - Public engagement is critical for developing the CRS and should reflect the values and priorities of Minnesotans.
 - Insights and perspectives from past efforts will be considered in the development of the CRS and ensure that the engagement does not duplicate recent past efforts.
 - To learn more and provide input, the public can visit the [project website](#) and engage in other activities.

ACTION STEPS, TECHNIQUES AND TIMING FOR PUBLIC ENGAGEMENT

Activity and Timeframe/ Schedule	Strategy/Tool	Targeted Audience	Purpose & Outcomes	Status
Final public engagement plan - April 2023		MnDOT and partners	Lay out plan for engagement activities	
Let's Talk Transportation page – April 2023 (updates through Nov 2023)	Virtual engagement	General public	Inform the public of the process and provide methods of learning more and getting involved	
MnDOT's Carbon Reduction Program subgroup meetings (monthly, May-December 2023)	Virtual engagement	Partner organizations	Keep informed and gather input for development of the CRS	
Public survey (prepare April 2023; First round through May 2023)	Virtual engagement	General public	Identify priorities of the public in relation to carbon reduction strategies and issues to consider when selecting strategies; build upon goals and priorities from the Framework and SMTP	
Public survey (prepare June 2023; utilize through engagement activities through July 2023)	Virtual engagement	General public	Refine priorities of the public in relation to carbon reduction strategies	
MnDOT and partner social media (throughout)	Communications and outreach	Partners and general public	Raise awareness of project website, survey and engagement opportunities	
Pop ups (starting April; through August 2023)	Active and passive engagement, meeting people where they are	General public, community members (including Justice40 areas)	Increase public awareness of the development of the CRS, gain feedback by directing people to the survey and feedback forms, direct participants to ways they can stay involved	
MPO Coordination Meeting #1 (May/June 2023)	Virtual engagement	MPOs	Share information on the CRS. Gather input on priorities and issues to consider in developing the strategy.	
ATP Meetings (May-August 2023)	Virtual engagement	ATPs	Share information on the CRS. Gather input on priorities and issues to consider in developing the strategy and project solicitation tool kit	

Activity and Timeframe/ Schedule	Strategy/Tool	Targeted Audience	Purpose & Outcomes	Status
Paid social media (May/June 2023)	Communications and outreach	General public	Raise awareness of the survey and virtual public meeting(s)	
Virtual Public Meeting #1 (Beginning of June 2023)	Virtual engagement	General public	Provide an easy to access way to learn more about the CRS. Provide opportunity for input on priorities and issues to consider in developing the strategy.	
Four virtual community group roundtables (June 2023) Dates set in coordination with community groups identified in collaboration with MnDOT	Virtual engagement	Community groups as identified in collaboration with MnDOT (Abdullahi Abdulle)	Provide information on transportation and climate change and the Carbon Reduction Program. Gather input on issues that are important to them.	
MPO Coordination Meeting #2 (August 2023)	Virtual engagement	MPOs	Share the draft CRS, including priority strategies and criteria for prioritizing projects. Gather feedback. Gather input on developing the project solicitation tool kit.	
Virtual Public Meeting #2 (August/ September 2023)	Virtual engagement	General public	Share draft CRS, including priority strategies and criteria for prioritizing projects. Provide opportunity for feedback on the draft.	
Public Engagement Summary (September 2023) – incorporated into final draft of CRS	Posted to project site	Partners and general public	Describe the public engagement process and key findings	
1 st Draft CRS (August 15, 2023)	Draft strategy document	State, partners and general public		
Final CRS (October 15, 2023)	Final strategy document	State, partners and general public		

MNDOT PROJECT MANAGEMENT TEAM

- Anna Pierce: Carbon Reduction Program Coordinator, MnDOT Office of Sustainability and Public Health
- Chris Berrens: Director of Performance, Risk & Investment Analysis Unit, MnDOT Office of Transportation System Management
- Mark Nelson, MnDOT Office of Transit and Active Transportation
- Elisa Bottos: Project Delivery Engineer, MnDOT State Aid
- Tony Fischer: Transportation Planner, Metropolitan Council
- Brian Gage: Program Director of Programming and Performance, MnDOT Office of Transportation System Management
- Brian Gibson: Executive Director, St. Cloud Area Planning Organization
- Patrick Hollister: Partnership for Health
- Chris Roy: MnDOT Operations Division, Planning, Design, and Construction
- Amanda Smith: Minnesota Pollution Control Agency

CARBON REDUCTION PROGRAM SUBGROUP

- Frank Douma: University of Minnesota
- Melissa Madison: I-494 Corridor Commission
- Kate Meredith (alt): I-494 Corridor Commission
- la Xiong: City of Rochester Transit and Parking Systems Manager
- Frank Kohlasch: Minnesota Pollution Control Agency
- Dan Schellhammer: Midstate Reclamation
- Darielle Dannen: Department of Employment and Economic Development
- Patrick Hollister: Statewide Health Improvement Partnership
- Will Manchester: Metro cities
- Mark Duchene: City Engineers Association of Minnesota (CEAM) and Greater MN Cities
- David Unmacht: League of Minnesota Cities
- Sara Allen: Metro counties
- Brian Pogodzinski: Greater Minnesota counties
- Emily Murray: Association of Minnesota Counties
- Tony Klaers, Headwaters Regional Development Commission
- Levi Brown: Tribal Representative
- Bobbi Retzlaff: Federal Highway Administration-MN
- Ron Chicka: Duluth-Superior Metropolitan Interstate Council
- Stephanie Halford: Grand Forks-East Grand Forks Metropolitan Planning Organization
- Brian Gibson: St. Cloud Area Planning Organization
- Ben Griffith: Fargo-Moorhead Council of Governments
- Peter Fletcher: La Crosse Area Planning Committee

- Currently vacant: Rochester-Olmsted Council of Governments
- Paul Vogel: Mankato Area Planning Organization
- Cole Hiniker: Metropolitan Council
- Brian Gage: Transportation System Management
- Patrick Weidemann: Transportation System Management
- Sam Brown: Finance Management
- Elisa Bottos: State Aid
- Katie Walker: Research and Innovation
- Mark Nelson: Transit and Active Transportation
- Fatema Haji-Taki: Chief Counsel
- Sarina Men: Traffic Engineering
- Jennifer Wiltgen: Metro District
- Shiloh Wahl: District 4
- Amber Dallman: Sustainability and Public Health
- Anna Pierce: Sustainability and Public Health
- Siri Simons: Sustainability and Public Health
- Tim Sexton: Assistant Commissioner, Sustainability, Planning and Program Management Division
- Jon Solberg: Sustainability, Planning and Program Management Division