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MEETING SUMMARY
MINNESOTA CLIMATE CHANGE ADVISORY GROUP
Transportation and Land Use Technical Work Group
(TLU TWG)

Call #2, June 6, 2007, 3:30pm – 5:00pm

Attendance:

1. Technical Working Group members:
Eric Hyland; Dan Bartholomay; Jim Erkel; Greg Langford; Gregory Dana; Barb Thoman; Jan Callison; Guy Peterson; Jeffery Schoenwetter; Tim McGraw; John Seltz; Peter Sullivan; Jon Anderson; Julie Ketchum; Laura Ekholm;
2. Center for Climate Strategies (CCS) staff:
Will Schroeer, Wendy Messenger
3. Minnesota State Liaisons and Attendees:
Rebecca Walter, Edward Garvey, Innocent Eyoh (for John Seltz), Cherie Shoquist, Anne Claflin, Frank Pafko
4. Public Attendees: None
5. Observers: None

Background documents:

(all posted at http://www.mnclimatechange.us/Transportation_Land_Use.cfm)

1. Meeting Notice and Agenda
2. PowerPoint for Teleconference.
3. TLU Draft Catalog of State Actions.

Discussion items and key issues:

The Inventory and Forecast were not discussed and were not ready to be presented to the members of the TWG.

The catalog of possible actions was discussed, and will be the main agenda item at the next meeting of the MCCAG on June 14th. The catalog will serve as a list of possible actions and the

options will be prioritized for detailed analysis, considering greenhouse gas emissions reductions, cost-effectiveness, rate or timing of impacts, and in some cases, co-benefits. The organization of the list breaks out land use, passenger (light duty) vehicles, freight (heavy duty) vehicles, off-road vehicles, and intercity mass transit. Each section offers more specific options in categories such as technology or fuel changes, vehicle operation changes, incentives and disincentives for choices, and transit planning.

There was some discussion about information that will assist member in prioritizing options and voting. High, Medium, and Low rankings will be provided for the options for cost-effectiveness and greenhouse gas reductions. Arizona and New Mexico also have similar catalogs and members may look at their results in deciding priorities. Recent legislation requires forecasts to 2015, 2025, and 2050; doing analysis for all options over three time periods is time-intensive, so the process is starting with a basic approach. Members were encouraged to educate themselves.

Summary of Catalog Options Discussed

Section 1 – Passenger vehicle greenhouse gas emission rates

- Emissions standards (California Clean Car Standard) could be adopted; however, this option is currently in litigation.
- Zero or Low Emission Vehicles could be implemented; however, this option may be most successful at reducing criteria pollutants. There is the potential for fuel economy benefits, but the impact can vary depending on how the emissions reduction is met. It is likely to have a minor impact on greenhouse gas emissions. The co-benefits of this option may be an incentive to consider moving this option into further analysis.
- Research and development is needed to bring alternative technology into mass production, even if the technology currently exists.
- Add-on and retrofit technologies are options for the current fleet, and include modifications such as low-rolling resistance tires.

- Speed limits can be enforced and can be lowered to reduce emissions
- Vehicle maintenance and driver training can increase the efficiency of vehicles by steps such as properly inflating tires
- The transportation system can be managed to increase soft capacity by increasing efficiency of the system. Minnesota has taken extensive action to manage the metro transportation system and will begin using satellite technology. Expansion of this program is possible, but major technology advances would be required.

- Business fleets may have incentives to bring alternative technology into the fleet, following quantification and monitoring protocols from The Climate Registry, or similar programs.
- Feebates, registration fees, and tax credits offer financial incentives to purchase efficient vehicles and disincentives to purchase inefficient vehicles. The timing and recurrence of the incentive or disincentive vary by option (Feebates at time of purchase, registration occurs annually).

- Scrappage can increase the turnover rate of the fleet, bringing in more new, and efficient vehicles. The cost-effectiveness of scrappage is high; however, the impacts may be greater on criteria pollutants than greenhouse gas emissions. Scrappage needs to be defined to ensure that vehicles are not sent to other places, but removed from the system. Minnesota has a higher turnover rate than many states because of our weather.
- Section 2 – Land Use and Location Efficiency
 - Infill and brownfield redevelopment is an option to increase density in lightly contaminated areas
 - Transit oriented development increases density along corridors, such as the Hiawatha Line.
 - Smart Growth assists local communities in using efficient planning for development.
 - Open space protection complements infill, but also may contribute to pushing developments further out. The DNR metro greenways and conservation programs have been working on preserving open space in the metro area.
- Congestion Mitigation and Air Quality (CMAQ) funds could be used for greenhouse gas reduction projects, although the funds are limited in amount and the regions where they may be used. Flex dollars may be an alternative option.
- Improving the service of mass transit and expanding the promotion of transit options may increase ridership. The Met Council has already been working on these issues.
- Bicycle and pedestrian infrastructure can be improved and expanded. The DNR trails and waterways program is expanding metro trails. Consideration to Minnesota’s climate may be important.
- The transit infrastructure can be expanded, and goals for increasing and improving the infrastructure have been made.
- High Occupancy vehicle (HOV) lanes can be added. They may also be opened to low greenhouse gas emissions vehicles.
- Fix-it-first is a policy that funds expansion after maintenance programs. The Met Council already has this policy, but it could be made stronger.
- Transit prioritization would allow mass transit options to have signal prioritization, although this would increase idling and congestion for other vehicles. Minnesota has an extensive bus shoulder system and the Hiawatha Line has signal prioritization.
- Telecommuting eliminates trips. Surveys of residents in counties surrounding the metro area show that high speed internet is needed and desired. Considering the growth of these areas, expanding internet will give the option to telecommute and decrease long commutes.
- The metro area has two car sharing programs, but they could be expanded or otherwise promoted.
- E-commerce can encompass electronically managing and optimizing logistics, ordering and delivery, or increasing and expanding the ability to order items to be delivered to the home, rather than running multiple errands. It is unknown if there is a benefit from the tradeoff from multiple vehicle trips to coordinated truck deliveries.

- Changing the pricing system of transit can influence choices. Commuter Choice programs would decrease the cost of transit, and parking cash out would offer a benefit for not taking advantage of free parking at work. Metropass is one example for employer based incentives. Congestion pricing and parking pricing may also influence choices.
- A study on a VMT (vehicle miles traveled) tax has been funded
- Pay as you drive insurance may be an option for Minnesotans, and would affect the cost of driving beyond vehicle and gas prices.
- A fuel tax, with possible dedicated use of funds, must be voted on.
- Location efficient mortgages would take advantage of the ability to spend less on gas.
- Transit repositioning would be a marketing push to change the perception of transit and make it a consideration for everyone, rather than the perception that it is for transit-dependent people.
- Commercial or residential developments may be required to make offsets.
- A low greenhouse gas fuel standard could be set at the distribution level that mandates the carbon intensity of fuels.
- The state owned fleet can make use of alternative fuels.
- Biofuels can be expanded, and has been addressed by the legislature.
- The infrastructure for providing alternative fuels can be expanded, such as in the Next Generation Energy Act.

Section 3 – Freight (Heavy Duty) Vehicles

- The options for heavy duty vehicles follow possibilities similar to those discussed under passenger vehicles. Vehicle technology, vehicle operations, alternative transportation options, incentives, and disincentives are similar. More discussion was requested on vehicle operation options.
- Metro Transit buses will be considered heavy duty, although there are some overlapping options. Other regional bus lines can also be included.

Section 4 – Intercity Travel

- Aviation, rail, and bus transportation can be expanded and integrated.

Section 5 – Off-Road Vehicles

- These options may have higher impacts on criteria pollutants than on greenhouse gas emissions
- Options include technology, operations and fuel changes

Public input:

None

Next steps and agreements:

The next TWG meeting will be held on June 6, 2007 from 3:30 PM - 5:00 PM to discuss catalog of policy options, as well as those that may be missing from the catalog.

