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Transportation and Land Use Technical Work Group Summary List of Draft Priority Policy Options for Analysis

TLU-7 “Fix-it-First” (Repair before new infrastructure)

Policy Description

Rather than prioritize funding for capital expansion projects, “Fix it First” encourages funding allocation to preservation and maintenance of the existing state and local infrastructure systems.

Policy Design

Goals: Reduce Vehicle Miles Traveled (VMT) over the long term by encouraging redevelopment rather than new development.

- **Timing:** Begin in 2009.
- **Parties Involved:** MNDOT, Local Units of Government, Metropolitan Council, Legislature, Developers, Business Community
- **Other:** TBD

TLU-8 Update Road Standards

Policy Description

1) Move toward a "complete streets" environment in Minnesota for all new and reconstructed roads in Minnesota. Ensure, through an inclusive process, that new roads and roads that are being reconstructed are designed to serve all users including vehicle drivers, transit users, pedestrians, freight and truck traffic, and bicyclists.

Pursue an "Urban Preservation Route" street classification, similar to the "Natural Preservation Route" that exists today.

2) Encourage cities and counties to develop bicycle and pedestrian plans to provide information on need and priorities.

3) Encourage round-a-bouts and lower-cost highway expansion projects to eliminate bottlenecks that result in delay and vehicle idling.

Policy Design

- **Goals:** Reduce GHG emissions by making it more convenient and safer for people to use transit, bicycle, and walk, and by reducing bottlenecks that result in excessive vehicle idling.
- **Timing:** 2008 and ongoing.
- **Parties Involved:** Legislature, city and county engineers, MNDOT, local elected officials, bike, transit, and pedestrian interests, MN Trucking Association, others.
- **Other:** TBD

TLU-9 Commuter Choice/Parking Cash Out/required employer TDM plans

Policy Description

- Reduce emissions by focusing on the workplace and reducing Single Occupant Vehicle commutes via:
 - Reducing free parking
 - Providing paid or pre-tax transit passes
 - Providing Guaranteed Ride Home
 - Allowing & supporting (periodic) telecommuting
 - Joining Universal Access program (institutional ID card = transit pass)

Commute benefits need not imply transit use: employers can reward / incentivize any non-SOV commute.

As an incentive to develop and provide such services, a tax credit can be offered to companies.

Employers over 500 employees would be required to develop and implement TDM plans.

Policy Design

Goals:

Commuter Benefits

1. All MN non-rural employers over 50 employees offer Commuter Benefits (CB) programs
2. All colleges and universities offer CB
3. All government units offer CB, especially the state
4. State adopts employee parking management and incentive programs

Commuter Choice

1. State establishes a public/private partnership to develop and run telecommuting centers that offer office-type services in locations close to commuters' residences.
2. State would establish best practices in TDM, and assist employers of over 500 employees in developing and implementing TDM plans.

Timing: Implement by 2010.

- **Parties Involved:** Metropolitan Council, MnSCU, U of M, other colleges, municipalities and transit providers, employers, state legislature.
- Other: TBD