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

TLU-6 Adopt CA Clean Car Standards

Policy Description

Tailpipe GHG emissions standards are also known as the “Pavley” standards or the California Clean Car Standards. These standards can be adopted to reduce GHG emissions from new light-duty vehicles. New cars and light trucks in all states must comply with federal emission standards, and, generally speaking, states have the choice of adopting a stronger set of standards applicable in California. The standards require manufacturers to meet a declining fleet-wide average standard for GHG emissions per mile.

Policy Design

Goals: Adopt California’s Clean Car program.

- **Timing:** If adopted, the standards would take effect no earlier than the 2011 model year (assuming the legislature would act in 2008).
- **Parties Involved:** TBD
- **Other:** Interaction with existing biofuels mandates is unclear. Need to investigate.

TLU-10 Congestion Pricing (or tolls) (w/ targeted use of revenue towards travel alternatives)

Policy Description

Roadway tolling can be used to price auto use more in line with costs, and to provide revenue for multiple modes. If tolls or other user charges vary with congestion levels (congestion pricing), then they can also be particularly effective at reducing congestion. Various forms of VMT-based user fees can also help to discourage unnecessary automobile use. Roadway pricing revenues can help fund needed highway improvements and help manage system-wide demand. In addition, pricing revenues can be used to fund transit and other transportation alternatives within a corridor or region.

Policy Design

1. *HOT Network*

- Goal: Establish a network of lanes for high occupancy vehicles and transit with tolling to allow single occupancy vehicles to use the lanes in uncongested conditions. The toll for use of these high-occupancy/tolled (HOT) lanes should be collected electronically and will vary by time of day and traffic conditions to ensure free-flowing conditions at posted highway speeds. The network should consist of the existing HOT lanes on 394, the HOT lanes proposed for 35W, the rest of lanes included in the MnPASS 2030 Vision mapped out in Cambridge Systematics, Inc., MnPASS System Study (November 2005), any other highway expansions identified in MNDOT's Metro District 2008-2030 Transportation System Plan, and all bus shoulder lanes in MNDOT's Metro District.
- Timing: The HOT network should be phased in over time and completely operational by 2015. Assume that highway expansions identified in the Metro District's fiscally constrained Transportation System Plan will follow the timing set out by MNDOT. Assume the rest of the highway lanes needed will be phased in between 2008 and 2015 by corridor based on highest traffic counts. Assume bus shoulder lanes will be converted between 2008 and 2015 by route based on highest ridership counts.
- Parties Involved: Minnesota Department of Transportation, Metropolitan Council.
- Other: Assume the proceeds are used according to Minn. Stat. §160.93, Subd. 2 -- (a) first pay back the trunk highway fund and any other funding source for monies spent to establish each lane, (b) then pay all the costs of implementing and administering the toll collection

system for that lane, and (c) the remainder, if any, spent one-half for transportation capital improvements within the lane's corridor and the other half must be for the expansion and improvement of bus transit services within the lane's corridor beyond the level of service provided on the date the HOT lane is established.

2. *Cordon Pricing*

- **Goal:** Establish a cordon pricing scheme similar to that used in Stockholm and Oslo. All vehicles other than public transit should be charged a fee when entering the Twin Cities' urbanized core on a principal arterial at the 494/694 beltway. The fee should be collected electronically and vary by time of day, but in peak periods be at least twice the peak period transit fare then in effect.
- **Timing:** The cordon pricing scheme should be phased in over time but be completely operational by 2015. The phase-in should be by principal arterial based on highest traffic count.
- **Parties Involved:** Minnesota Department of Transportation, Metropolitan Council.
- **Other:** All proceeds should be used to support the transit element of the Metropolitan Council's 2030 Transportation Policy Plan.

TLU-11 Truck Stop Electrification

Policy Description

Reduce idling-induced emissions from heavy-duty diesel trucks by providing electrical hook-ups to power heating, cooling, and other needs while stopped.

Policy Design

Goals: TBD

- **Timing:** TBD
- **Parties Involved:** TBD
- **Other:** TBD

TLU-12 Mobile Source Emissions Reduction

Policy Description

Support on-going and new reduction options to achieve immediate and direct emissions reduction from mobile sources (e.g., Project Green Fleet school bus retrofit) that can be done without legislation or regulation. This will bolster prior investments of local, state and federal governments in Minnesota and leverage significant federal, private and foundation support.

According to the MPCA, more than a quarter of Minnesota's greenhouse gases and nearly half of all air pollution is generated by mobile sources. From a health-risk perspective, the MPCA calculates that more than half of the elevated risk of cancer from toxic air pollutants comes from mobile sources. In some mobile source areas, the State of Minnesota through Executive Orders is already leading by example and can serve as a model for expansion of emission reduction activities.

Mobile source emission-reduction options gained greater relevance to climate change with the release of a study recently in the journal *Nature*. The study points out the significance of ground-level ozone levels to climate change improvement activities. Mobile sources are one of the primary sources of ground-level ozone precursors. According to the study, "Ozone could be twice as important as we previously thought as a driver of climate change." The study reports that "ozone near the ground damages plants, reducing their ability to mop up carbon dioxide from the atmosphere."

Policy Design

- **Goals:** *Double* the quantifiable emission-reductions from these projects, relative to the baseline; increase the number of partners and funders for projects.
- **Timing:** Immediate; many of these projects are ongoing and will be expanded in the near future.
- **Parties Involved:** Minnesota Environmental Initiative (Project Green Fleet and Clean Air MN) and multiple public and private funders and partners; Minnesota Trucking Association; Minnesota Chamber of Commerce; Minnesota Center for Environmental Advocacy; GE Fleet Services; MPCA; U.S. EPA; Hennepin County
- **Other:** TBD

TLU-13 Reduced Speed limits

Policy Description

Getting maximum fuel efficiency reduces CO2 emissions. The speed a vehicle is driven has a major impact on fuel economy. While each vehicle reaches its optimal fuel economy at a different speed (or range of speeds), gas mileage usually decreases rapidly at speeds above 55-60 mph.

Policy Design

Goals: Reduce maximum speeds on Minnesota highways to improve fuel economy. Straw goal: All trunk highways and above will have a maximum speed limit no higher than 65, and those in urban areas, no higher than 55. Any exemptions to be determined case by case by MnDOT.

[There was extensive discussion of enforcement; I believe this belongs under the "Implementation" section.]

Timing: Change law during 2008 legislative session with an effective date of January 1, 2009 so that there is enough time to educate the public about the change.

Parties Involved: Highway users, Minnesota Department of Transportation, Minnesota State Patrol, local law enforcement

- **Other:** TBD