

Minnesota Climate Change Advisory Group: Selected Recommendations (2008)

Improved Land-Use Planning and Development Strategies

- Target a higher percentage of new development into “priority growth areas” within 65 cities the Metropolitan Council (MC) classifies as “developed.”
 - Examples of implementation mechanisms include school siting, monitoring jobs-housing balance, “smart growth” planning, open space protection, and transportation investments.

Expand Transit, Bicycle, and Pedestrian Infrastructure

- Double transit ridership by 2020, to 150 million rides annually, through planned investments in light rail, commuter rail, bus rapid transit, and expanded bus service.
- Improve and expand transit between regional centers in greater Minnesota and the Twin Cities.
- Increase bike and pedestrian infrastructure, including sidewalks, trails, bike lanes, and other amenities.

Low-GHG Fuel Standard

- Adopt a state law requiring the average carbon intensity of on-road transportation fuel to be reduced by 10% by 2020 and by 12% by 2025 from 2007 levels.

Infrastructure Management

- Implement road management systems to reduce congestion. Examples include:
 - Transit signal priority on key corridors.
 - Real-time information for commuters about congestion, transit, and parking.
 - Test state-of-the-art parking strategies.
 - Conversion of HOV and general lanes to HOT (high-occupant/toll lanes) lanes, with “profits” to transit alternatives.
- Adopt a statewide complete streets policy.

Climate-Friendly Transportation Pricing

- The State should provide an incentive for auto insurance companies to institute a “pay-as-you-drive” (PAYD) system for policyholders.
- Implement policies and strategies that make more of the fixed costs of driving into variable costs related to VMT and emissions. Possibilities include CO₂-based registration fees, a VMT tax, congestion pricing, and a fuel tax.

“Fix-it-First” Transportation Investment Policy and Practice

- Require that state and federal transportation investments be prioritized in the following order: (1) maintain existing roads, and (2) design new and expanded roads to serve higher-density, more compact, pedestrian-friendly development in priority growth areas.

Workplace Tools To Encourage Carpooling, Bicycling, and Transit Ridership

- Require certain employers and encouraging other employers to offer a Commuter Benefits (CB) program at the workplace.
- Require large employers (more than 200 employees) to develop and implement transportation demand management (TDM) plans that customize commuter benefits and transit-supportive building design to specific building locations.

Minneapolis-St. Paul Urban CO₂ Project Plan: Selected Recommendations (1993)

Increase Public Transit Ridership by 50 Percent

- Promote the use of tax-free transit passes through employers, increase the subsidy to transit, develop more bus-only lanes, and conduct a public education campaign encouraging transit use.

Take Actions to Increase Vehicle Occupancy Rates by 20 Percent and Double Multi-Occupancy Vehicle Commuting by 2005

- Consider strategies including parking fees for solo drivers, preferential parking for carpoolers, developing more ramp bypass lanes, and adding new HOV lanes.

Aggressively Promote Bicycling as a Major Transportation Mode

- Include a bicycle transportation policy in the comprehensive transportation policy to encourage the use of bicycles as an alternative form of transportation.
- Construct a bikeway system by the end of 1995.
- Assist in securing funding for a bicycle highway in the area.

Reflect the True Cost of Driving Through Alternative Pricing and Fees

- Require parking validation systems to be more mode-neutral and offer free bus tokens as an alternative to paid parking. If parking benefit is offered, require a cash-equivalent commuting allowance for workers who use other modes.
- Encourage employers to reduce parking subsidies provided to employees and only offer free parking to those who car- or van-pool.

Institute an Idling Ordinance within the City Limits

Displace 10 Percent of the Gasoline Sold in Minneapolis-St. Paul with Alternative Fuels

- Alternative fuels include compressed natural gas, ethanol, and electricity.

Advocacy/Lobbying

- Advocate for an increase in the federal automobile and truck efficiency standards (CAFE).
- Advocate for the adoption of fees and rebates ("feebates") based on the fuel economy of new vehicles at the state level.