

# Minneapolis Climate Action Plan



**Transportation and Land Use Working Group**

March 9, 2012 | Meeting 1

# Agenda

- Introductions (10m)
- Process (30m)
  - Your role
  - Meeting times/days
  - Steering Committee representation
  - Group Chair
- Transportation & Land Use sector emissions (10m)
- Overview of options for reducing emissions (5m)
- Next steps (5m)



Minneapolis Climate Action Plan

# INTRODUCTIONS

# Working Group's Role

1. Understand emissions from the Waste sector
2. Develop potential emissions reduction strategies  
**supportive of adopted plans**

(Access Minneapolis, Plan for Sustainable Growth, Bike Master Plan)

1. *Apply evaluation criteria*
2. Communicate with your organization/constituents
3. Recommend a strategy package to the Steering Committee

# Evaluation Criteria

Criteria:	Measurements:
<b>GHG emissions reduction</b>	<b>Carbon dioxide equivalent</b>
Costs and savings	Public and private \$ or relative cost (high, medium, low)
Implementation timeframe	Months, years
Feasibility	Political, social, or institutional obstacles
Social Equity	Disparate impacts (positive or negative)
Co-benefits	Health, economic development, job creation, energy conservation, mobility, quality of life, etc.

# Meeting Schedule

- |                           |   |
|---------------------------|---|
| <b>Meeting #2 – April</b> | <ul style="list-style-type: none"><li>• Finalize Chair &amp; Steering Committee Reps</li><li>• Overview of existing policies/potential changes</li><li>• Scan of other city's policies/programs</li></ul> |
| <b>Meeting #3 – May</b>   | Overview of potential strategies for Mpls   |
| <b>Meeting #4 – June</b>  | Strategy discussion/prioritization  |
| <b>Meeting #5 – July</b>  | Synthesis and recommendations   |

# Next Meeting

Based on availability survey, suggestion is:

**Friday, April 20<sup>th</sup>, 1 pm – 3 pm**

City Hall, Room 139

# Steering Committee Representatives

- Each Working Group is being asked to identify 1-2 representatives for the Steering Committee (2-3 meetings July – September)
- We will finalize this at the April meeting

# Transportation & Land Use Working Group Chair

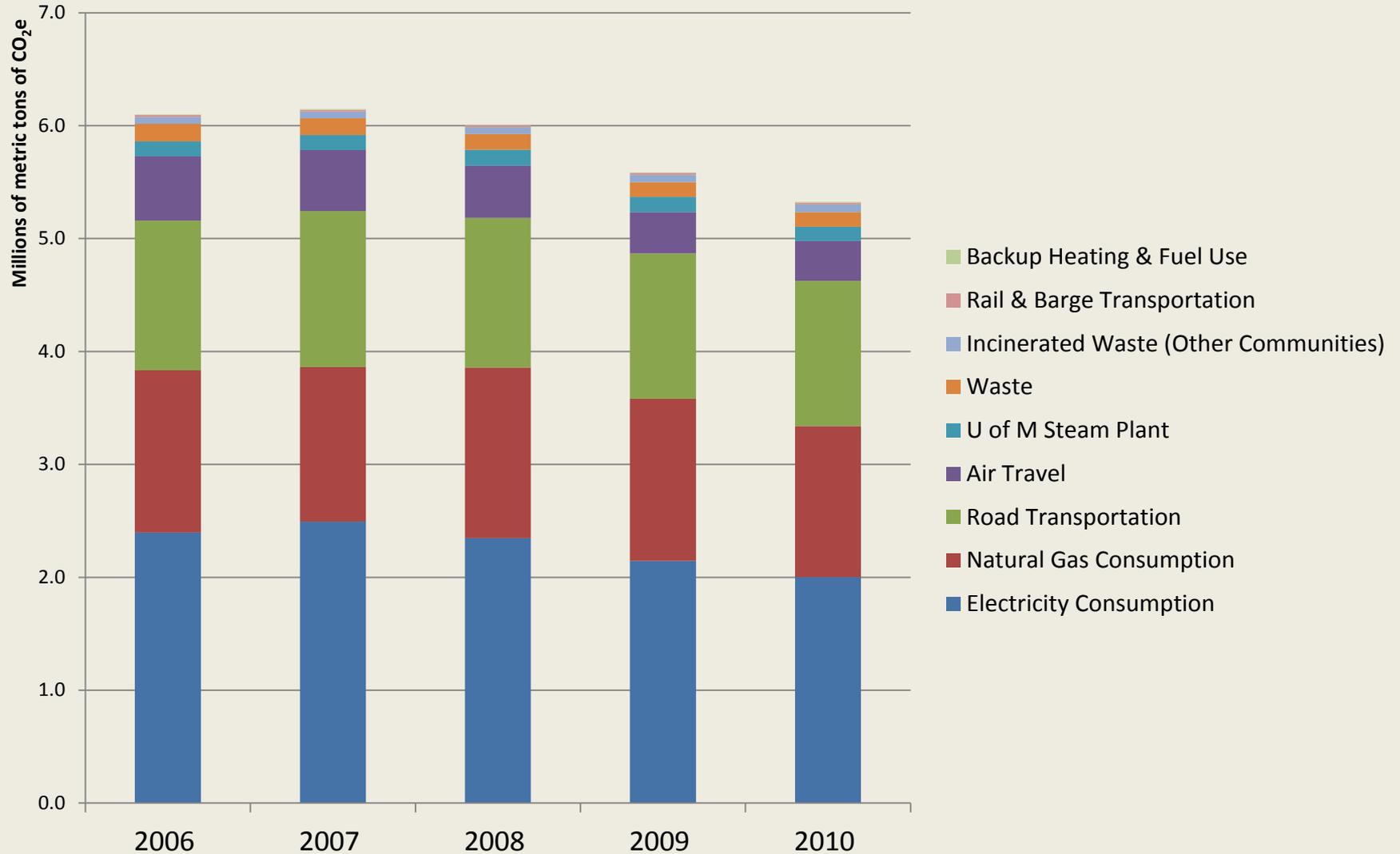
- To facilitate meetings running smoothly, we are asking each Working Group to nominate a chair
- Duties include:
  - Start and end the meeting
  - Help the group stay on schedule
  - Communication point for staff



A Community Greenhouse Gas Inventory for Minneapolis

# **GEOGRAPHIC-PLUS INVENTORY (2006-2010)**

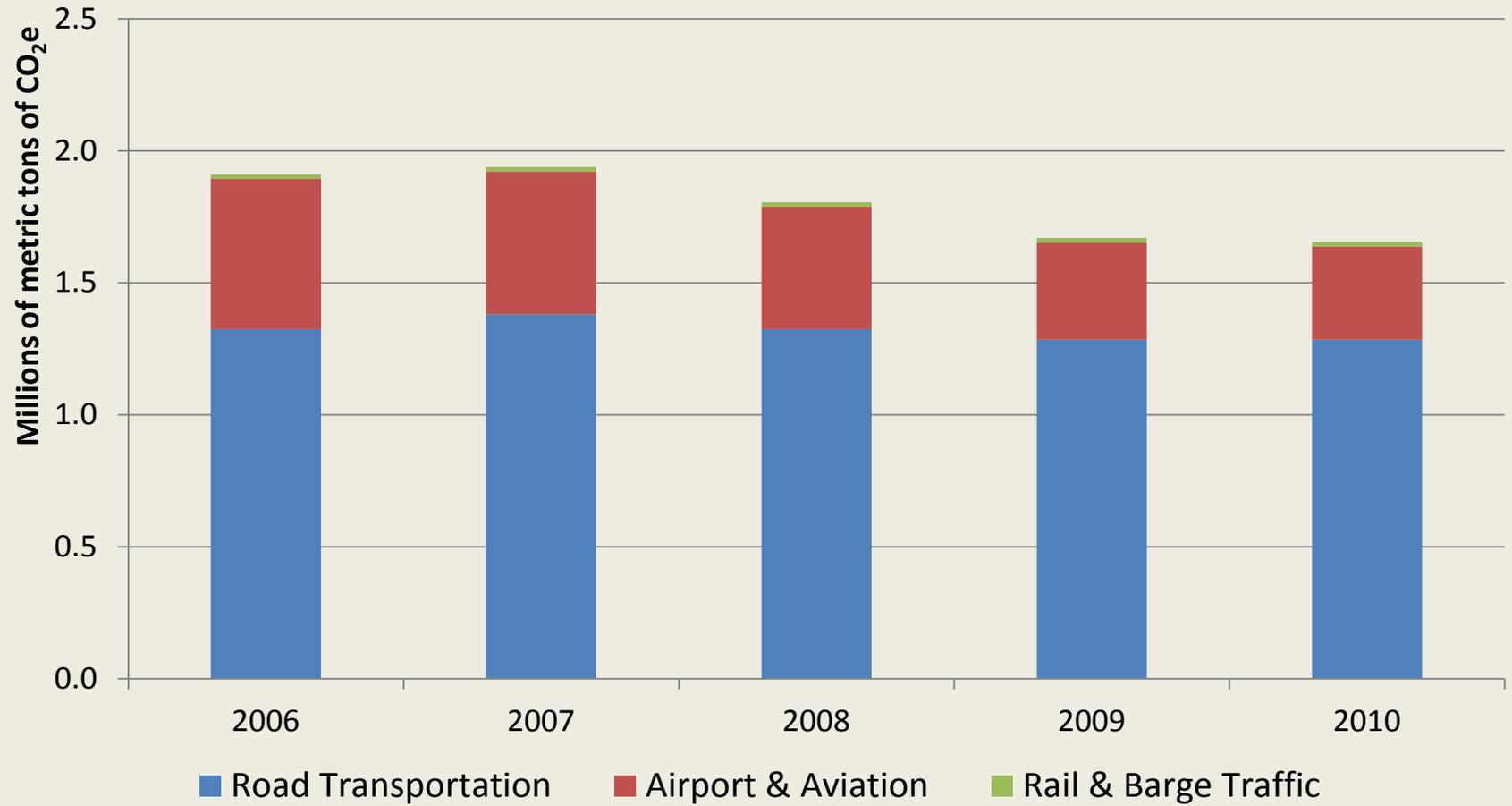
# Minneapolis Community GHG Inventory by Source



# Key Findings - Transportation

- **Vehicle miles traveled (VMT) remained relatively stable - decreasing 0.3 percent.** Miles traveled on the interstate system in Minneapolis decreased 8.7 percent between 2006 and 2010 while miles traveled on non-interstate roads actually increased 7.9 percent. However, VMT increased 0.5 percent between 2009 and 2010, the first year of increase since '06-'07.
- **On-road fuel economy improved 2.8 percent.** If average fuel economy had not improved since 2006, Minneapolis's 2010 on-road transportation CO<sub>2</sub> fossil emissions would be 1.1% higher.
- **Minnesota's use of biofuel blend reduces tailpipe emissions.** Regular unleaded gasoline in Minnesota is blended with 10% ethanol, and diesel contains a 5% biodiesel blend. The biodiesel blend is scheduled to increase to 10% (B10) May 2012, and 20% (B20) May 2015. If there were no bio-based fuels in Minnesota's gasoline and diesel blends in 2010, Minneapolis's on-road transportation fossil CO<sub>2</sub> emissions would have been 10% higher, or an increase of 127,500 CO<sub>2</sub> metric tons. The net (fossil and biogenic) increase in on-road CO<sub>2</sub> transportation emissions would be 40,419 metric tons under a scenario with no bio-based fuel blends.
- **Airport GHG emissions declined 38 percent.** According to the Metropolitan Airports Commission, this reduction was caused by a changing airplane fleet mix, increased fuel efficiency of planes, reduced flight operations and an increase in the number of passengers per flight.

# Transportation Emissions



# Road VMT and Fuel Efficiency

Year	2006	2007	2008	2009	2010	2006 - 2010 % Change
Vehicle Miles Traveled (millions)	2,410	2,520	2,440	2,390	2,400	-0.3%
Average Gasoline Vehicle Efficiency (miles per gallon)	16.7	16.8	16.9	17.0	17.1	2.8%
Average Diesel Vehicle Efficiency (miles per gallon)	6.7	6.7	6.7	6.7	6.7	0.0%
Total Tailpipe Fossil Emissions (million metric tons CO <sub>2</sub> e)	<b>1.33</b>	<b>1.38</b>	<b>1.32</b>	<b>1.29</b>	<b>1.29</b>	<b>-3.0%</b>



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# STRATEGY OVERVIEW

# Options for emissions reduction

In order to:	We must:
<b>Reduce Vehicle Miles Traveled</b>	Shift trips to transit, walking, cycling, and carpooling
	Encourage a dense, accessible development pattern
	Better utilize new and existing technologies
<b>Reduce Vehicle Emissions</b>	Use more alternative fuels
	Improve vehicle fuel efficiency
	Reduce vehicle idling and congestion

# Options for emissions reduction:

Programs and policies that:	May look like:
Shift trips to transit, walking, cycling, and carpooling	Increased hi-frequency, hi-amenity transit service; improved bicycle and pedestrian facilities
Encourage a dense, accessible development pattern	Transit-supportive zoning, planning, and financing; joint development (Portland, OR)
Better utilize new and existing technologies	Demand-responsive parking pricing and real-time availability information (San Francisco, CA)
Improve vehicle fuel efficiency	Coordinated public/private sector lobbying for changes to federal fuel economy standards
Reduce vehicle idling and congestion	Expanding high-occupant vehicle/toll (HOT) lanes with transit access (Miami, FL)
Use more alternative fuels	Expand electric vehicle infrastructure (San Diego, CA)

# Next Steps

- At next meeting:
  - Select a Chair
  - Select Steering Committee representatives
  - Overview of existing policies/programs
  - Schedule future meetings
- Recommended reading:
  - Other Climate Action Plans (see handout)
- Contact us:  
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