Minneapolis Climate Action Plan
Feedback Summary
February 15, 2013

Feedback on Climate Action Plan greenhouse gas (GHG) emissions reduction goals and strategies came from:

- Two public open houses held in November, where attendees could fill out comment forms and speak with project staff.
- An online survey open from mid-November to mid-December.
- Formal comments submitted by City of Minneapolis citizen boards and commissions, including the Community Environmental Advisory Commission (CEAC), Public Health Advisory Committee (PHAC), Bicycle Advisory Committee (BAC), and Pedestrian Advisory Committee (PAC).
- Hennepin County.
- CenterPoint Energy.

Highest priority goals and strategies:
Respondents emphasized the need for a larger percentage of energy to come from renewable sources like solar and wind. Most also prioritized improving building energy efficiency, particularly (though not exclusively) in commercial and industrial buildings.

In the area of transportation and land use, most respondents prioritized the draft strategies addressing planning and land use issues, as well as strategies designed to increase transit use and expand the use of cleaner fuels in vehicles.

Efforts to reduce the waste stream garnered the most support from respondents, though many also prioritized increasing recycling and organics composting.

Quickest impact goals and strategies:
In the area of buildings and energy, most respondents did not see renewable energy or residential building strategies as yielding emissions reductions as quickly as strategies focusing on commercial and industrial buildings, or cross-cutting strategies. Many noted that they did not necessarily think speed of impact should directly correspond with how strategies are prioritized for implementation.

Strategies increasing the use of transit and cleaner fuels were seen as quicker options than longer-term (though potentially high-impact) strategies involving planning and land use. Respondents also expected a relatively quick impact from active transportation strategies.

Reducing the waste stream would be the quickest way to reduce GHG emissions in the waste sector, according to respondents, followed by increasing recycling and increasing organics composting.

Staff has identified suggested edits or additions from the written feedback to date that merit Steering Committee discussion prior to inclusion in the Climate Action Plan. Comments and suggestions that relate to plan structure, grammar, or serve to elaborate on existing strategies have not been included in this document. A separate document with all feedback received to date is available on the Climate Action Plan website: www.minneapolismn.gov/sustainability/climate

Discussion Items from City Boards and Commissions

Public Health Advisory Committee:

2. With respect to the Transportation and Land Use goal, we comment on these strategies:
    c. Clean Fuels: Consider instituting a complete prohibition on vehicle idling when unoccupied, including city owned/operated vehicles and all diesel vehicles. This practice reduces emissions and also improves air quality for residents and passersby. The City should abide by this prohibition at all times as it applies to its vehicles, operators, and equipment.

Community Environmental Advisory Commission:

- Buildings and Energy Goal #3:
    - Increase electricity from local & directly purchased renewables ~~(like WindSource)~~ from 1.5 to 5 percent of the total consumed by 2025.
        - Replace with "(utility renewable energy rates or community solar participation)"?
- Transportation and Land Use Goal #1:
    - "Reduce automobile vehicle miles traveled in Minneapolis while improving accessibility, increasing transportation choices, and promoting and accommodating dense and sustainable growth."

Bicycle Advisory Committee:

"The Bicycle Advisory Committee recommends adoption of the Climate Action Plan and supports adoption of a bicycle mode share goal of 15 percent for 2025. The BAC supports and recommends adoption of implementation steps identified in the Climate Action Plan to increase opportunities for bicycling in order to meet that goal."

Pedestrian Advisory Committee:

"The PAC urges the development of a pedestrian component and incorporation of equivalent text into increasing mode share (Active Transportation item #1) and increasing safe and efficient travel (Active Transportation item #2)."

Discussion Items from Other Organizations

CenterPoint Energy:

Suggested edits to the following Transportation & Land Use strategies:

- *Clean Fuels*
    - 2. Provide electric vehicle charging stations at City-owned facilities where feasible. Continue to investigate the feasibility of vehicle charging stations at

public facilities as funding allows. Closely monitor electric vehicle technology to ensure investments are appropriate. Investigate the feasibility of installing CNG fueling stations at City garages as funding allows and/or the potential of utilizing existing Public CNG fueling stations (i.e. CenterPoint Energy-501 West 61st Street, Waste Management-Blaine) in Minnesota. Targets for the greatest payback would be where heavy duty vehicles are located. Examples are refuse trucks, dump trucks, snow plows, asphalt trucks and fire trucks.

- 3. Increase the fuel efficiency of the city's licensed taxi and car service fleet. The City's current requirement for taxi vehicles is to achieve 23 mpg or better in city driving. As the City updates this policy, consider increasing the minimum mpg requirement. Given that taxis are high-mileage vehicles, better fuel efficiency can pay off more quickly than in other applications. Provide incentives for taxis to use alternative fuel vehicles (AFV's) such as electric or natural gas fueled vehicles.
- 4. Support the proposed Federal fuel efficiency improvements. On-road vehicle fuel efficiency has a significant impact on the transportation sector emissions in Minneapolis. Changes to the Federal CAFÉ standards will increase the fuel efficiency of vehicles on the road. Implement the recommendations of the Environmental Initiatives' Clean Air Dialogue. Implementing these recommendations will improve air quality in Minnesota and the ability to respond to potential nonattainment designations.
- 5. Support increased fuel efficiency in public fleets. Minneapolis has adopted a green fleets policy which calls for fuel efficiency improvements in City-owned vehicles and equipment. Support the efforts of entities like the Metropolitan Council and the State of Minnesota to improve the fuel efficiency of their fleets. In particular, hybrid or fully electric or natural gas buses have the added benefits of reducing noise pollution and localized air pollutants like particulates in high-traffic areas. Work with Metro Transit to incorporate the use of all cost effective alternative fuels to fuel their fleets.

- *Other Strategies*
  - 3. Assist the Metropolitan Airports Commission in making MSP the nation's "greenest" airport. MAC's Stewards of Tomorrow's Airport Resources program identifies numerous projects that could reduce the airport's emissions, ranging from on-site clean energy production to grey water recycling and storm water reclamation. The airport's constant flow of travelers also make it an excellent location for demonstrating green technologies and educating the public about the causes and impacts of climate change. The Metropolitan Airports Commission should evaluate the installation of a public CNG station at, or near, the airport. The many vehicle trips to and from the airport, and to and from downtown Minneapolis would produce low cost fuel, environmental and noise reduction benefits from the use of natural gas and other alternative fuels. Shuttle buses are an excellent application for natural gas fueling. Natural Gas shuttles are currently in operation at several airports throughout the United States.
  - 4. Encourage the Metropolitan Airports Commission to expand its use of renewable energy resources. MAC is exploring investment in renewable energy sources like wind (from off-site sources), solar, and geothermal. The City has a

great deal of experience in this area, particularly with solar photovoltaic and thermal technologies. Staff should share expertise and key lessons as MAC undertakes similar initiatives. Examples from other airports, like Denver International, show that large open spaces with unobstructed solar access can provide good opportunities for solar generation. Also explore the use of a Combined Heat and Power System, where a natural gas fueled generator also produces usable thermal energy, with up to 85% overall efficiency.

Hennepin County

- "The word "support" is used throughout the document. It is difficult to know how the City will support the various strategies. Is it possible to more definitively describe how the strategies translate into work plans, metrics, and priorities?"
- *Transit & Car Sharing*
  - 4. The County recommends adding "While ensuring adequate capacity on busses and trains to accommodate regular transit riders during special events."
- *Active Transportation*
  - New strategy: Improve pedestrian connections to transit service. Over 90% of transit trips begin and end with a pedestrian trip. Improving pedestrian connections (adding sidewalks, improving busy street crossings for pedestrians) can expand access to transit and boost transit ridership, particularly within LRT corridors--Hiawatha and SW LRT. Hiawatha Ave crossings need to be improved for pedestrians, and SW station areas and connections need to be designed so that people can easily walk to the stations (W Lake, Penn, Van White, and Royalston stations in particular). There are economic benefits of walkable/bikeable districts in and around stations.
  - New strategy: Add a target for pedestrian mode share and pedestrian counts. Transit and bicycling have mode share/ridership goals and so it seems appropriate to add a pedestrian mode share/count goal.