**RCC ideas for Multi City Projects Transportation to consider for EPA CPRP strategies and implementation grants** [**Google Doc**](https://docs.google.com/document/d/1qoS-ypSC5XpVqeF2aqi7cX8bodsQ-GORClcGFLrQMvw/edit?usp=sharing)[**https://rccmn.co/transportation/**](https://rccmn.co/transportation/)

Please join us at the MPCA Transportation Sector Brainstorming Webinar this Monday [October 23 (11 a.m.): Clean transportation](https://urldefense.proofpoint.com/v2/url?u=https-3A__lnks.gd_l_eyJhbGciOiJIUzI1NiJ9.eyJidWxsZXRpbl9saW5rX2lkIjoxMDMsInVyaSI6ImJwMjpjbGljayIsInVybCI6Imh0dHBzOi8vd3d3Lnpvb21nb3YuY29tL2ovMTYxMzUxODQ3NyIsImJ1bGxldGluX2lkIjoiMjAyMzEwMTAuODM4Njg3OTEifQ.qvg-2DKpf8XulrLbs9gS6vgg-5FQL-2DUCwZF-2DW4WZ6UoWNA8_s_2943394125_br_227707254191-2Dl&d=DwMFAw&c=euGZstcaTDllvimEN8b7jXrwqOf-v5A_CdpgnVfiiMM&r=djiS-YOC51O_VikDNdQ-vA&m=JH9HyovKSwET3G-InLQxZUaCiBcZRBxME1Z9FEq5IzvP2Gmd4bbx6zcCL-puWk9a&s=36C0G3UtA9q0KXfdw7k8cUjuY65D1xZkHpxAr6Ggmag&e=)

Share your your ideas on the **MPCA** page<https://engage.eqb.state.mn.us/climate-priorities> the [MPCA’s Form](https://forms.office.com/pages/responsepage.aspx?id=RrAU68QkGUWPJricIVmCjGSD5T-drzhBsXQ3ZaoUYVpURFFKNFdDNTlXSEZNUEhCNkU2RjY1NVQ3NyQlQCN0PWcu) & our RCC [**Google Doc**](https://docs.google.com/document/d/1qoS-ypSC5XpVqeF2aqi7cX8bodsQ-GORClcGFLrQMvw/edit?usp=sharing)

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| **Clean Transportation a. Increase transportation options**: Creating more opportunities for biking, **walking, transit,** and **telecommuting** through **infrastructure, policy, outreach, and service; implementing land use reforms that support density and multimodal transportation** | | |
| Co benefits, air quality, active living, increased tax base, bike and pedestrian safety | **Good fit for EPA CPRP grant?** | **Additional funding options** |
| **Clean Transportation a. Increase transportation options**: **Implementing land use reforms that support density and multimodal transportation**  **IDEA Cohorts of Cities updating their zoning and and parking ordinances together** to allow for for more density, TOD zoning, affordable housing, inclusionary zoning, anti displacement   * Coordinating city zoning updates with county infrastructure investments - LRT, BRT, Bike Ped, * Upzoning along LRT and BRT corridors (Metro Transit Map and Study)   **Good resource people and relevant studies** MN APA  [Met Council GHG Reduction Planning Tool](https://metrocouncil.org/Communities/Planning/Local-Planning-Assistance/Greenhouse-Gas-Strategy-Planning-Tool.aspx) (Hennepin Co Goal to cut VMT by 20% <https://www.cts.umn.edu/news/2023/august/climate>  **Met Council Study** Michael Krantz Metro Transit, TOD Office michael.krantz@metrotransit.org  Transit-Oriented Development and Zoning in Cities with High-Frequency Transit <https://www.metrotransit.org/TOD-Studies-and-Projects>  **Hennepin County Climate & Resiliency VMT Reduction Initiative** / Hennepin Co Active Living  **Mauricio León** Mendez Carbon Reduction Manager, Hennepin County Climate and Resilience, [Mauricio.LeonMendez@hennepin.us](mailto:Mauricio.LeonMendez@hennepin.us) Hennepin Co study quantified how much each action will cut VMT.  **Ramsey Co** Transportation <https://www.ramseycounty.us/residents/roads-transportation>  **Active Living** Connie Bernardy Coordinator Active Living Ramsey Communities Connie.Bernardy@gmail.com | Is this quantifiable enough for an EPA CPRP Grant? | Who can pay for T.A. for a new multi-city cohort?  Met Council TOD Grants  Hennepin Co TOD Grants  Metro Sales Tax for Transit construction and operations  Federal Grant to CEE for cities to update building codes |
| **Increase transportation options**:  **IDEA Expand Shared Mobility for Equitable Access to EVS by adding more EV Car sharing hubs near urban and suburban multifamily housing, especially in transit oriented development and large site redevelopment zones**  to boost resident options  Current federal grant to the Minneapolis, Hennepin Co, MPLs, Brooklyn Park <https://www.brooklynpark.org/cleap/> |  | MNDOT IIJA funding can flex for shared mobility  Current federal grant to mpls Hen Co, BP |
| **Increasing Telecommuting in coordination with cities accessing expanded Broadband Access - via grants from the** MN Office of Broadband <https://mn.gov/deed/programs-services/broadband/>  Tie in with metro Transportation Management Organizations  For both **Low income neighborhood and** Ex-Urban and rural **broadband access**  NW Hennepin Co cities are interested **D7** Commissioner Kevin Anderson 612-348-7887 Kevin.Anderson@hennepin.us   * Help Downtown business districts to add more housing and residents to offset the daytime workers using that had needed office space * Help cities that are trying to grow their population base by attracting telecommuters |  | Federal Broadband investments IIJA to State of MN |
| **Cities, counties and MPOS focusing investment of new MNDOT Flexible IIJA Transportation Dollars to fix it first, 4 lane to 3 lane conversions, Bike Ped and E.V. infrastructure, climate resilient infrastructure, etc. flexibility and MNDOT IIJA** [CPRG](https://www.epa.gov/inflation-reduction-act/climate-pollution-reduction-grants) **and** [**PROTECT**](https://www.dot.state.mn.us/stateaid/protect.html) **grants following new MN legislative requirements for low carbon transportation MNDOT and Met Council** (while increasing safety on very dangerous 2 lane roads i.e. [Highway 7 to Maple Plain](https://www.startribune.com/through-audit-mndot-trying-to-find-ways-to-make-dangerous-hwy-7-safer/600146426/) |  | **MNDOT**  **IIJA** [CPRG](https://www.epa.gov/inflation-reduction-act/climate-pollution-reduction-grants)  **and** [**PROTECT**](https://www.dot.state.mn.us/stateaid/protect.html) **grants** |
| **Connected and Automated Vehicles** <http://www.dot.state.mn.us/automated/>  IDEA Work to prevent individual use/ownership of autonomous vehicles (could increase VMT) instead promote Fleets of FAVES Three Revolutions <https://3rev.ucdavis.edu/>  MN Expert with relevant research Frank Douma <https://www.cts.umn.edu/faculty/frank-douma> | too far into the future? |  |

b**. Decarbonize medium-duty, heavy-duty, and non-road vehicles:** Switching from fossil fuels to green hydrogen, renewable natural gas, or electricity and implementing associated infrastructure for semi-trucks, box trucks, ground equipment at airports, transit buses, and other vehicles

* Clean Air MN, Clean Cities Coalition

**c. Produce sustainable aviation fuel**: Creating opportunities for the fuel and aviation industries to produce and use low-carbon fuels for aircraft

MSP and Xcel DEED and Ag

**d. Electrifying short-haul locomotives:** Supporting electrification and charging infrastructure for short-haul rail e. Increasing adoption of light-duty electric vehicles and e-bikes: Boosting adoption of electric vehicles and e-bikes through incentives

Not included in the MPCA EPA CPRP Strategies because of other funding options

**EV Infrastructure** (leveraging transportation dollars)

**Relevant Resources**

**MN DOT STAC Recommendations**

<http://www.dot.state.mn.us/sustainability/advisory-council.html>

**NEW MN LEGISLATION** requiring MNDOT and Met Council Actions

# **Transportation & Climate****Climate Smart Transportation and Land Use**

• **Description:** Requires any capacity expansion project on the MN Dept of Transportation (MnDOT) network

that would increase greenhouse gas emissions or vehicle miles traveled (VMT) to have those increases offset, either within the project or by projects elsewhere in the state. Also requires the Metropolitan Council to take the transportation greenhouse gas emissions and VMT targets from MnDOT, incorporate them into a regional climate action plan with a focus on land use, and then build climate planning into the next round of comprehensive plans (for 2050) that all cities in the metro area will start in 2026.

• **Benefits:** Creates a structure for the systemic change we need to reduce greenhouse gas emissions from transportation, our #1 source of greenhouse gas emissions in MN. Also builds climate change planning and climate conscious land use into all metro cities’ planning going forward.

## **NEW MN LEGISLATION** **EV charging infrastructure**

• **Description:** Creates EV charging infrastructure tied to the National Electric Vehicle Infrastructure (NEVI) program

to create long range charging infrastructure on major routes throughout Minnesota.

**Benefit:** $85 million ($68M federal, $17M state) over 5 years to create alternative fuel corridors with charging

Hello Transportation Friends!

Please join me to share your ideas for ways we can reduce Green House Gas emissions in MN in the Transportation Sector at the MPCA Transportation Sector Brainstorming Webinar this

* Monday **Mon October 23 2023** [Webinar, 11 a.m.: Action priorities for Clean Transportation](https://engage.eqb.state.mn.us/climate-priorities/widgets/71244/key_dates#26272)
* on the **EQB and MPCA web site** <https://engage.eqb.state.mn.us/climate-priorities>
* and to our **RCC Transportation Google Doc** ideas for Multi City Projects Transportation to consider for EPA CPRP strategies and implementation grants <https://docs.google.com/document/d/1qoS-ypSC5XpVqeF2aqi7cX8bodsQ-GORClcGFLrQMvw/edit?usp=sharing>

Thanks and hope to see you on Monday! Sean

Sean Gosiewski, RCC 612 250-0389 [sean@rccmn.co](mailto:sean@rccmn.co) <https://rccmn.co/transportation/>

cc. Faith Krogstad, MPCA Climate Engagement Coordinator (651) 757-2086 faith.krogstad@state.mn.us

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**Share project ideas for competitive federal climate action funding in your sector**

**Tune into MPCA’s webinar series October 16 - 24** [**https://engage.eqb.state.mn.us/climate-priorities**](https://engage.eqb.state.mn.us/climate-priorities)  
The [U.S. EPA's Climate Pollution Reduction Grants (CPRG) program](https://www.epa.gov/inflation-reduction-act/climate-pollution-reduction-grants) will be offering $4.6 billion in competitive grant funds for states, local governments, and Tribal Nations to reduce greenhouse gas emissions and other harmful air pollution.

To be eligible for these competitive funds, projects must be included in a priority climate action plan. We want **your help** to ensure the plan reflects a diverse range of opportunities to reduce climate pollution in communities across the state.

Leaders from Minnesota state government will be hosting a series of 1-hour webinars to discuss how the CPRG grant program could be used to address climate pollution from specific sectors. See dates & times below. <https://engage.eqb.state.mn.us/climate-priorities>

* [October 16 (10 a.m.): Climate-smart natural and working lands](https://www.zoomgov.com/j/1610575704)
* [October 23 (11 a.m.): Clean transportation](https://www.zoomgov.com/j/1613518477)
* [October 23 (1 p.m.): Clean energy and efficient buildings](https://www.zoomgov.com/j/1604863438)
* [October 24 (10 a.m.): Clean economy](https://www.zoomgov.com/j/1602752579)

**Review the**[**draft priority categories list**](https://engage.eqb.state.mn.us/20800/widgets/69623/documents/47346)**.**

[Share your ideas](https://engage.eqb.state.mn.us/climate-priorities)for climate action projects in your sector in October 2023

[**https://engage.eqb.state.mn.us/climate-priorities**](https://engage.eqb.state.mn.us/climate-priorities)

You can also [watch a webinar](https://minnesota.webex.com/webappng/sites/minnesota/recording/0a5492cf45d7103c9df300505681643e/playback)with more information on how the state is identifying priorities for CPRG program funding. Individuals, organizations, businesses, local governments, Tribal Nations, and others are encouraged to learn more and share their input.

For more information contact MPCA climate and energy coordinator

Faith Krogstad at [faith.krogstad@state.mn.us](mailto:faith.krogstad@state.mn.us) with questions.

**Additional Comments**

[**https://engage.eqb.state.mn.us/climate-priorities/forum\_topics/virtual-forum#comments**](https://engage.eqb.state.mn.us/climate-priorities/forum_topics/virtual-forum#comments)

**Congestion Pricing and Parking Reform**

As recently detailed in Forbes: <https://www.forbes.com/sites/carltonreid/2023/08/17/sticks-not-carrots-needed-to-get-drivers-out-of-cars-say-climate-scientists/?sh=4de8078b29af>, simply "providing opportunities" for people to use low- and no-carbon forms of transportation is insufficient, and fails to address the entrenched bias towards car use in infrastructure funding and design.

The two practices shown to have the most significant impact in reducing car use are congestion pricing and the removal of free parking. These tools and a stated goal of reducing VMT are missing from the framework. While EVs do eliminate tailpipe emissions they still require - and always will - carbon-intensive manufacturing and carbon-intensive infrastructure, while also producing significant fine particulate, end-of-life, and road salt pollution, making them an ineffective long-term solution.

The framework should include:

1. Implementation of congestion pricing policies.

2. The elimination of tax-payer subsidized parking.

3. A commitment to actively reducing VMT or reducing VMT as a stated goal.

**TRANSIT Noah MN GreenCorps CSB+SJU 2022**

While I'm glad to see Clean Transportation is a potential priority action category, I wish "Public transit" at least had its own section in the succeeding lettered list.

Bicycle infrastructure and walkable cities are both necessary solutions in reducing climate pollution, but their widespread implementation and adoption as preferred transportation options will not cause as large of greenhouse gas emission reductions as that of public transit. By public transit, I mean streetcar, bus, and/or subway systems—each of which offers alternative, efficient modes of transport and can keep car use to a minimum thereby averting greenhouse gases.

Without public transit–focused investments and policy, it is likely that much of the projected growth in urban mobility would be taken up by cars. Even if exciting developments such as electric, autonomous, and shared-car fleets become widespread, public transit would be needed on high-demand routes (for Minnesota, those being I-35W, I-35E, US 212, etc.). We therefore need a significant effort to ensure that public transit is an attractive means of mobility in our increasingly urbanized state.

I am not advocating for investments to be made solely in public transit under the Clean Transportation umbrella—only that public transit should be brought forward as a distinct and key solution. Whenever and wherever possible, Minnesota residents should be able to easily take a train, bus, streetcar, or subway. Employers should be encouraged to chip in on the cost of public transit for employees. As demand for public transit hopefully increases, infrastructure investments should meet or exceed them.

And at the end of the day, I hope the State pursues a "Yes, and..." approach to climate pollution reduction—as I am proud to see it seems to already be doing. I look forward to increases in public transit *and* electric cars *and* bicycle infrastructure *and* high-speed rail *and* walkable cities *and* electric bicycles...should I keep going?

Thanks, Noah MN GreenCorps CSB+SJU 2022