

MnAPA Legislative Committee Meeting
Second meeting for 2009 Legislative Session

Friday, January 16th, 2009

2:00 to 4:00

Builders Association of the Twin Cities

2960 Centre Pointe Drive,

Roseville, MN 55113

(651) 697-1954

Proposed Agenda

- 2:00-2:05 Welcome and introductions – Andrew Mack, co-chair
- 2:05-2:10 Approve agenda – Andrew Mack
- 2:10-2:15 Discuss co-chair nomination – Andrew Mack
- 2:15-2:30 Report on Legislative Committee Part-time Coordinator position responsibilities and hiring process – Andrew Mack
- 2:30-2:45 Report on Day at the Capitol subcommittee – Andrew Mack
- 2:45-3:00 Chapter Board liaison report – Jean Coleman
- 3:00-3:15 Continue discussion of possible support for 1000 Friends of Minnesota/MEI legislative initiative (see materials on next page)
- 3:15-3:55 Discuss items that may be brought forth in the legislative session – Everyone
- 3:55-4:00 Reminder of next meeting date and establish a location – Andrew Mack
- 4:00 Adjourn

Future meeting dates:

Friday, February 6th 2:00 to 4:00

Friday, March 6th 2:00 to 4:00

Friday, April 10th 2:00 to 4:00

Friday, May 8th 2:00 to 4:00

RECONNECTING COMMUNITIES

OVERVIEW

As an important step to protect our Great Outdoors and quality of life, Minnesota set a goal in 2007 of reducing global warming pollution 80 percent by 2050. Changes in land use will be critical for Minnesota to meet this goal. Patterns of development – where and how we grow – have serious consequences for energy use and global warming because they have a profound impact on the amount we drive. Neighborhoods where services are closer together give residents the opportunity to walk, bike, take transit, and just drive shorter distances than in more spread out communities, which typically require people to drive for every activity. This drop in driving could reduce total global warming emissions by up to 10 percent overall.

Adoption of this legislative package would begin to align Minnesota's land use policies with the state's global warming pollution reduction goals. As Minnesota adds 1.3 million people in the next thirty years, decisions about growth and development should be informed by the new realities of erratic and rising energy prices, global warming, changing demographics, and the need for fiscally prudent infrastructure investments. Changes in land use require neither technological breakthroughs nor large infrastructure investments and can result in big cost savings.

While reducing global warming pollution is the primary goal of this legislative proposal, Minnesotans would also benefit from a host of other economic, environmental and social benefits. These benefits include lower transportation costs, fewer tax increases, increased physical activity, enhanced protection of natural resources, and expanded housing options.

PROBLEM

The evidence is clear that:

- The amount we drive is driving up carbon dioxide emissions; and
- The average Minnesotan drives much more today than in previous decades largely because of development patterns and a lack of convenient alternatives; and
- Without changes to standard land use planning practices, driving will continue to rise; and so
- **We cannot meet the state's global warming pollution reduction goals without changes in land use and development patterns that will reduce the need to drive.**

Recent national and statewide evidence makes clear that even with the implementation of new auto efficiency standards and aggressive clean fuel standards we cannot meet global warming pollution reduction goals without changes in land use policies and development patterns. The Minnesota Climate Change Advisory Group (MCCAG) unanimously recommends "improved land use planning and development strategies" as an important part of reaching the state's global warming pollution reduction goals set forth by the *Next Generation Energy Act of 2007*. MCCAG's recent report estimates that fully implementing such strategies could reduce Minnesota's global warming emissions by 14.9 million metric tons by 2025.

POSITION

The specific legislative pieces of this proposal build on last year's historic transportation bill in a thoughtful, cost-effective, and realistic way, and are intended as an additional step toward giving Minnesotans more choices in how they move around the state. In the 2009 legislative session, MEP seeks legislation that would:

- *Amend the Metropolitan Council's comprehensive planning process to incorporate global warming reduction targets;*
- *Create financial incentives for metro and greater Minnesota communities to implement land use planning practices that would achieve global warming pollution reduction goals;*
- *Amend the statutory goals of MnDOT to include a reduction in per capita vehicle miles driven and propose similar changes in other state agencies' goals or mission;*
- *Require analysis of energy use and direct and indirect global warming emissions as part of the existing environmental review process.*