

Climate Change and Land Use on the Prairie

New Partners for Smart Growth

Seattle, WA

February 5, 2010

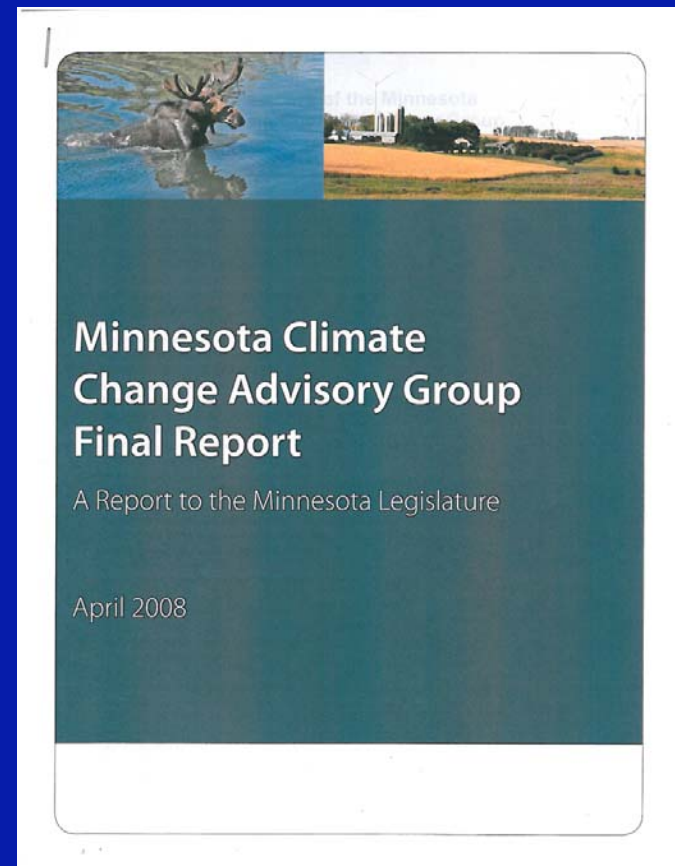
The Context

- Only Nixon can go to China...
- Generally pro-environment public and legislature
- Progressive planning history but transit is new kid in town
- Smart Growth: *The Term that Dare not Speak its Name*



MCCAG

- 50+ person stakeholder group
- Report finished in June 2009
- Consensus on “our issues”
- State Conservation Plan and UofM Study



Reduce Vehicle Miles Traveled

Recommended Actions if implemented would reduce per capita VMT by 15% by 2025 (from 2005 level)	Estimated Reduction (m. metric tons 2025)
1. TLU-1 Improve land use and development	1.9
2. TLU-2 Expand transit, bicycling, and walking	0.3
3. TLU- 5 Climate-friendly transport pricing	2.1
4. TLU-7 “Fix it First” transportation policy	Not quantified
5. TLU-9 Expand workplace tools	0.4
6. TLU-14 Freight mode shifts	<u>Not quantified</u>
TOTAL (Approx. 45% of transport reductions)	4.7

Building Sensible Communities

- Make MN's greenhouse gas reduction targets a goal in Met Council Planning
- Make targets a goal of MnDOT
- Eliminate minimum acreage requirements for school siting
- Require consideration of global warming as part of enviro review process
- Technical assistance

“John, we’re boring them into submission”

- 11 hearings in the House and Senate
- Passed each one... but word was getting out
- Sandbagging



What We Got

- Historic win on School Siting and Rehab Codes
- MPO Transportation and Land Use Strategies Report
- Complete Streets
- Educating Legislators



Lessons Learned

- Make global warming a supporting actor
- Don't just work with environmental groups
- Adopt a stray (like school siting)
- VMT goals conflated (stalking horse) for VMT tax
- Look for other issues outside the transportation section