

Transportation Action Team

Potential Transportation-Specific Climate Change Policy Descriptions

The new Minnesota Climate Change Subcabinet (created under [Executive Order 19-37](#)) will consider the following set of potential near-term actions we can take in 2020/2021 to combat the climate crisis. These were developed by the Transportation Action Team.

Increase frequency and coverage of transit along high demand corridors (prioritize routes in environmental justice communities)

High demand transit corridors are areas with higher than average transit ridership levels. Additional investment could go toward bus rapid transit or higher frequency transit service in these areas.

Develop a clean fuels standard (i.e., low carbon fuel standard)

Clean fuel policies encourage the development and use of lower-carbon transportation fuels. Fuel producers of biofuels, petroleum, compressed natural gas, and electricity are assigned a carbon score based on greenhouse gas (GHG) emissions associated with their production and use. Fuels with lifecycle GHG emissions under the level of the standard get incentives, which supports their development.

Direct the existing \$75 electric vehicle (EV) registration fee toward EV infrastructure

The existing \$75 EV fee could go toward public EV charging stations.

Develop a state-level plan to advance medium/heavy duty electric vehicles

A state-level planning process would bring together key players to understand the current medium/heavy duty EV market and supporting infrastructure and develop an action plan to advance medium/heavy duty EVs, including publicly funded mass transit vehicles.

Establish consumer rebates for electric vehicles

A consumer rebate for EVs can help consumers purchase new or used electric vehicle or e-bikes.

Apply a carbon price to transportation fuels

The state could create allowances equal to the total amount of pollution allowed under the cap for that year. Allowances are auctioned to transportation fuel suppliers to cover emissions. Proceeds from the auction provide funding for programs to further reduce emissions or to provide other benefits to communities, including transit, safe places to bike and walk, biofuel infrastructure, electric vehicles, and more. A cap-and-invest program, called the Transportation Climate Initiative, is used by three states and Washington D.C.

Allocate \$10-30 million to fund the Active Transportation Program (MN Statute 174.38) and increase funding in the Minnesota State Highway Investment Plan to address non-motorized transportation needs on the state trunk highway system

The Active Transportation Program established an active transportation account that can be used for the construction and maintenance of bicycle, trail, and pedestrian infrastructure, as well as non-infrastructure programming, in Minnesota. The program is not currently funded.

Conduct modeling and engagement to identify 2025 and 2050 Vehicle Miles Traveled (VMT) reduction targets, strategy, and reporting requirements for state transportation projects

A VMT reduction target and reporting framework could drive progress on VMT reduction. Additional research and engagement is needed to identify a VMT target and strategies that make significant progress toward the Next Generation Energy Act goals and are technically feasible based on future changes in density, land use, mode shift, and car sharing in Minnesota communities.