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HOUSE FILE NO. 639

FIRST COMMITTEE ENGROSSMENT

February 5, 2007

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The bill was read for the first time and referred to the Committee on Finance

Referred by Chair to Transportation and Transit Policy Subcommittee.

March 13, 2007

Returned to the Transportation Finance Division as Amended.

1.1 A bill for an act
1.2 relating to transportation; enacting strategic initiative to reduce greenhouse
1.3 emissions from motor vehicles by 30 percent by the year 2030; modifying
1.4 provisions related to the statewide transportation plan to reflect environmental
1.5 impacts; requiring legislative report; appropriating money; amending Minnesota
1.6 Statutes 2006, sections 174.01, subdivision 2; 174.02, subdivision 1a; 174.03,
1.7 subdivisions 1, 6, by adding a subdivision.

1.8 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF MINNESOTA:

1.9 Section 1. Minnesota Statutes 2006, section 174.01, subdivision 2, is amended to read:

1.10 Subd. 2. **Transportation goals.** The goals of the state transportation system are
1.11 as follows:

1.12 (1) to provide safe transportation for users throughout the state;

1.13 (2) to provide multimodal and intermodal transportation that enhances mobility and
1.14 economic development and provides access to all persons and businesses in Minnesota
1.15 while ensuring that there is no undue burden placed on any community and the least
1.16 possible adverse impact on the environment;

1.17 (3) to provide a reasonable travel time for commuters;

1.18 (4) to provide for the economical, efficient, and safe movement of goods to and from
1.19 markets by rail, highway, and waterway;

1.20 (5) to encourage tourism by providing appropriate transportation to Minnesota
1.21 facilities designed to attract tourists;

1.22 (6) to provide transit services throughout the state to meet the needs of transit users;

1.23 (7) to promote productivity, with the least possible adverse impact on the
1.24 environment, through system management and the utilization of technological
1.25 advancements;

2.1 (8) to maximize the long-term benefits received for each state transportation
 2.2 investment;

2.3 (9) to provide funding for transportation that, at a minimum, preserves the
 2.4 transportation infrastructure;

2.5 (10) to ensure that the planning and implementation of all modes of transportation
 2.6 are consistent with the environmental and energy goals of the state;

2.7 (11) to promote and increase the use of high-occupancy ~~vehicle use~~ vehicles and
 2.8 low-emission vehicles;

2.9 (12) to provide an air transportation system sufficient to encourage economic growth
 2.10 and allow all regions of the state the ability to participate in the global economy;

2.11 (13) to increase transit use ~~in the urban areas~~ statewide by giving highest priority to
 2.12 the transportation modes with the greatest people-moving capacity and lowest long-term
 2.13 economic and environmental cost; and

2.14 (14) to promote and increase bicycling as an energy-efficient, nonpolluting, and
 2.15 healthful form of transportation alternative; and

2.16 (15) to reduce greenhouse gas emissions from the state's transportation sector.

2.17 **EFFECTIVE DATE.** This section is effective the day following final enactment.

2.18 Sec. 2. Minnesota Statutes 2006, section 174.02, subdivision 1a, is amended to read:

2.19 Subd. 1a. **Mission; efficiency; legislative report, recommendations.** It is part
 2.20 of the department's mission that within the department's resources the commissioner
 2.21 shall endeavor to:

2.22 (1) prevent the waste or unnecessary spending of public money;

2.23 (2) use innovative fiscal and human resource practices to manage the state's
 2.24 resources and operate the department as efficiently as possible;

2.25 (3) prevent the degradation of air and water quality;

2.26 (4) coordinate the department's activities wherever appropriate with the activities
 2.27 of other governmental agencies;

2.28 ~~(4)~~ (5) use technology where appropriate to increase agency productivity, improve
 2.29 customer service, increase public access to information about government, and increase
 2.30 public participation in the business of government;

2.31 ~~(5)~~ (6) utilize constructive and cooperative labor-management practices to the extent
 2.32 otherwise required by chapters 43A and 179A;

2.33 ~~(6)~~ (7) report to the legislature on the performance of agency operations and the
 2.34 accomplishment of agency goals in the agency's biennial budget according to section
 2.35 16A.10, subdivision 1; and

3.1 ~~(7)~~ (8) recommend to the legislature appropriate changes in law necessary to carry
3.2 out the mission and improve the performance of the department.

3.3 **EFFECTIVE DATE.** This section is effective the day following final enactment.

3.4 Sec. 3. Minnesota Statutes 2006, section 174.03, subdivision 1, is amended to read:

3.5 Subdivision 1. **Statewide transportation plan; priorities; schedule of**
3.6 **expenditures.** In order to best meet the present and future transportation needs of the
3.7 public, to insure a strong state economy, to make most efficient use of public and private
3.8 funds, to lessen adverse environmental impacts of the transportation sector, and to
3.9 promote the more efficient use of energy and other resources for transportation purposes,
3.10 the commissioner shall:

3.11 (1) three months after notification that the department is ready to commence
3.12 operations and prior to the drafting of the statewide transportation plan, hold public
3.13 hearings as may be appropriate solely for the purpose of receiving suggestions for future
3.14 transportation alternatives and priorities for the state. The Metropolitan Council, regional
3.15 development commissions, and port authorities shall appear at the hearings and submit
3.16 information concerning transportation-related planning undertaken and accomplished by
3.17 these agencies. Other political subdivisions may appear and submit such information at
3.18 the hearings. These hearings shall be completed no later than six months from the date of
3.19 the commissioner's notification;

3.20 (2) develop, adopt, revise, and monitor a statewide transportation plan, taking into
3.21 account the suggestions and information submitted at the public hearings held pursuant
3.22 to clause (1). The plan shall incorporate all modes of transportation and provide for the
3.23 interconnection and coordination of different modes of transportation. The commissioner
3.24 shall evaluate ~~alternative~~ all transportation programs and facilities proposed for inclusion
3.25 in the plan in terms of economic costs and benefits, safety aspects, impact on present
3.26 and planned land uses, environmental effects, energy efficiency, national transportation
3.27 policies and priorities, and availability of federal and other financial assistance;

3.28 (3) based upon the statewide transportation plan, develop statewide transportation
3.29 priorities and schedule authorized public capital improvements and other authorized
3.30 public transportation expenditures pursuant to the priorities;

3.31 (4) complete the plan and priorities required by this subdivision no later than July
3.32 1, 1978. Upon completion of the plan and priorities, the commissioner shall prepare
3.33 and periodically revise, as necessary, the schedule of authorized public transportation
3.34 expenditures. The plan, priorities, and schedule are exempt from the provisions of the
3.35 Administrative Procedure Act.

4.1 **EFFECTIVE DATE.** This section is effective the day following final enactment.

4.2 Sec. 4. Minnesota Statutes 2006, section 174.03, subdivision 6, is amended to read:

4.3 Subd. 6. **Social, economic, and environmental effects; vehicle emissions.**

4.4 (a) The commissioner shall consider the social, economic, and environmental effects
4.5 resulting from existing and proposed transportation facilities and shall make continuing
4.6 efforts to mitigate any adverse effects. The commissioner shall utilize a systematic,
4.7 interdisciplinary approach which shall insure the integrated use of the natural, social, and
4.8 physical sciences and the environmental design arts in plans and decisions which may
4.9 affect the environment.

4.10 (b) The commissioner shall specifically consider the effects on reaching the
4.11 statewide goal of substantially reducing greenhouse gas emissions from motor vehicles
4.12 in Minnesota by the year 2030.

4.13 **EFFECTIVE DATE.** This section is effective the day following final enactment.

4.14 Sec. 5. Minnesota Statutes 2006, section 174.03, is amended by adding a subdivision
4.15 to read:

4.16 Subd. 6b. **Strategic plan to reduce greenhouse gas emissions from motor**
4.17 **vehicles.** (a) The commissioner of transportation shall prepare a strategic plan for
4.18 attaining the goal of reducing air contaminants, commonly known as greenhouse gases,
4.19 from transportation in Minnesota by 30 percent of the year 2007 emissions levels by
4.20 the year 2030. The commissioner shall consult with the commissioners of the Pollution
4.21 Control Agency and the Departments of Commerce and Public Safety, who shall provide
4.22 any necessary staff, measuring equipment and methodologies, and other assistance and
4.23 expertise required. The commissioner shall consult with, and may seek assistance and
4.24 expertise from, appropriate federal agencies.

4.25 (b) In compiling a report to the legislature, the commissioner shall consider:

4.26 (1) fuel efficiency and vehicle emission standards;

4.27 (2) compliance with the federal Clean Air Act under United States Code, title 42,
4.28 section 7401, et seq., as amended;

4.29 (3) the potential for increased transit in the metropolitan area and in Greater
4.30 Minnesota, including but not limited to the development of statewide commuter rail
4.31 corridors connecting Duluth, Willmar, Mankato, Winona, Rochester, and Northfield to the
4.32 metropolitan area;

5.1 (4) establishing potential incentives to promote the use of low-emission and
5.2 high-occupancy vehicles and transit or disincentives for the use of non-low-emission and
5.3 low-occupancy vehicles, or both;

5.4 (5) holding hearings for views of interested parties, such as motor vehicle
5.5 manufacturers, oil companies, and environmental organizations;

5.6 (6) reviewing relevant scientific and engineering studies and reports; and

5.7 (7) any other matters the commissioner determines are factors that should be
5.8 considered.

5.9 (c) To the extent necessary, the commissioner may employ a nationally recognized
5.10 independent expert, whether an organization or individual, to provide technical expertise
5.11 or to otherwise supplement the study or the commissioner's formulation of proposed
5.12 policies, objectives, and strategies for achieving the goal of "30 percent by 2030."

5.13 (d) The commissioner shall submit a report detailing the strategic plan, with
5.14 recommendations for any statutory changes necessary to implement the plan, to the
5.15 legislative committees with jurisdiction over transportation and the environment by
5.16 January 2, 2008.

5.17 **EFFECTIVE DATE.** This section is effective the day following final enactment.

5.18 Sec. 6. **APPROPRIATION.**

5.19 \$500,000 is appropriated from the general fund to the commissioner of transportation
5.20 for the Center for Transportation Studies at the University of Minnesota for the purposes
5.21 of section 3 and is available through January 2, 2008.

5.22 **EFFECTIVE DATE.** This section is effective the day following final enactment.