

Activity: **TRANSPORTATION**

Identify and meet with persons responsible for transportation management and service planning in the Minnesota Department of Transportation, Abbott-Northwestern Hospital, Phillips Eye Institute, Children's Hospital of Minneapolis, Allina, Wells Fargo Home Mortgage, and Metro Transit.

Identify and meet with persons who can provide information on alternative transportation, such as Minnesota Vanpool, Transit for Livable Communities, Hour Car, bicycle groups, and others.

Meet with Phillips Community groups to find out what transportation needs are not being met and strategizing on how to meet them without adding to the transportation impacts.

Meet with city of Minneapolis planning and public works staffs assigned to the Phillips neighborhood to determine if either department has regulatory or other authority to reduce the transportation impacts, in addition to funds already committed to street sweeping. For example: traffic signal timing, additional bicycle lanes, or garbage collection pickup may have additional opportunities for reducing trip generation.

Impact/Benefit

- Emission reductions from that type of source:
(While it is not necessary and may not be possible, to quantify the emission reductions, quantitative estimates may be more useful than purely qualitative estimates (large, medium, or small))

Large. Consist of reductions of VOCs, carbon monoxide, fine particulates, nitrogen oxide, carbon dioxide, sulfur dioxide, etc.

- Number of similar sources (large or small number):

For example, there are a lot of vehicles in the communities but probably a relatively small number of outdoor wood boilers.

Many, notably traffic on the mainlines and on-ramps of I-35W, I-94, Hiawatha Avenue, and Lake Street, bus routes, and large institutional parking ramps. (Phillips, Abbott-Northwestern, and Children's Hospital generate a lot of traffic. Allina and Wells-Fargo are probably smaller generators.)

- Severity of the impacts to be mitigated:

The impacts from these sources are severe. However, the ability to alter significantly the infrastructure which encourages them is difficult, especially in a time of fiscal crisis.

- Visibility of the impacts:
(For example, the unique paint jobs of hybrid buses make them more visible, whereas clean diesel buses produce significantly fewer emissions than standard buses but are less visible.)

Some impacts such as carbon monoxide cannot be seen with the eye, but can be viewed in graphic form that illustrates the distribution of monitored pollutants. Traffic, a source of the impacts, is very visible. A reduction in it would also be very visible if sufficient in size. Institution of alternatives such as hour cars or carpools can be made more visible with paint jobs on those vehicles.

Plan Implementability

- General feasibility (easy, difficult):

The feasibility of this plan is difficult, in that it will take considerable time to meet, and neither the institutions nor the infrastructures are likely to change in the near future.

- Cost of implementing (financial and labor):

To be determined. To be effectively implemented, the plan would have to save the institutions money. There is considerable labor cost involved in proposed meetings.

- Need for additional funding, list of possible funding sources:

Up-front money would be needed to staff transportation coordinators positions in these institutions if they do not already exist. Additional money would be needed to implement.

Possible funding sources might be the federal government, if there are special funds for environmental justice. Alternately, if the economy improves and it can be shown that implementation would lead to cost reductions, it would encourage the above institutions to spend the money.

- Recommendation on how to and who should pursue funding:

It is too early to pursue additional funding until contacts are made and discussions held. It is not clear yet who should pursue it.

- Labor required and available to implement activity (volunteer or professional labor):

The Phillips Community organizations would need to make contacts. The MPCA staff could also do some of this if it is considered a priority with top management.

- Timeframe to implement (one-time or on-going):

This would be a long on-going effort.

- Ripeness for action:

This activity can be initiated immediately. **yes/no**

This activity needs funding. **yes/no**

Funding for the activity can be secured immediately or soon. **yes/no**

Recommendation

Implement as-soon-as-possible; **implement as resources are available** or do not implement.