

# HOUSE RESEARCH

## Bill Summary

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### Section

- 1 Legislative findings.**
- 2 Wetland functions for determining public values.** Adds carbon sequestration to the list of functions that determine the public value of wetlands. Effective August 1, 2009, and applies to rulemaking that begins after that date.
- 3 Sensible communities grant program.** Directs the Minnesota Department of Transportation to use sustainable communities partnership funding as available to make grants to metropolitan planning organizations for various goals. Requires reporting by grant recipients.
- 4 Commissioner approval (public school siting).**
  - (b) Gives school boards the authority to determine the minimum acreage needed to accommodate new school facilities. Allows the education commissioner to evaluate proposals but prohibits the commissioner from issuing a negative or unfavorable review and comment based on too little acreage.
  - (c) Gives school boards the authority to determine whether to renovate an existing school facility or build a new school facility regardless of current school acreage or the relative cost of renovation as compared to building a new school facility. Prohibits the commissioner from evaluating a facility based solely on the ratio of renovation to replacement costs.
- 5 Information required (School Board proposal for new school facility).** Adds to the list of specific information that a school board must provide the commissioner of education when proposing to construct a facility: (1) a description of the pedestrian, bicycle and transit connections between school and residential area, (2) how the project maximizes opportunities for cooperative use of parks, recreation and other public facilities, and (3)

information from local government about the infrastructure costs of serving the school.

- 6 **Reducing per capita vehicle miles driven (MnDOT).** Defines “per capita vehicle miles driven” as non-freight motor vehicle miles driven per person per calendar year. Requires MnDOT to work towards reducing vehicle miles driven by at least 15 percent from 2005 levels, but prohibits a mandate for individuals to reduce travel.
- 7 **Per capita vehicle miles driven (Metropolitan Council).** Defines the term by cross-reference.
- 8 **Development guide (Metropolitan Council).** Adds greenhouse gas reduction to the list of topics to be addressed in the metropolitan development guide.
- 9 **Per capita vehicle miles driven reduction (Metropolitan Council).** Directs the council to adopt a policy statement supporting reduction in vehicle miles driven that includes a goal of a 17 percent reduction from 2005 levels by 2025. Requires the council to consider the analysis and recommendations of the Minnesota Climate Change Advisory Group’s report to the legislature and to consult with the University of Minnesota.

Requires the council to adopt by January 1, 2013, a revised metropolitan development guide and system plans consistent with the policy statement. Requires the council to revise the comprehensive plan guidelines to reflect the goal and to estimate 2005 vehicle miles driven for all local governments in the metropolitan area.

- 10 **Livable communities criteria and guidelines.** Adds to the guidelines for use of the livable communities demonstration account, projects that will reduce greenhouse gas emissions through a reduction in vehicle miles driven.
- 11 **Metropolitan system statements; amendments.** Shortens from three years to 30 months (2 and ½ years) the time a local government has, after receiving a system statement in conjunction with the decennial review, to review its comprehensive plan and determine if an amendment is necessary.
- 12 **No conflicting zoning, fiscal device, official control.** Shortens from three years to 30 months (2 and ½ years) the time a local government has, after receiving a system statement in conjunction with the decennial review, to review and update its local comprehensive plan.
- 13 **Adjacent review, comment.** Shortens from six months to 90 days the time a governmental unit has to review and comment on an adjacent metropolitan area local government’s comprehensive plan.
- 14 **Decennial review.** Resets the decennial review process to begin again in 2015, based on system plans in effect on January 1, 2013 (when federal decennial census data is available).
- 15 **Transfer of money.** Transfers money from the metropolitan livable communities fund to the University of Minnesota for the Center for Transportation Studies to develop resources for local governments and the Metropolitan Council to use to support the greenhouse gas reduction goal in the revised development guide and system plans.

Requires the Metropolitan Council to make grants to local governments from the livable communities fund to support the work of revising local comprehensive plans.

**16**      **Application.** Technical.