



Sustainable Transportation Advisory Council

Chris Clark, STAC Co-Chair

MN House Transportation and Finance Committee

February 9, 2021

Pathways to Decarbonizing Transportation

Technical Stakeholder Engagement



Work with technical experts from the public, private, and nonprofits sectors to inform modeling assumptions and strategies that should be considered.

April – June 2019

Modeling



Model different pathways for decarbonizing transportation.

April – May 2019

Public Engagement



Meet with the public at locations around the state to hear their feedback and thoughts on strategies.

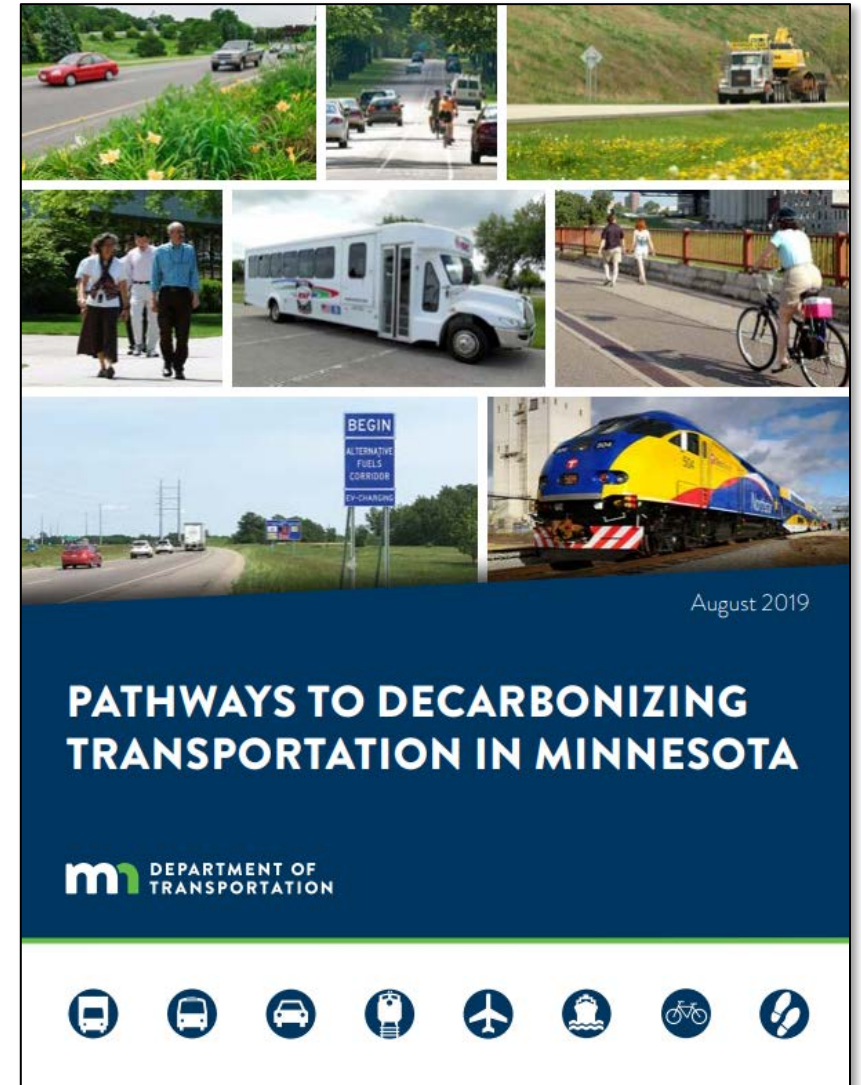
May – June 2019

Sustainable Transportation Advisory Council (STAC)

Makes recommendations to the MnDOT Commissioner to help the agency reduce carbon pollution from transportation, consistent with the MnDOT statutory goals outlined in Minnesota statute 174.01 and the Next Generation Energy Act.

The STAC will prioritize recommendations that value equity and environmental justice.

Note: MnDOT views this as long form public engagement and facilitates the group but does not develop the recommendations



STAC Membership

Members

- **Margaret Anderson Kelliher, Co-Chair** – Commissioner, Department of Transportation
- **Chris Clark, Co-Chair** – President, Xcel Energy Inc.
- **Katie Bell** – Private Sector EV & Infrastructure Manufacturing Expert
- **Katie Frye** – Minnesota Power
- **Dorian Grilley** – Bicycle Alliance of Minnesota
- **Greg Ilkka** – Steele County
- **Katie Jones** – The Center for Energy and Environment
- **Ashwat Narayanan** – Our Streets Minneapolis
- **Michael Noble** – Fresh Energy
- **Rolf Nordstrom** – Great Plains Institute
- **Daniel Schellhammer** – Midstate Reclamation, Inc.
- **Patrick Seeb** – Destination Medical Center
- **Russ Stark** – City of St. Paul
- **Emma Struss** – City of Bloomington
- **Vishnu Laalitha Surapaneni** – University of Minnesota
- **Lisa Thurstin** – American Lung Association – Twin Cities Clean Coalition
- **Peter Wagenius** – Sierra Club North Star Chapter
- **Tara Wetzel** – Mathy Construction Company
- **LaShella Sims** – Minnesota Pollution Control Agency Environmental Justice Advisory Group

Ex Officio Members

- **Sen. Scott Dibble** – Minnesota State Senate
- **Rep. Frank Hornstein** – Minnesota House of Representatives
- **Sen. Scott Newman** – Minnesota State Senate
- **Nick Thompson** – Metro Transit

STAC Process and Timing

1

Spring 2020

Developed charter and process

2

Summer 2020

Formed work groups

1. Fueling and Powering Transportation
2. VMT reduction
3. Resilience

3

Fall 2020

Drafted and voted on recommendations

MnDOT facilitated but does not vote

4

Dec – March 2021

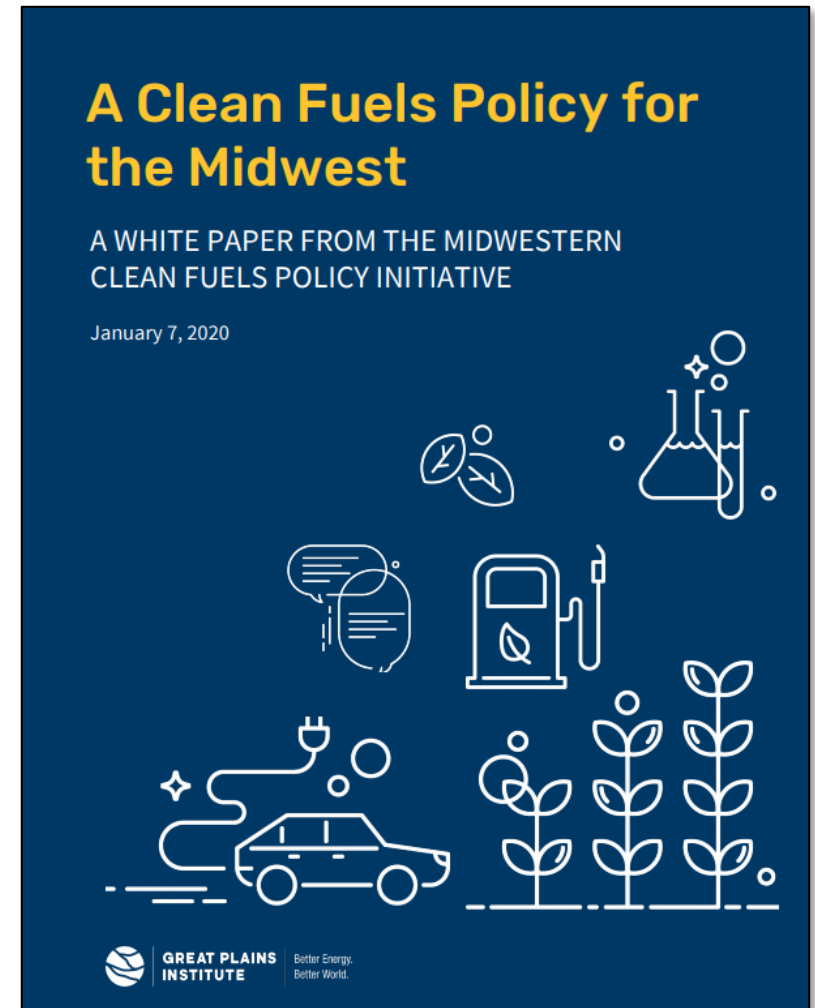
MnDOT responds to recommendations

- Accept
- Explore
- Explain why not
- Other

Powering and Fueling Transportation Workgroup

First Tier Recommendations

1. Develop a clean fuels policy
2. Establish rebates for public & private light-, medium-, and heavy- duty EVs, including dealership support and consumer rebates
3. Increase investment in EV charging infrastructure, beyond existing VW settlement investments

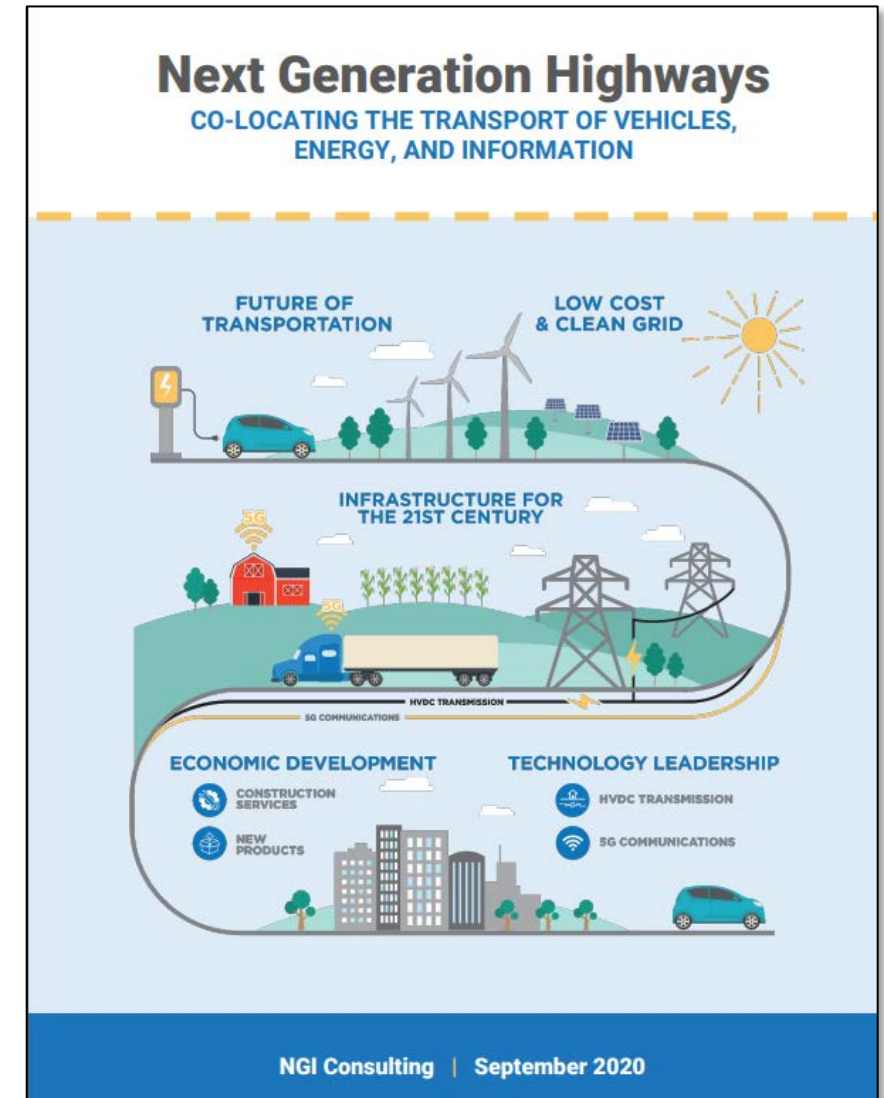


<https://www.betterenergy.org/wp-content/uploads/2020/01/Clean-Fuels-Policy-for-the-Midwest.pdf>

Powering and Fueling Transportation Workgroup

Second Tier Recommendations

- Sign on to a multi-state EV charging corridor Memorandum of Understanding with other Midwestern states.
- Examine value of NextGen highways, update Minnesota's utility accommodation plan, initiate multi-stakeholder process, including opportunities to integrate other infrastructure.
- Develop a state-level plan to support medium- and heavy-duty electric vehicles.
- Policy incentives to support increased manufacturing of EVs and EV supply chain.
- Sign on to a Zero Emissions Vehicle truck and bus Memorandum of Understanding.



Reduce VMT & Improve Transportation Options Workgroup

First Tier Recommendations

1. Adopt a statewide goal of reducing VMT by 20% by 2050
2. Stop expanding highway capacity to reduce congestion
3. Prioritize transit and high occupancy vehicles on MnDOT owned right of way



Reduce VMT & Improve Transportation Options Workgroup

Second Tier Recommendations

- Conduct a spending audit across project categories to identify areas where there may be flexibility in spending with the goal of moving funds away from highway capacity expansion and into maintenance, transit, biking, and walking.
- Support efforts by local governments to dedicate their right of way to low carbon activities and active transportation.
- Discard auto-centric metrics like Level of Service (LOS), in favor of people-centered metrics like reducing VMT, providing choices for the maximum number of travelers, and accessibility and safety for all users.

Caltrans to Ditch Level of Service for Vehicle Miles Traveled

Unlike for land use regulations, state law doesn't require Caltrans to switch from Level of Service to Vehicle Miles Traveled in measuring the environmental impact of projects. The state department of transportation is making the change anyway.

November 27, 2019, 8am PST | James Brasuell | [@CasualBrasuell](#)



Source: Planetizen

Next Steps

- MnDOT is currently reviewing the recommendations internally and with partners.
- MnDOT will share initial feedback and questions with the STAC on Feb 18.
- MnDOT will respond to recommendations in mid-March
- STAC will continue to meet in 2021 and engage w MnDOT on future recommendations and dialogue

Thank you!

Chris Clark, STAC Co-Chair