

Chair Koznick and Members of the House Transportation Committee:



MCEA is a nonprofit public interest law firm and advocacy organization with a 50-year history of defending Minnesota's environment and the health of its people. Thank you for the opportunity to testify on HF 376 (Murphy). **MCEA opposes this bill because Minnesota's clean car rules are a part of a broader approach to address the pollution created by transportation in Minnesota.**

Model Year 2025 is the first, and last, model year of vehicles to which the Clean Cars Minnesota rule applies. As the [Minnesota Pollution Control Agency stated](#), "If we don't conduct another rulemaking, then the federal standards will apply for new vehicles sold in Minnesota starting with model year 2026."

Predictions of dealer lots full of unsellable battery electric vehicles that were shared at the Legislature and elsewhere during the creation of these rules have been proven false. According to the Minnesota Auto Dealers Association (who unsuccessfully appealed the rule all the way to the U.S. Supreme Court), battery electric zero emission vehicles made up 6% of the auto sales market in 2024. That meets the 6% goal for Model Year 2025 established by the clean cars rule. Adoption of battery electric vehicles by consumers is happening faster than the goals established by the clean cars rule.

While adoption of battery electric vehicles is accelerating in Minnesota, the greenhouse gas emissions from the transportation sector are accelerating even faster. Transportation is the [largest source of climate pollution in Minnesota](#), making up 29% of Minnesota's greenhouse gas emissions. Transitioning to battery electric vehicles is part of the solution, but investments in mass transit, biking and walking infrastructure, and efforts to reduce overall vehicle miles driven are even more important.

HF 376 is a distraction from the real work ahead of us to build a cleaner, safer, and more just transportation sector in Minnesota. MCEA recommends that the House Transportation Committee reject it and focus on solutions to the air pollution produced by transportation in Minnesota.

Sincerely,

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