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Minnesota House Sustainable Infrastructure Policy Committee
Minnesota State Office Building
100 Rev. Dr. Martin Luther King Jr. Blvd.
Saint Paul, MN 55155

Dear Chair Koegel and Committee Members,

My name is MK Anderson and I am writing to you today on behalf of Fresh Energy. Fresh Energy is a thirty year-old, Minnesota based nonpartisan, nonprofit organization that is working to achieve equitable carbon neutral economies. We appreciate the opportunity to speak with you today regarding HF413.

In 2022, The International Panel on Climate Change issued a “red alert to humanity,” proving the need of and calling for a dramatic reduction in and eventual elimination of greenhouse gas emissions. Global greenhouse gas emissions attributable to human activity must peak by 2025 and rapidly fall in order for our global economy to reach net zero emissions by 2050, and limit warming to 1.5 degrees Celsius.

The currently observed average global temperature increase attributable to emissions from human activity—estimated at 1.07 degrees Celsius—has already pushed natural and human-made systems beyond their ability to adapt. Warming over 1.5 degrees will increasingly cause irreversible damage to our communities, infrastructure, and ecosystems.

Minnesota has made great progress in reducing our greenhouse gas emissions from the power sector, but we have fallen behind in making similar progress in other sectors of the economy—like transportation.

As a result, transportation is now the largest attributable source of greenhouse gas emissions in Minnesota as well as in the United States. In addition, in 40% of countries worldwide, the transportation sector is the largest energy-consuming sector, and is the second largest energy-consuming sector in most of the remaining countries worldwide.

Reducing transportation emissions is an absolute imperative to meet not only Minnesota’s climate goals, but also the required emissions reduction necessary to decarbonize economies worldwide and to ensure a habitable planet that can sustain conditions required for human life as we know it.

The International Panel on Climate Change has assessed that the following are critical pieces of the puzzle to decarbonize/reach net zero emissions in the transportation sector:

1. **Reduce** vehicle miles travelled
2. **Electrify** all vehicle end-uses that we can
3. **Decarbonize** what cannot efficiently and effectively be electrified by transitioning to the use of no- or low- carbon fuels

Of these strategies, electrification of transportation provides the largest mitigation potential.

Current barriers to the adoption of transportation electrification include:

- **Access:** Availability of electric transportation options
- **Affordability:** Transportation Total Cost = vehicle cost + ongoing maintenance and fuel costs
- **Availability of Publicly Accessible Electric Vehicle Charging Stations:** This metric directly correlates to the adoption of electric vehicles in a given area
- **Lack of Visibility of Technology** deployed throughout a community: A higher visibility of technology deployment leads to a higher level of public trust in that technology
- **Lack of Consumer Knowledge:** Lack of knowledge related to electric vehicle technologies directly correlates with levels of trust of electric vehicles and related charging infrastructure

Provisions in this bill will address the following barriers to transportation electrification:

- **Affordability**
- **Availability**
- **Lack of Visibility of Technology deployed throughout a community.**
- **Lack of Consumer Knowledge**

Fresh Energy supports the passage of this bill and associated appropriations, and thanks Rep. Stephenson for the support in accelerating the transition to electric vehicles in our state.

We appreciate the opportunity to weigh-in on this important issue. Thank you for your time.

Sincerely,

MK Anderson
Senior Policy Associate, Energy Transition