

May 2, 2023

Dear Chairs Dibble and Hornstein and members of the Transportation Finance and Policy Conference Committee:

Thank you for the opportunity to provide testimony on the Transportation Omnibus bill. The Union of Concerned Scientists (UCS) is a national nonprofit organization dedicated to advancing science-based policy solutions. UCS has more than 500,000 supporters, including over 6,400 in Minnesota.

First, we would like to thank you for providing matching funds for the National Electric Vehicle Infrastructure (NEVI) Program. Consumer electric vehicles (EVs) are here today, but accelerating their deployment requires investments in charging infrastructure. The charging programs in the Infrastructure Investment and Jobs Act, including the NEVI program, are critical parts of the federal policy portfolio to increase access to charging for all drivers and improve equitable outcomes in an electric transportation future.

We strongly encourage the conference committee to support the following clean transportation priorities in the Transportation Omnibus bill:

- Support House position of 3/4 Cent Metropolitan Region Sales and Use Tax
- Support Senate position including a Clean Transportation Standards and Sustainable Aviation Fuel Working Group; Report Required

Minnesota is already experiencing the impacts of climate change driven by combustion of fossil fuels, and transportation sector is *the* largest source of global warming pollution in Minnesota.ⁱ ⁱⁱ Policies that promote transportation electrification, transit, and active transportation are crucial because air pollution from vehicles on Minnesota's roads today poses a significant and inequitable public health problems, in addition to contributing to global warming.ⁱⁱⁱ

As the recent [Intergovernmental Panel on Climate Change Sixth Assessment Report](#) concluded, we are currently on a trajectory to exceed 1.5°C in global average temperature increase above pre-industrial levels within the next 10 to 15 years. Even at about 1.1°C now, we are already in a dangerous and deeply inequitable climate crisis. Which only reaffirms, with greater urgency, what we must do to address climate change: phase down fossil fuels sharply and quickly while transitioning to clean energy, make deep cuts in heat-trapping emissions, and rapidly shore up resilience to worsening climate impacts.

Minnesota can do its part to address global warming pollution by passing common sense clean transportation legislation to help achieve its emission reduction goals and display the ambitious climate leadership that Minnesotans are calling for.

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Thank you for your consideration of these comments and for supporting a clean, equitable transportation future for all Minnesotans.

Sincerely,



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ⁱ Minnesota Pollution Control Agency. No date. Effects of climate change in Minnesota. Saint Paul, MN. Online at www.pca.state.mn.us/air/effects-climate-change-minnesota, accessed March 30, 2023.

ⁱⁱ Minnesota Pollution Control Agency. 2023. Greenhouse gas emissions inventory 2005-2020. Online at www.pca.state.mn.us/sites/default/files/lraq-2sy23.pdf.

ⁱⁱⁱ Moura, M.C.P. 2019. Who Breathes the Dirtiest Air from Vehicles in Minnesota? *The Equation* (blog), February 3. Online at <https://blog.ucsusa.org/cecilia-moura/who-breathes-dirtiest-air-from-vehicles-minnesota>.