

## Sustainable Transportation Advisory Council, Meeting #5

**Date:** Thursday, December 10  
**Time:** 1:30 pm – 3:30 pm  
**Location:** [Microsoft Teams Meeting](#)

### Meeting goals:

- Approve the recommendations from the STAC to MnDOT
- Discuss 2021 STAC activities

## Agenda

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- 1:00 Optional – MnDOT staff will be available for technical support before the official meeting starts at 1:30pm
- 1:30 **Technology Introduction and Announcements** – Tim Sexton and Emily Houser
- 1:35 **Co-Chairs’ Welcome** – Margaret Anderson Kelliher, MnDOT Commissioner, and Christopher Clark, President of Xcel Energy MN, SD, ND
- 1:40 **Member Introductions** – Tim Sexton
- Name, role, organization
  - Please keep to 30 seconds
- 1:45 **Work Group Updates and Final Recommendations** – Work Group Co-Chairs and Ben Lowndes  
Work group co-chairs will share final recommendations and answer clarifying questions before the STAC votes on each workgroup’s package of recommendations.
- Powering and Fueling Transportation: Katie Frye, Rolf Nordstrom, Siri Simons (MnDOT) – 30 min
  - VMT: Ash Narayanan, Emma Struss, Nissa Tupper (MnDOT) – 30 min
  - Resilience: Greg Ilka, Tara Wetzel, and Jeff Meek (MnDOT) – 15 min
  - MnDOT process for responding to the recommendations – 5 minutes

### Fist to five voting

**A fist** means, “I object.”

**1** = “I think there is more work to do on the proposal.” Indicates standing aside; not agreeing but not blocking.

**2** = “I don’t much like but I’ll go along.”

**3** = “I’m in the middle somewhere. Like some of it, but not all.”

**4** = “This is fine.”

**5** = "I like this a lot."

**Action** – Vote on recommendations to move forward

**3:05** **2021 STAC Activities** – Tim Sexton

**3:15** **Round Robin** – Ben Lowndes

**3:20** **Public Comment Period** – Ben Lowndes

**3:30** **Adjourn**

# Sustainable Transportation Advisory Council Meeting #5

## Meeting Minutes

**Date:** Thursday, December 10, 2020

**Time:** 1:30 pm – 3:30 pm

**Location:** [Microsoft Teams Meeting](#)

### Action Items:

1. STAC members to send feedback on Transportation System Resilience Work Group areas of focus to Greg Ilka and Tara Wetzel.
2. MnDOT to review the recommendations internally and coordinate with work groups iterating. MnDOT to provide a status update at the February STAC meeting, with a formal response by March 10, 2021.
3. MnDOT will send meeting notes 1 week from today (Dec. 10).
4. MnDOT to send a scheduling poll for a meeting in January 2021 to discuss STAC 2021 efforts.
5. MnDOT will send a scheduling poll for STAC February 2021 meeting.

### Attendees

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#### Council Members Present

- 1) Margaret Anderson Kelliher (Co-chair)
- 2) Chris Clark (Co-chair)
- 3) Sen. Scott Dibble
- 4) Katie Frye
- 5) Dorian Grilley
- 6) Greg Ilka
- 7) Katie Jones
- 8) Ashwat Narayanan
- 9) Michael Noble
- 10) Rolf Nordstrom
- 11) Daniel Schellhammer
- 12) Patrick Seeb
- 13) LaShella Sims
- 14) Russ Stark
- 15) Emma Struss
- 16) Vishnu Laalitha Surapaneni
- 17) Nick Thompson
- 18) Lisa Thurstin
- 19) Peter Wagenius
- 20) Tara Wetzel

#### Council Members Absent

- 1) Katie Bell
- 2) Rep. Frank Hornstein
- 3) Sen. Scott Newman

#### Guests

Anjali Bains, Fresh Energy  
Alex Burns, Move Minneapolis  
Holly Hinman  
Joshua Houdek, Sierra Club  
Madi Johnson, MN350  
Eyal Li, Union of Concerned Scientists  
Mary Morse Marti, Move Minneapolis  
Claire Pardubsky, MN350  
Sam Rockwell, Move Minnesota  
Tuomas Sivula, MN350  
Risa  
Wako

#### MnDOT Staff Present

Emily Houser, MnDOT  
Ben Lowndes, MnDOT (facilitator)  
Tim Sexton, MnDOT  
Siri Simons, MnDOT  
Nissa Tupper, MnDOT  
Jeffrey Meek, MnDOT

# Meeting Notes

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## Technology Introductions and Announcements

Tim Sexton introduced the technology platform for the meeting with best practices.

## Co-Chairs' Welcome

Minnesota Department of Transportation (MnDOT) Commissioner Margaret Anderson Kelliher and co-chair Chris Clark, President of Xcel Energy, welcomed council members and attendees.

## Member Introductions

Council members introduced themselves and the organizations they represent.

## Work Group Updates and Final Recommendations

Work group co-chairs shared final recommendations and answered clarifying questions before STAC voting on each workgroup's package of recommendations. MnDOT clarified voting process by STAC members only. No Ex-Officio Members or MnDOT staff participated in voting.

- Powering and Fueling Transportation: Katie Frye and Rolf Nordstrom – 30 min
- VMT: Ash Narayanan and Emma Struss – 30 min
- Resilience: Greg Ilka and Tara Wetzel – 15 min
- MnDOT process for responding to the recommendations – 5 minutes

### Powering and Fueling Transportation Work Group

Co-chairs Katie Frye and Rolf Nordstrom reviewed the final recommendations, highlighting a summary of changes since the draft versions were introduced. The group added context about Clean Cars rulemaking and the twin policy goals of pursuing vehicle miles traveled (VMT) reduction and powering and fueling transportation sustainably. Clean policy principles, e-bikes to electric vehicle (EV) rebate recommendations, and clarifications were also added.

### Final top three work group 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

### Questions and discussion from STAC members:

- General discussion about recommendations, including EV charging for homes and apartments, opportunities for cooperation to support shared charging for multi-unit housing, and prioritizing limited resources for EV rebates.

### **Member voting of top 3 recommendations:**

Top three recommendations were approved to move forward by voting STAC members.

### **Second tier recommendations:**

1. Minnesota becomes a signatory on a multi-state EV charging corridor Memorandum of Understanding with other Midwestern states.
2. Examine value of NextGen highways, update Minnesota's utility accommodation plan, initiate multi-stakeholder process, and integrate other infrastructure as we entertain the NextGen Highways concept.
3. Develop a state-level plan to support medium/heavy duty electric vehicles.
4. Policy incentives to support increased manufacturing of EVs and EV supply chain.
5. E15 becomes standard for gasoline.
6. Incentives for higher blend infrastructure.
7. Fully fund the Bioincentive Program.
8. Minnesota becoming a signatory on existing Zero Emissions Truck & Bus Memorandum of Understanding (ZEV Truck & Bus MOU).

### **Questions and discussion from STAC members:**

- Concerns expressed by some members about recommendations 5, 6, 7 related to biofuels and some broader questions about needing more information on some topics in order support.
- Discussion on #2. More information here: <https://19fgew3zyb632ma8181lw82b-wpengine.netdna-ssl.com/wp-content/uploads/2020/09/NextGen-Highways-Sept-22nd.pdf>.
- Discussion on #8. More information here: <https://ww2.arb.ca.gov/news/15-states-and-district-columbia-join-forces-accelerate-bus-and-truck-electrification>

### **Member voting of second tier recommendations:**

Second tier recommendations 1- 4 and 8 were approved by STAC members. Recommendations 5, 6, and 7 will be revisited in future STAC discussions.

### **Reduce VMT and Improve Transportation Options Work Group**

Co-chair Emma Struss reviewed the final recommendations and highlighted changes since the draft versions were introduced. The work group updated the format to identify top three recommendations and second tier recommendations. Geographic specifics for VMT reduction goal recommendation were added, the highway capacity recommendation was revised to link health and economic benefits, equity benefits were clarified for all recommendations, and Rethinking I-94 was added as a pilot project opportunity.

### **Final work group 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.

### **Questions and discussion from STAC members:**

- Discussion on recommendation #2 related to needs and investment in Greater MN vs Twin Cities metro
- Work Group shared intention behind using the term “capacity” was that it wouldn’t apply to projects that are focused on safety and/or economic development. Clarified language: “...to reduce congestion.”

- Discussed VMT reduction, zero emission vehicles, and air pollution from tire wear.

#### **Member voting of top three recommendations:**

Top three recommendations approved by voting STAC members, with the amendment to add "...to reduce congestion" to recommendation #2.

#### **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, public transit, biking, and walking.
- Support efforts by local governments to dedicate their right of way to low carbon 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.

#### **Member voting of second tier recommendations:**

Second tier recommendations approved by voting STAC members.

#### **Transportation System Resilience Work Group**

Co-chairs Greg Ilka and Tara Wetzel previewed recommendations and asked for feedback to inform the work group moving forward. The work group is focused on two opportunities: reducing impacts to the transportation system from extreme weather and climate change and improving construction practices and materials to enhance system performance.

#### **Draft focus areas for 2021:**

1. Proactive asset management.
2. Design-build project delivery.
3. Dedicated trucking lanes.

#### **Questions and discussion from STAC members:**

- Some discussion about co-locating infrastructure and dedicated trucking lanes, which may include busses, since heavy vehicle disproportionate damage pavement.

#### **MnDOT Process for Responding to the Recommendations**

MnDOT will review all STAC recommendations internally and coordinate with sister agencies/others over the next 6-8 weeks. There may be some coordination with STAC work groups to get feedback or address questions. A status update will be provided at the February STAC meeting with a formal response by MnDOT in mid-March.

#### **2021 STAC Activities**

This discussion was deferred to e-mail and potentially an off-cycle meeting due to time constraints.

#### **Public Comment Period**

- Alex Burns, Sierra Club North Star Chapter

- Tuomas Sivula, Mn350 volunteer
- Claire Pardubsky, Mn350 volunteer and University of Minnesota Student
- Sam Rockwell, Move MN

## Next Steps – Action Items

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1. STAC members to send feedback on Transportation System Resilience Work Group areas of focus to Greg Ilka and Tara Wetzel.
2. MnDOT to review the recommendations internally and coordinate with work groups iterating. MnDOT to provide a status update at the February STAC meeting, with a formal response by March 10, 2021.
3. MnDOT will send meeting notes 1 week from today (Dec. 10).
4. MnDOT to send a scheduling poll for a meeting in January 2021 to discuss STAC 2021 efforts.
5. MnDOT will send a scheduling poll for STAC February 2021 meeting.

# Connection Point

Something fun while you wait – feel free to enter responses in the chat box or share verbally

“What animal energy do you channel this time of year?” 😊

# Sustainable Transportation Advisory Council

Meeting #5

Thursday, December 10, 2020

- Technology Introduction and Announcements
- Co-Chairs' Welcome
- Member Introductions
- Workgroup Updates and Final Recommendations
- 2021 STAC Activities
- Round Robin
- Public Comment Period

# Technology Introduction

- Please mute your microphones unless speaking
- Click on the chat/participant icon to open the chat box/participants list
- For questions, use the raise hand button or comment in the chat
- MnDOT staff will call on members or read comments if there are audio issues
  - Please unmute your microphone and consider turning on your video if you are called on
- Discussion is for members only until the public comment period



# Some Best Practices

- One person speaks at a time
- Say your name before speaking
- Request a chance to speak by raising hand or adding “?” in the chat
- Mute your audio when not speaking

# Public Comment Period Instructions

- Discussion is for members only until the public comment period
- Public comment period at end of meeting at approximately 3:20 pm
- If you are a member of the public here to provide a comment, please send your name to Emily Houser in the chat before 2:30 pm

# Co-Chairs Welcome



Chris Clark

President, Xcel Energy – Minnesota,  
South Dakota, North Dakota



Margaret Anderson Kelliher

Commissioner, MnDOT

# Member Introductions

- Name
- Role
- Organization

*Please try keeping to 30 seconds*

# Workgroup Updates and Final Recommendations

- **A fist** means, “I object.”
- **1** = “I think there is more work to do on the proposal.” Indicates standing aside; not agreeing but not blocking.
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# Membership

## Members

- Commissioner  
Margaret Anderson  
Kelliher, co-chair
- Chris Clark, co-chair
- Katie Bell
- Katie Frye
- Dorian Grilley
- Greg Ilkka
- Katie Jones
- Ashwat Narayanan
- Michael Noble
- Rolf Nordstrom
- Dan Schellhammer
- Patrick Seeb
- Russ Stark
- Emma Struss
- Vishnu Laalitha  
Surapaneni
- Lisa Thurstin
- Peter Wagenius
- Tara Wetzel

## Ex-officio Members

- Sen. Scott Dibble
- Rep. Frank Hornstien
- Scott Newman
- LaShella Sims
- Nick Thompson

# Powering and Fueling Transportation Workgroup

Co-chairs: Katie Frye & Rolf Nordstrom

# Powering and Fueling Transportation Workgroup

## Summary of changes to the recommendations

- Added preamble regarding Clean Cars rulemaking and the twin policy goals of pursuing VMT reduction and powering and fueling transportation sustainably
- Added clean fuels policy principles
- Added e-bikes to EV rebate recommendation
- Added clarifications and details (e.g. “MnDOT should use available health and pollution data to inform increased investment in EV infrastructure”)

# Powering and Fueling Transportation Workgroup

## 1. Develop a clean fuels policy

- MnDOT should encourage the development of a statewide clean fuels policy and use its authorities to advance the policy
- A Clean Fuels Policy is a technology-neutral market-based policy that sets a standard for lowering the carbon intensity of transportation fuels over time
- It generates revenue beyond conventional state funding, which can be used for a wide range of uses including vehicle rebates, electrifying transit, investments in equitable access to sustainable transportation, etc.
- The policy provides incentives for deployment of lower carbon fuels, benefiting fuel consumers and clean fuel producers

# Powering and Fueling Transportation Workgroup

## Clean Fuels Policy Principles

- Supports the transition to a fully decarbonized transportation and agricultural system by mid-century
- Advances equity and reduces negative health impacts from air pollution for overburdened communities while ensuring other vulnerable communities do not experience an increase in air pollution
- Includes a soil health and water quality program that incentivizes sustainable and regenerative agricultural practices and crops that improves soil health and water quality from farming and biofuels production and distribution
- Includes safeguards and incentives to protect and enhance environmental integrity, including biodiversity, and to promote job creation and equitable and sustainable economic growth
- Uses available peer-reviewed health and pollution data to inform the development of the Clean Fuels Policy

# Powering and Fueling Transportation Workgroup

## **2. Establish rebates for public & private light-, medium-, and heavy-duty EVs, including dealership support and consumer rebates**

- MnDOT should work with stakeholders to develop eligibility and technical details for an incentive program that provides rebates to eligible fleets and consumers to reduce the incremental cost of qualified electric or plugin-hybrid vehicles of LD, MD or HD at the time of the purchase or lease
- Rebates should be available for consumers purchasing e-bikes
- Partial rebate for PHEVs that could phase out in the future

# Powering and Fueling Transportation Workgroup

## **3. Increase investment in EV charging infrastructure, beyond existing VW settlement investments**

- MnDOT should use available health and pollution data to inform increased investment in EV infrastructure
- The agency should identify and remove barriers to the deployment of that infrastructure (e.g. current prohibition against EVSE at rest stops)
- This would increase access to EV charging and encourage EV adoption

# Powering and Fueling Transportation Workgroup

## Second Tier Recommendations

1. Minnesota becomes a signatory on a multi-state EV charging corridor Memorandum of Understanding with other Midwestern states
2. Examine value of NextGen highways, update Minnesota's utility accommodation plan, initiate multi-stakeholder process, including opportunities to integrate other infrastructure as we entertain the NextGen Highways concept
3. Develop a state-level plan to support medium/heavy duty electric vehicles
4. Policy incentives to support increased manufacturing of EVs and EV supply chain
5. E15 becomes standard for gasoline
6. Incentives for higher blend infrastructure
7. Fully fund the Bioincentive Program
8. Minnesota becomes a signatory on a Zero Emissions Vehicle truck and bus Memorandum of Understanding

*Recommendations are listed in order of the number of votes each received from the workgroup members*

# Top 3 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**

# Powering and Fueling Transportation Workgroup

## Second Tier Recommendations

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*Recommendations are listed in order of the number of votes each received from the workgroup members*

# Reduce VMT & Improve Transportation Options Workgroup

Co-chairs: Ash Narayanan & Emma Struss

# Reduce VMT & Improve Transportation Options Workgroup

## Summary of changes to the recommendations

- Updated the format to identify top three recommendations along with second tier recommendations
- Added geographic specifics to the VMT reduction goal recommendation
- Revised the highway capacity recommendation to more explicitly link to health and economic foundations
- Clarified equity benefits and impacts of recommendations
- Integrated Rethinking I-94 as pilot project opportunity to start the recommendations

# Reduce VMT & Improve Transportation Options Workgroup

## 1. Adopt a statewide goal of reducing VMT by 20% by 2050.

- Incorporate reducing VMT in the purpose and need section of all major MnDOT led transportation projects.
- Apply a VMT reduction goal on MnDOT's current project "Rethinking I-94" that seeks to reconstruct Interstate 94 between Minneapolis and St. Paul.
- Establish a statewide VMT reduction goal and track it in the annual MnDOT sustainability report.
- That statewide goal should then be broken down into specific goals for different geographic areas based on the ability of different areas to shift modes of travel.

# Reduce VMT & Improve Transportation Options Workgroup

## 2. Stop expanding highway capacity.

- Focus the limited resources available on maintaining existing infrastructure and providing choices for travelers.
- Act right away by adding this goal into projects like “Rethinking I-94”.

# Reduce VMT & Improve Transportation Options Workgroup

## **3. Prioritize transit and high occupancy vehicles on MnDOT owned right of way.**

- Prioritize high occupancy and low carbon design alternatives using existing lanes in the ‘Rethinking I-94’ and other projects.
- Prioritize multimodal movement along and across highways.

# 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, public transit, biking, and walking.
- Support efforts by local governments to dedicate their right of way to low carbon 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.

# Top 3 Recommendations

- 1. Adopt a statewide goal of reducing VMT by 20% by 2050**
- 2. Stop expanding highway capacity**
- 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, public transit, biking, and walking.
- Support efforts by local governments to dedicate their right of way to low carbon 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.

# Transportation System Resilience Workgroup

Co-chairs: Greg Ilka & Tara Wetzel

# Transportation System Resilience Workgroup Focus

The Transportation System Resilience Workgroup (TSRW) identified two opportunities for improving resilience of the transportation system:

- Reducing impacts to the transportation system from extreme weather and climate change, and
- Improving construction practices and materials to enhance system performance.

# Transportation System Resilience Workgroup

## 1. Proactive Asset Management

- Proactive asset management of the transportation system preserves the strength and quality of transportation systems.
- Effectively, a well-maintained system is more resilient than a poorly maintained system.

# Transportation System Resilience Workgroup

## 2. Design-Build (DB) Project Delivery

- DB projects are completed under a single contract; therefore, project delivery is streamlined using an integrated team of designers and builders forging an alliance between subject experts to deliver the most innovative project design and construction.
- Increased use of DB project delivery for smaller state DOT and local agency projects could offer innovative solutions for increased resiliency related to climatic change.

# Transportation System Resilience Workgroup

## 3. Dedicated Trucking Lanes

- Pavement design is based on equivalent single-axle load (ESAL), which does not consider the weight from a passenger vehicle, like a car.
- Most highways do not restrict trucks; therefore, the entire span of the roadway must be designed to accommodate truck traffic.
- For example, in multiple lane highways, limited dedicated trucking lanes could be designated (similar to a carpool lane).

# 2021 STAC Activities

# Public Comment Period

# Public Comment Period

Thank you!

[www.dot.state.mn.us/sustainability/](http://www.dot.state.mn.us/sustainability/)