

Sustainable Transportation Advisory Council, Meeting #1

Date: Thursday, February 18, 2021

Time: 11:00 am – 12:30 pm

Location: [Microsoft Teams Meeting](#)

Meeting goals:

- Debrief on 2020 process and gather STAC feedback on changes to make in 2021
- MnDOT brings draft responses and initial questions to STAC

Agenda

10:30 Optional – MnDOT staff will be available for technical support before the official meeting starts at 11:00am

11:00 **Technology Introduction and Announcements** – Tim Sexton and Emily Houser

11:05 **Co-Chairs' Welcome** – Margaret Anderson Kelliher, MnDOT Commissioner, and Christopher Clark, President of Xcel Energy MN, SD, ND

11:10 **Member Introductions** – Tim Sexton

- Name, role, organization
- Please keep to 30 seconds

11:15 **Debrief on 2020 process and Look Ahead to 2021** – Ben Lowndes

- What worked well that we should keep doing?
- What suggestions do you have for improvements this year?

11:30 **Review MnDOT Draft Responses to STAC Recommendations** – Siri Simons, Nissa Tupper, Tim Sexton

- Fueling & Powering Transportation
- VMT and Transportation Options

12:10 **Resilience Workgroup Updates** – Jeff Meek

12:15 **Round Robin** – Ben Lowndes

12:20 **Public Comment Period** – Ben Lowndes

12:30 **Adjourn**

Sustainable Transportation Advisory Council Meeting

Meeting Minutes

Date: Thursday, February 18, 2021

Time: 11:00am -12:30pm

Location: Microsoft Teams Meeting

Action Items:

1. MnDOT to identify opportunities to implement STAC requests for improvements in 2021.
2. MnDOT to review STAC comments on the draft response to the 2020 STAC recommendations and produce a formal response by March 18, 2021.
3. MnDOT will send meeting notes 1 week from today (Feb. 25).

Attendees

Council Members Present

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

Council Members Absent

- 1) Rolf Nordstrom
- 2) Rep. Frank Hornstein
- 3) Sen. Scott Newman
- 4) Sen. Scott Dibble

Public Comment

Sam Rockwell, Move Minnesota

MnDOT Staff Present

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

Meeting Notes

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. Commissioner Anderson Kelliher thanked Chris Clark for presenting the STAC recommendations to the House Transportation and Finance Policy Committee on Tuesday, February 9.¹

Member Introductions

Council members introduced themselves and the organizations they represent.

Debrief 2020 Process

Ben Lowndes facilitated a discussion with STAC members to about what worked well and what could be improved in 2021. The following are themes from the discussion.

What worked well in 2020:

- Regular workgroup meetings and timelines
- MnDOT support for workgroups (e.g. coordinating presentations, providing data, note-taking, flexible scheduling, etc.)
- STAC co-chairs framing that we need to have a prosperous, equitable Minnesota without carbon emissions

What could be improved in 2021:

- More opportunities for MnDOT employees to learn about the breadth and depth of STAC efforts (e.g. lunch and learns)
- Identify ways to have more members of the STAC engage with legislative ex-officio STAC members
- Discuss opportunities to make progress without legislative action
- More clarity in terms of timelines and how the recommendations will be used
- More clarity about how STAC members were assigned to workgroups
- More regular updates on workgroup activities and opportunities for cross-workgroup collaboration
- Identify opportunities for STAC members to present to groups that will be reviewing the MnDOT response to recommendations

¹ <https://www.house.leg.state.mn.us/hjvid/92/893326>

MnDOT Response to 2020 STAC Recommendations

MnDOT staff provided preliminary information about the agency response to the 2020 STAC recommendations.

Fueling and Powering Transportation Workgroup

Tim Sexton and Siri Simons provided an update about the MnDOT response to the Fueling and Powering Workgroup recommendations.

Recommendation #1: Develop a clean fuels policy

MnDOT is coordinating with the Minnesota Pollution Control Agency, Minnesota Department of Commerce, and Minnesota Department of Administration, and internal stakeholders on a response. The Governor's Budget includes funding for MnDOT to lead a stakeholder process to frame a Clean Fuels policy for Minnesota.

Recommendation #2: Establish EV rebates

MnDOT is coordinating with the Minnesota Pollution Control Agency, Minnesota Department of Commerce, Minnesota Department of Administration, and internal stakeholders on a response. The agency response to this recommendation will highlight successful examples from other states and clarify the MnDOT role in potential rebates.

Recommendation #3: Increase investment in charging infrastructure

MnDOT is coordinating with the Minnesota Pollution Control Agency, Minnesota Department of Administration, and internal stakeholders on a response. The response to this recommendation will describe existing state efforts to invest beyond the VW settlement funds and identify opportunities to plan for future strategic investments.

Second Tier Recommendations

- Minnesota becomes a signatory on a multi-state EV charging corridor MOU with other Midwestern states: MnDOT is re-engaging states to discuss this MOU.
- Examine value of NextGen highways, update Minnesota's utility accommodation plan, initiate multi-stakeholder process, including opportunities to integrate other infrastructure: MnDOT is still discussing this concept.
- Develop a state-level plan to support medium/heavy duty electric vehicles: MnDOT recently launched the planning process for the Minnesota EV Strategic Plan. There may be an opportunity for a STAC member to serve on the technical advisory committee for the plan.
- Policy incentives to support increased manufacturing of EVs and EV supply chain: MnDOT is exploring opportunities related to this recommendation.
- Minnesota becomes a signatory on a Zero Emissions Vehicle truck and bus MOU: MnDOT is still discussing this MOU.

Reduce VMT and Improve Transportation Options

Tim Sexton and Nissa Tupper provided an update about the MnDOT response to the Reduce VMT and Improve Transportation Options recommendations.

Recommendation #1: Adopt a statewide VMT goal

MnDOT is coordinating an internal working group with support from the State Smart Transportation Initiative (SSTI) to address this recommendation. MnDOT is discussing how to improve understanding of a VMT goal and ways to potentially address VMT reductions in projects and plans, tracking and reporting VMT.

Recommendation #2: Stop expanding highway capacity to reduce congestion

MnDOT is coordinating with many internal stakeholders and the Metropolitan Council to develop a response to this recommendation. MnDOT is looking into current mobility investment strategies, regional planning coordination, efforts to provide traveler choice and multimodal access, VMT trends, legislative priorities, and traveler behavior.

Recommendation #3: Prioritize transit and HOVs on MnDOT-owned right of way

MnDOT is coordinating with many internal stakeholders and the Metropolitan Council to develop a response to this recommendation. MnDOT is looking into the MnPASS Express Lanes system, bus-only shoulders system, regional coordination, and MnDOT involvement with transit projects (LRT, BRT) that could relate to this recommendation.

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: MnDOT will highlight opportunities for the STAC to engage in the MnSHIP update.
- Support efforts by local governments to dedicate their right of way to low carbon and active transportation: MnDOT is exploring opportunities related to this recommendation.
- Discard auto-centric metrics like 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: MnDOT is engaged in internal discussions related to this recommendation.

Discussion

- STAC feedback: Is there an opportunity to identify a VMT reduction goal and work backwards?
- MnDOT Response: Some of the STAC recommendations were easier to address because they were also identified by other groups (e.g., Governor's Biofuel Council). The VMT recommendations are cross-cutting issues that require engagement with technical partners and stakeholders.
- STAC feedback: It's not clear whether the challenge is leadership support or determining the logistics of implementation. How will coordination with other agencies play into the response of the VMT recommendations? Should the workgroup focus on getting the 2020 recommendations implemented or identifying new recommendations?

- MnDOT Response: We've started by trying to better understand and capture what we're already doing related to the VMT recommendations. In some cases, we may have the tools in place already. In other places, we might not have the existing tools. STAC workgroup focus for 2021 will likely include a combination of continuing to work on some 2020 recommendations and exploring additional items.
- STAC feedback: VMT reduction is directly connected to equity, justice, and meeting the urgency of the climate crisis. All the workgroups agreed that VMT reduction is important and requires transformational and systems change. Is there a concrete step that we can take around VMT more than conversations?
- MnDOT response: We're actively working on these recommendations to understand the balance between the STAC recommendation and our existing tools and/or the need for a new approach.
- STAC feedback: MnDOT has a lot of power and stating VMT reduction as a goal would be important. The state has existing support for this, including the Next Generation Energy Act, the MPCA reports stating that Minnesota is not meeting the Next Generation Energy Act goals, and a lack of funds to support expanding freeways.
- STAC feedback: There could be opportunities to share the recommendations with the MPCA Environmental Justice Advisory Council. Also, how do the recommendations address the needs of the elderly and the disabled community?

Public Comment Period

- Sam Rockwell, Move MN

Next Steps – Action Items

1. MnDOT to identify opportunities to implement STAC requests for improvements in 2021.
2. MnDOT to review STAC comments on the draft response to the 2020 STAC recommendations and produce a formal response by March 18, 2021.
3. MnDOT will send meeting notes 1 week from today (Feb. 25).

Connection Point

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

Have you picked up any new skills or hobbies since last March?

Sustainable Transportation Advisory Council

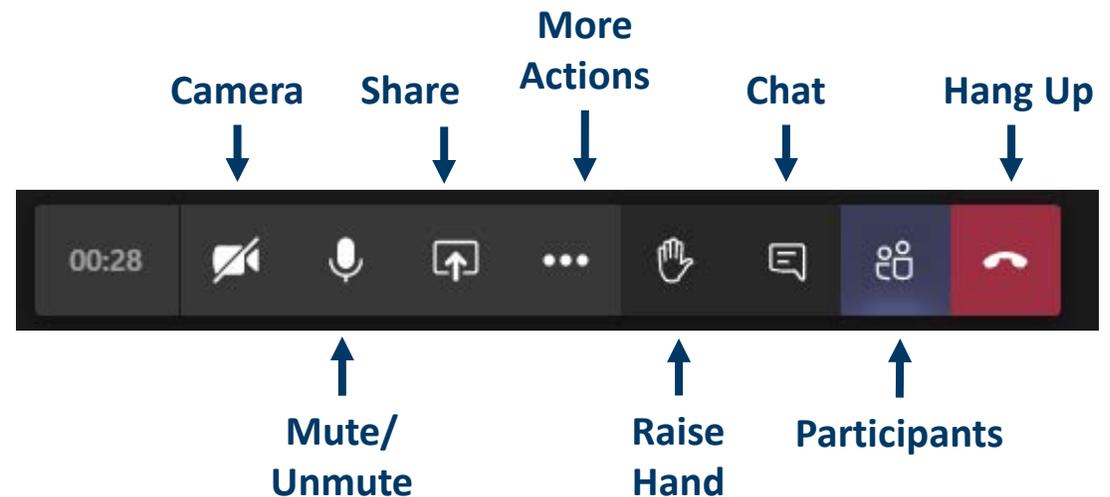
Meeting #1

Thursday, February 18, 2021

- Technology Introduction and Announcements
- Co-Chairs' Welcome
- Member Introductions
- Debrief 2020 process and look ahead to 2021
- Review MnDOT draft responses
- Resilience Workgroup updates
- 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 12:20 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 12:00 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

Debrief 2020 Process / Look Ahead to 2021

Purpose of the STAC

Purpose: The STAC advises MnDOT and provides the agency with recommendations for reducing carbon pollution from transportation, consistent with the MnDOT statutory goals outlined in 174.01.

Need: Minnesota is not on track to meet state GHG reduction targets from the transportation sector in 2025 (-30%) or 2050 (-80%). External input is needed to achieve agency vision and statutory goals for a low carbon transportation system.

Goal: Help Minnesota transition to a low-carbon transportation system and maximize benefits to Minnesota, recognizing importance of improving safety, reducing inequities, and supporting economic development.

Scope: The full breadth of transportation activities in Minnesota may be reviewed, including those where MnDOT has direct responsibility and indirect influence.

Debrief 2020 Process

- What worked well that we should keep doing?
- What suggestions do you have for improvements this year?

2021 Draft Calendar

Activity	Deadline	Notes
MnDOT coordinates internal develop of response to STAC 2020 recommendations	Ongoing throughout Jan-March 2021	
STAC #1 meeting	February 18, 2021	Debrief on 2020 process, gather STAC feedback; MnDOT brings draft responses and questions to STAC
MnDOT formal response to STAC	March 18, 2021	
STAC #2 meeting	March 18, 2021	MnDOT presents final responses, discuss next steps with STAC; workgroup updates (initial 2021 priorities)
Form STAC Funding Transportation workgroup	May 2021	MnDOT solicits participation from STAC, organize first meeting
STAC #3 meeting	May 24, 2021	Workgroup updates (updated priorities based on MnDOT response & engagement)
STAC workgroup coordination	July 2021	MnDOT facilitates cross-workgroup coordination on draft recommendations
STAC #4 meeting	July 22, 2021	STAC outline of draft recommendations Discuss workgroup co-chair roles for 2022
STAC workgroup coordination	September 2021	MnDOT facilitates cross-workgroup coordination on draft recommendations
STAC #5 meeting	September 22, 2021	STAC updated draft recommendations, discuss equity implications
STAC workgroup coordination	November 2021	MnDOT facilitates cross-workgroup coordination on final recommendations
STAC #6 meeting	November 16, 2021	STAC updated draft recommendations
STAC #7 meeting	December 15, 2021	STAC final recommendations due

Review MnDOT Draft Responses

Powering and Fueling Transportation WG

Recommendation #1: Develop a clean fuels policy

Who we're coordinating with:

MPCA, Commerce, MDA, MnDOT

What we're looking into:

The direction we're headed:

Governor's Budget includes funding for MnDOT to lead a stakeholder process to frame a Clean Fuels policy for Minnesota

Powering and Fueling Transportation WG

Recommendation #2: Establish EV rebates

Who we're coordinating with:

MPCA, Commerce, MnDOT

What we're looking into:

Examples from other states

The direction we're headed:

Clarifying the MnDOT role in potential rebates and opportunities to highlight successful examples from other states.

Powering and Fueling Transportation WG

Recommendation #3: Increase investment in charging infrastructure

Who we're coordinating with:

MPCA, Admin, MnDOT, OLM, OCC

What we're looking into:

Existing state efforts to invest beyond the VW settlement funds; Opportunities to plan for future strategic investments

The direction we're headed: Governor's Budget includes funding for MnDOT to expand EVSE; Clarifying how upcoming MnDOT-led EV planning efforts can advance this recommendation

Powering and Fueling Transportation WG

Second Tier Recommendations

- Minnesota becomes a signatory on a multi-state EV charging corridor MOU with other Midwestern states – *re-engaging states*
- Examine value of NextGen highways, update Minnesota's utility accommodation plan, initiate multi-stakeholder process, including opportunities to integrate other infrastructure – *still discussing (broadband/fiber, transmission)*
- Develop a state-level plan to support medium/heavy duty electric vehicles – *kickoff mtg 2/11*
- Policy incentives to support increased manufacturing of EVs and EV supply chain – *exploring opportunities and MnDOT role*
- Minnesota becomes a signatory on a Zero Emissions Vehicle truck and bus MOU – *still discussing*

Reduce VMT & Improve Transportation Options WG

Recommendation #1: Adopt a statewide VMT goal

Who we're coordinating with:

MnDOT and SSTI

What we're looking into:

Improve understanding of a VMT goal, understand ways to evaluate VMT in projects and plans, tracking and reporting VMT

The direction we're headed:

Internal discussions ongoing

Recommendation #2: Stop expanding highway capacity to reduce congestion

Who we're coordinating with:

MnDOT, Metropolitan Council

What we're looking into:

Mobility investment strategies, regional planning coordination, providing traveler choice and multimodal access, VMT trends, legislative priorities, traveler behavior

The direction we're headed:

MnDOT will evaluate agency actions that can support this recommendation (MnDOT mobility investment approach update, MNSHIP and SMTP updates, Complete Streets policy update, regional coordination)

Recommendation #3: Prioritize transit and HOVs on MnDOT-owned right of way

Who we're coordinating with:

MnDOT, Metropolitan Council

What we're looking into:

MnPASS Express Lanes, bus-only shoulders system, regional coordination, MnDOT involvement with transit projects (LRT, BRT)

The direction we're headed:

MnDOT will continue to support this recommendation and take additional steps (continued METC coordination to explore expanded transit, MnSHIP and SMTP update, opportunities develop communications strategy)

Reduce VMT & Improve Transportation Options WG

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. – *encourage engagement in MnSHIP*
- Support efforts by local governments to dedicate their right of way to low carbon and active transportation. - *exploring opportunities and MnDOT role*
- Discard auto-centric metrics like 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. – *internal discussions ongoing*

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](#)



Suzette Leg Anthony / Shutterstock

Resilience Workgroup Updates

- Key focus areas for 2021
 - Resilience opportunities within design build
 - Proactive asset management
 - Dedicated trucking lanes
- Progress to date
- Hennepin County has joined working group

Round Robin

Public Comment Period

Thank you!

www.dot.state.mn.us/sustainability/