

Sustainable Transportation Advisory Council

Meeting #1

Thursday, March 5, 2020



Co-chairs welcome

Agenda

Welcome

Council Overview

Member Introductions

Review Survey Results

Working Groups

Decision-making

STAC Culture and Charter

Next Steps

Public Comment

Adjourn

Meeting #1 Goal:

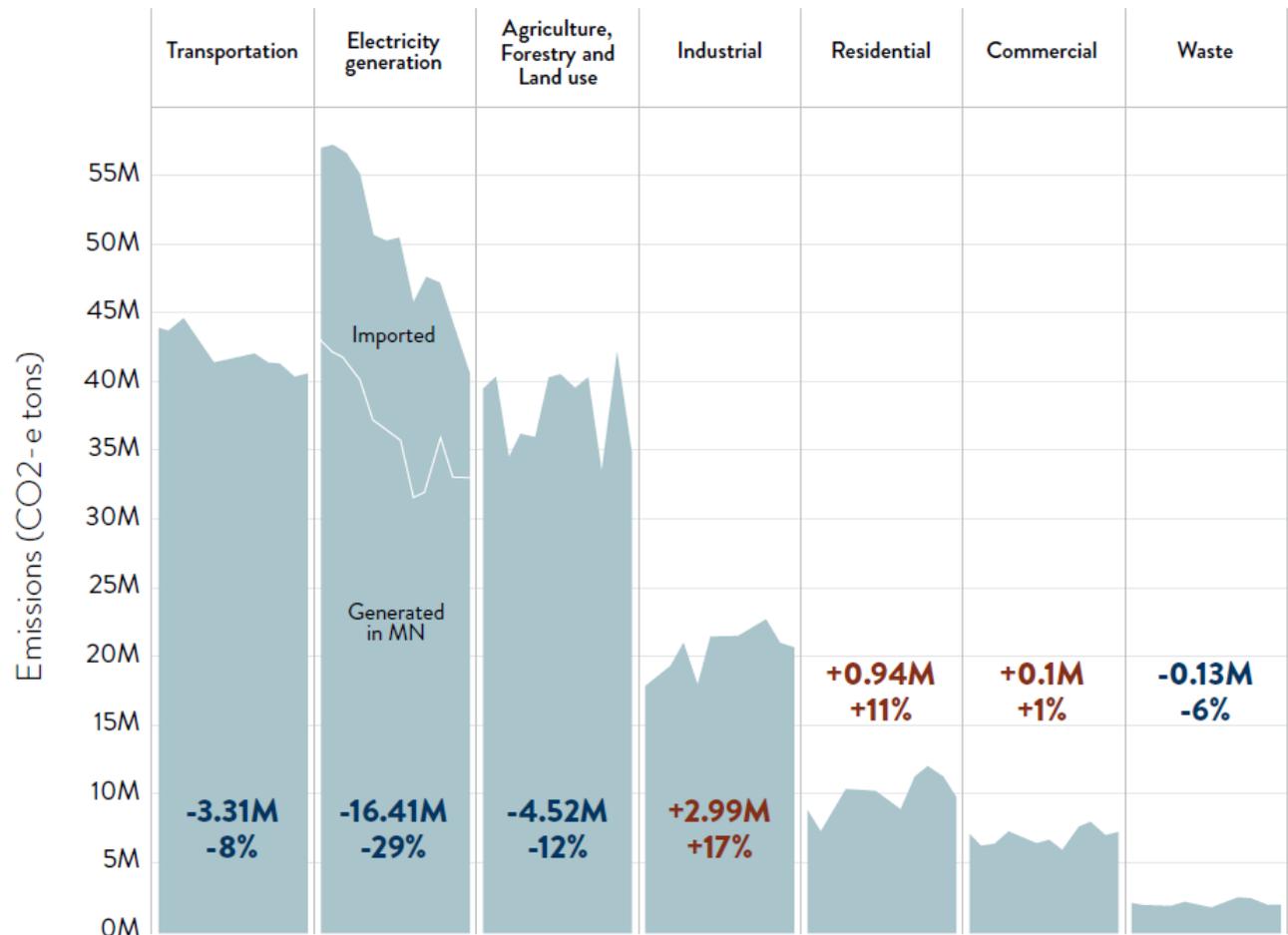
“Build a Foundation” by approving the Charter so we focus on STAC content in future meetings

Background: Next Generation Energy Act

Economy wide goals

Missed 2015 goal and NOT on track for 2025 or 2050.

MnDOT adopted NGEA goals for transportation sector in 2017



Background: MnDOT Statute 174.01

174.01 CREATION; POLICY.

In order to provide an integrated transportation system of aeronautics, highways, motor carriers, ports, public transit, railroads, and pipelines, and including facilities for walking and bicycling, a Department of Transportation is created. The department is the principal agency of the state for development, implementation, administration, consolidation, and coordination of state transportation policies, plans, and programs.

Subd. 2. **Transportation goals.** The goals of the state transportation system are as follows:

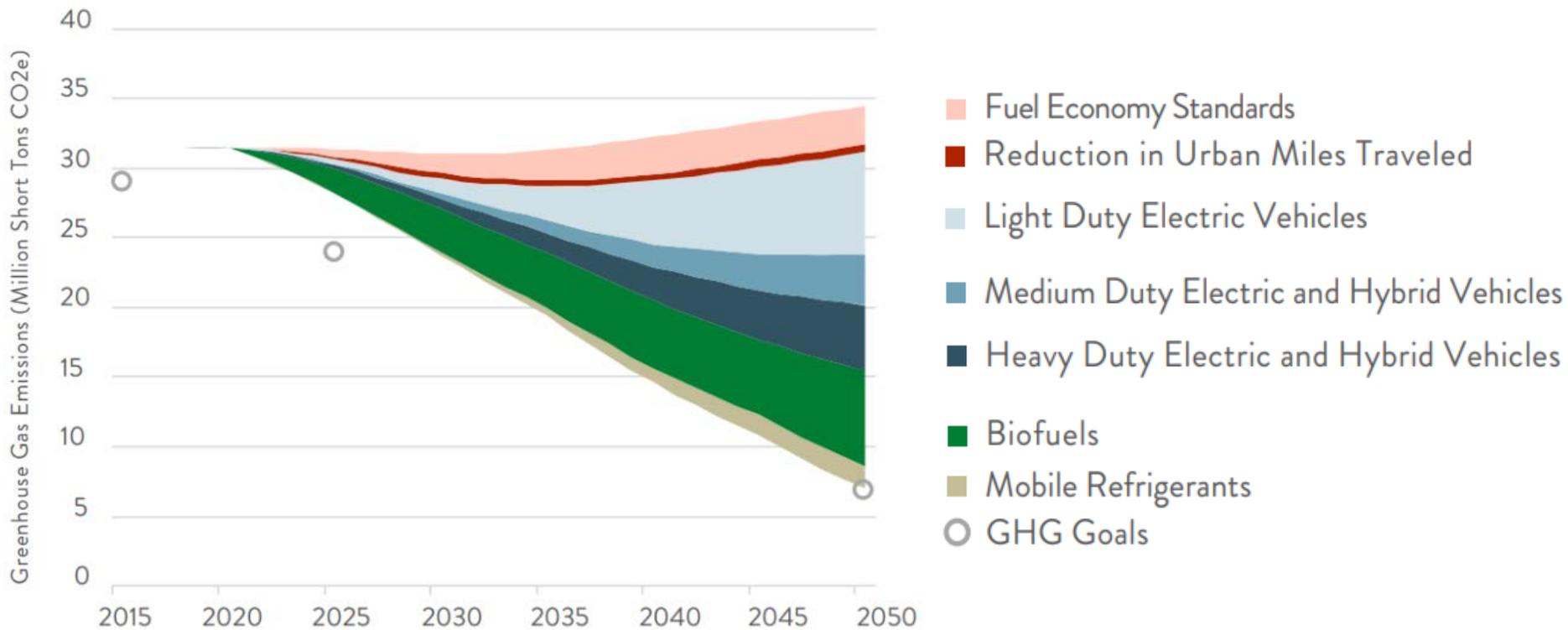
- 10) ensure the planning and implementation of all modes of transportation are consistent with the environmental and energy goals of the state
- 11) promote and increase the use of high-occupancy vehicles and low-emission vehicles
- 13) increase use of transit as a percentage of all trips statewide by giving highest priority to the transportation modes with the greatest people-moving capacity and lowest long-term economic and environmental cost
- 15) reduce greenhouse gas emissions from the state's transportation sector
- 16) accomplish these goals with minimal impact on the environment

Background: Pathways

Model strategy	Example tactics to reduce transportation carbon pollution
Improve fuel economy	<ul style="list-style-type: none">• Federal or state vehicle efficiency standards
Reduce driving and VMT	<ul style="list-style-type: none">• Smart, dense city design• Neighborhoods built for biking, walking, and rolling• Carpooling incentives• Improved public transit
Increase electric vehicle sales	<ul style="list-style-type: none">• Consumer rebates• State vehicle targets• Public and workplace charging stations
Reduce the carbon intensity of biofuels	<ul style="list-style-type: none">• Regenerative agricultural and soil practices• Process efficiency• Low-carbon fuel standard
Increase lower-carbon electricity generation	<ul style="list-style-type: none">• Clean electricity standards• Utility greenhouse gas reduction goals• Retire coal plants

Background: Pathways

80 x 50



Pathways Outcomes

go beyond a single policy, effort, or
as well, particularly agriculture and
were clear that solutions must focus on

able Transportation Advisory Council (STAC)
the agency on actions to make progress
tutory requirements to reduce carbon
ote safety, equity, environmental justice, and

report with recommendations to MnDOT for
ss towards state goals to reduce

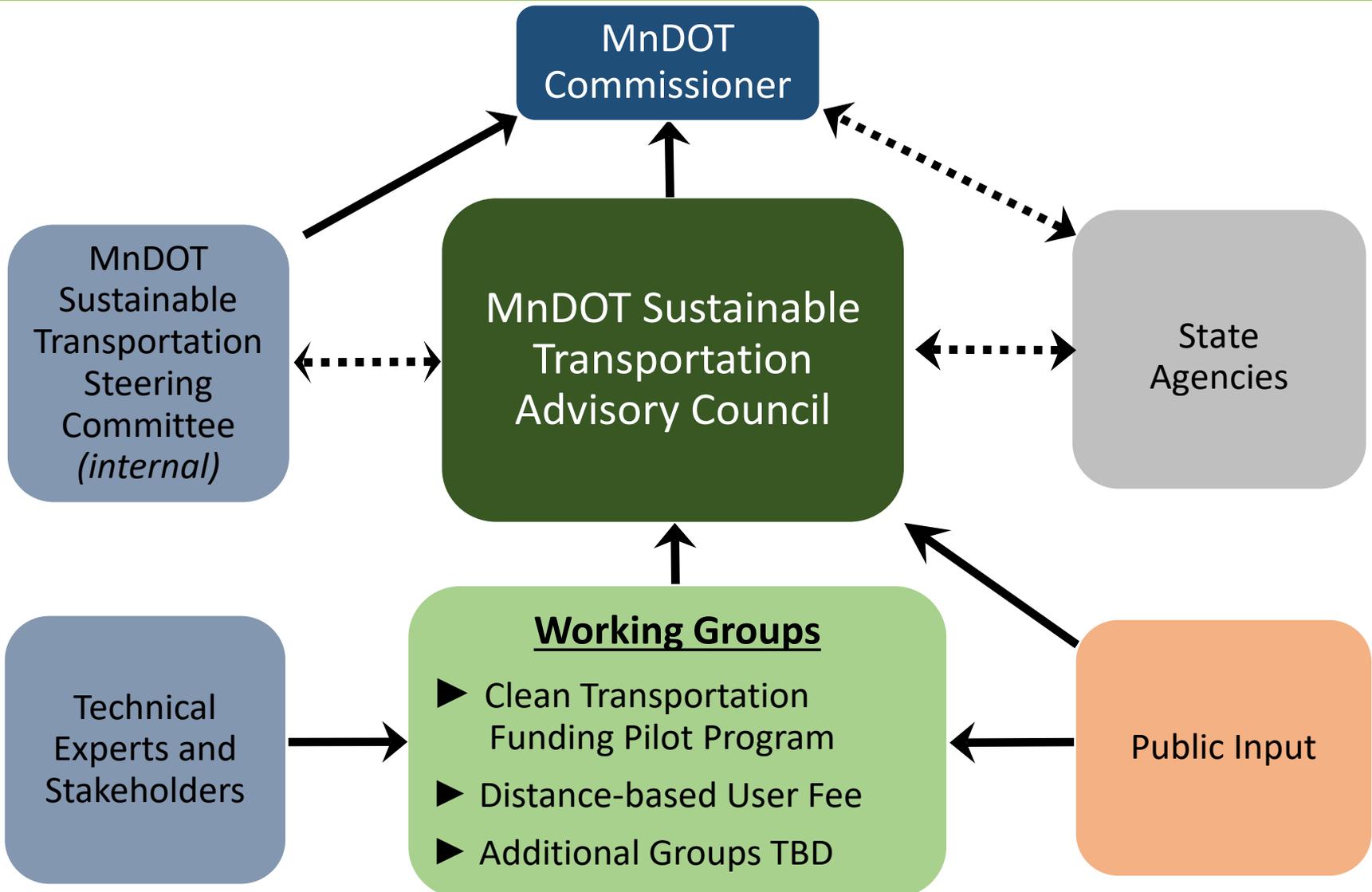
Pathways Outcomes

Strategies that fund EV infrastructure

Program should help fund for EV charging for places to support EV adoption in personal, commercial, and public. Funding could help pilot and increase EV charging technologies in communities.

Develop criteria for the pilot. The program should support the transition to a low carbon

STAC Structure and Relationships



Introductions

nted to participate on the STAC

STAC Members

Co-Chairs

- Commissioner Margaret Anderson Kelliher, MnDOT
- Chris Clark, Xcel Energy

Members

- Katie Bell, Cummins
- Katie Frye, Minnesota Power
- Dorian Grilley, Bicycle Alliance of Minnesota
- Greg Ikka, Steele County
- Katie Jones, Center for Energy and Environment
- Ashwat Narayanan, Our Streets Minneapolis
- Michael Noble, Fresh Energy
- Rolf Nordstrom, Great Plains Institute
- Daniel Schellhammer, Midstate Reclamation Inc.
- Patrick Seen, Destination Medical Center
- Russ Stark, City of St. Paul

- Emma Struss, City of Bloomington
- Vishnu Laalitha Surapaneni, University of Minnesota
- Lisa Thurstin, American Lung Association, Twin Cities Clean Cities Coalition
- Peter Wagenius, Sierra Club North Star Chapter
- Tara Wetzel, Mathy Construction Company

Ex officio members

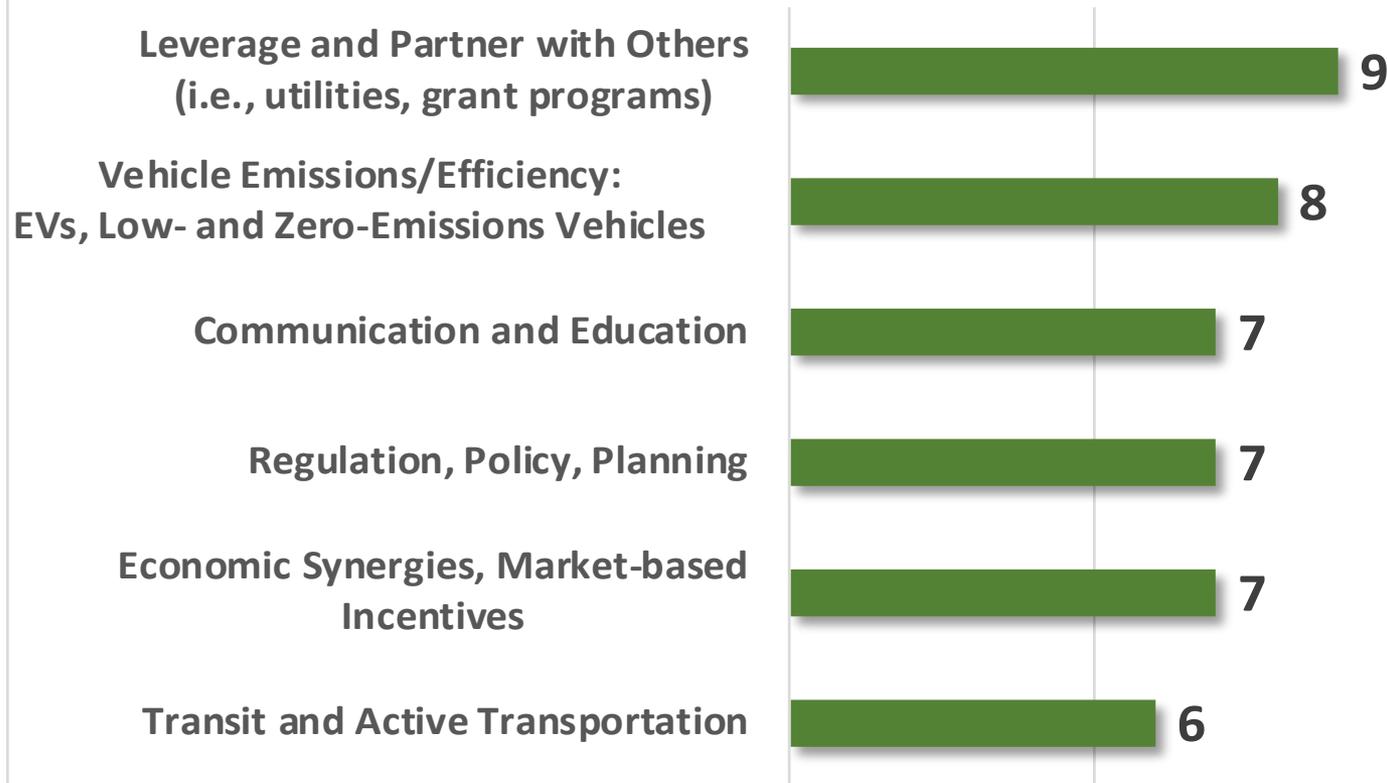
- Representative Frank Hornstein (DFL)
- Senator Scott Dibble (DFL)
- Senator Scott Newman (R)
- La Shella Sims, MPCA EJ Advisory Council
- Nick Thompson, Metro Transit



STAC Membership Survey Results

Top 6 Opportunities for Transitioning MN to a Low-carbon Transportation System

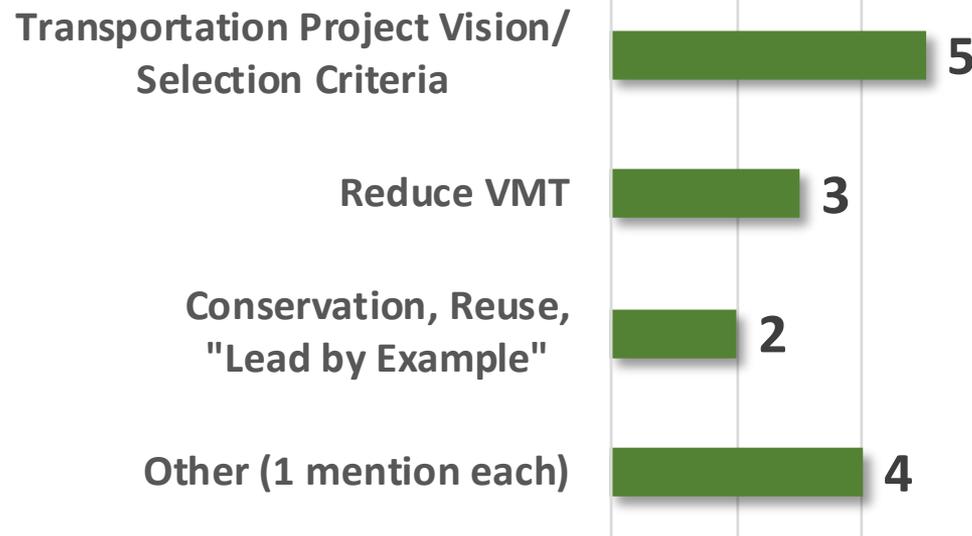
(mentioned in 10% or more of all comments)



19 respondents, 58 unique comments

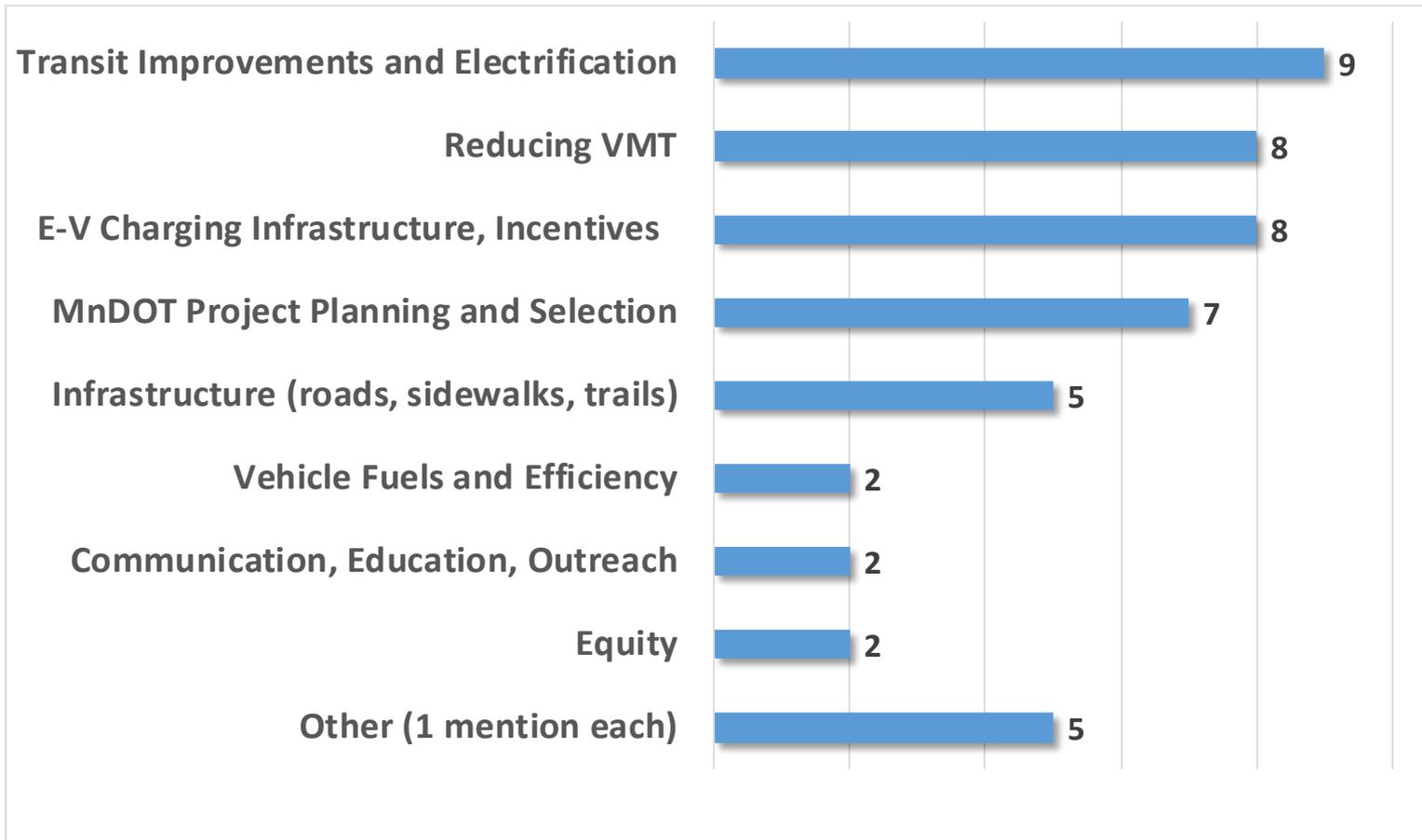
Other Opportunities

(mentioned in 10% or fewer of all comments)



19 respondents, 58 unique comments

Working Group Focus Areas



19 respondents, 48 unique priorities

Measures of Success

(receiving more than 10% of responses)



19 respondents, 63 suggested measures

Other Measures of Success

(Receiving less than 10% of all mentions)

- VMT reduction
- Updated MnDOT operations, practices, and project selection
- GHG reduction policies and strategies adopted
- STAC agreement on strategies for decarbonizing transportation
- Improved measures/metrics to gauge progress toward transportation decarbonization
- Equity-based system the centers around transit justice—racial, gender, disability, and economic justice
- Support (and constructive challenging) of MnDOT in exploration of sustainable transportation transition
- Community partners with creative solutions outside the STAC
- Increased adoption of low-carbon technologies

19 respondents, 63 suggested measures



Work Group Overview and Discussion

Working Group Model

- Technical experts and stakeholders identified and invited by STAC members, with MnDOT support
- STAC lead or co-leads
- Max 10 people
- Make recommendations for STAC for review and approval

Work Group Examples

Clean Transportation Funding Pilot Program

Focus areas: partnering, transit, emission reductions

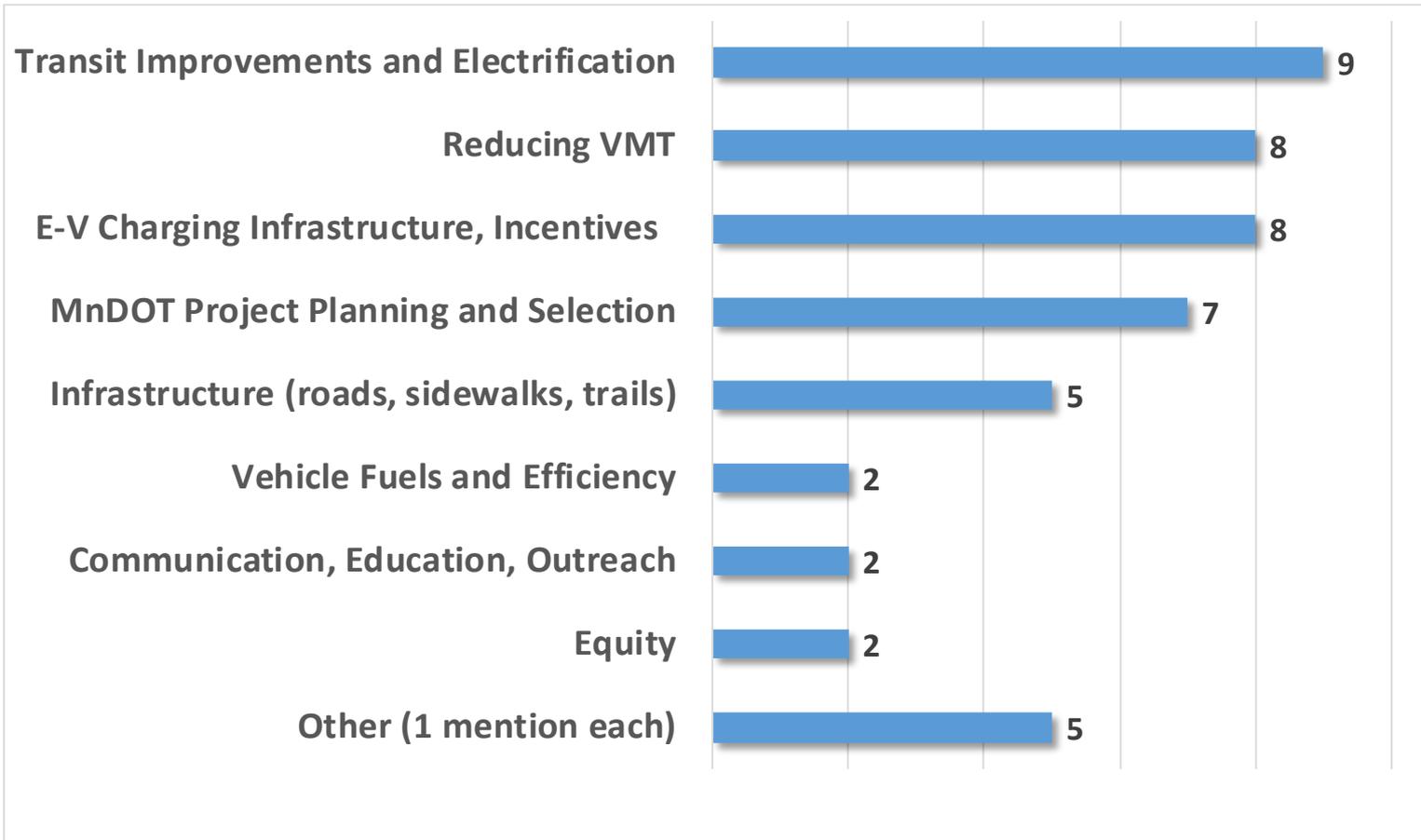
- Guidance on program goals and scoring criteria
- Funding available in July 1, 2020 (FY21)

Distance-based fee demonstration

Focus areas: VMT reduction, market incentives, partnering, transportation funding

- Guidance on program goals and scoring criteria
- Funding available in July 1, 2020 (FY21)

Working Group Focus Areas

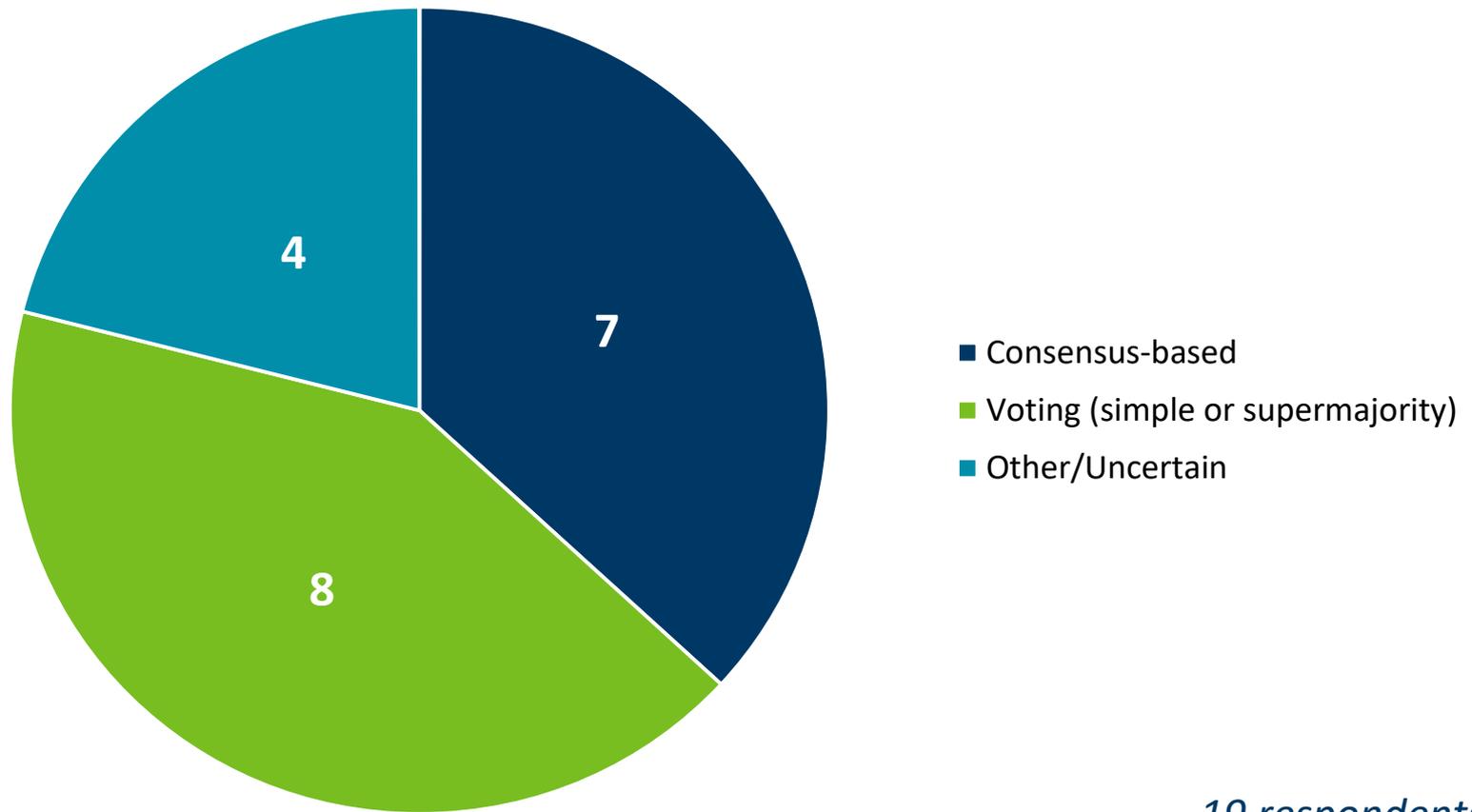


19 respondents and 48 unique priorities



Decision-making

Decision-making



19 respondents



STAC Culture and Charter Overview

MnDOT will be...

- Accountable for timing of deliverables and responsive to your questions
- Respectful of your time in-person and through electronic communications
- Upfront about resource constraints (staff timing, etc.)

Charter Review



March 4, 2020

Sustainable Transportation Advisory Council – Draft Charter

Climate change is impacting Minnesota and transportation is the #1 source of carbon pollution

Climate change is an existential threat. If Washington won't lead on it, Minnesota will. Minnesota's future is in the green economy. - Governor Tim Walz.

The United Nation's Intergovernmental Panel on Climate Change (IPCC)¹ found that if greenhouse gas (GHG) emissions continue at the current rate, the atmosphere will warm by up to 2.7° Fahrenheit (1.5° Celsius) by 2040, inundating coastlines, intensifying droughts and poverty, and increasing global insecurity. The report concluded that if we keep burning fossil fuels like we have been, temperatures could rise by more than 3° Fahrenheit, which would be catastrophic globally given how interdependent the world's nations and economies have become.

The 2018 US National Climate Assessment² reinforced the IPCC report and found that at-risk communities in the Midwest are more vulnerable to climate change impacts, especially tribal nations because of their reliance on threatened natural resources. For cities, climate change means more flooding and problems with infrastructure. For rural Minnesota, climate change could hurt farmers as heavy rain erodes soil and make it tougher to plant crops or do field work³.

Climate change is already impacting Minnesota and those impacts are projected to increase in the future. The state is getting warmer and wetter, with more varied temperatures and precipitation, and more frequent extreme weather events that will further stress our transportation system, impact how people travel, and increase the cost of building, operating, and maintaining transportation infrastructure.

When the Next Generation Energy Act (NGEA) became state law in 2007, electricity generation was the largest source of carbon pollution. The combination of state and national policy and the reduced costs of lower-carbon energy sources have led to dramatic decreases in emissions from electricity generation and the sector is on track to meet year 2025 carbon reduction targets five years early.

Transportation is a different story. Transportation is the #1 source of carbon pollution nationally and became the largest source of GHG emissions in Minnesota in 2016. The transportation sector is not on track to meet future NGEA emission targets. While transportation emissions in Minnesota decreased 8% overall from 2005 to 2016, they have increased annually since 2015, as people buy more trucks and sport utility vehicles (SUVs) and drive more miles each year. Without targeted efforts to reduce carbon

¹ Climate Overview – IPCC Report (<https://www.ipcc.ch/sr15/>), October 2018

² <https://nca2014.globalchange.gov/>

³ <https://www.mprnews.org/story/2017/10/13/wet-autumn-tests-farmers-delays-harvest>

Next Steps

Next Meeting: DRAFT agenda ideas

- Draft annual schedule for discussion and deliverables
- Finalize STAC focus areas for 2020
- Others?



Pathways: technical stakeholder meeting #1

Public Comment Period

Thank you!

Extra Slides

Barriers to Success?

- Challenges in developing new state policies and regulations
- Difficulty in changing public behavior/transportation choices
- Lack of understanding of about emissions
- Lack of MnDOT leadership
- Lack of resources to encourage adoption
- Differences in solutions for urban versus rural areas
- Focus on the short-term, rather than long-term
- Lack of urgency to act
- Inadequate communication
- Lack of consensus/understanding about the problem
- Shortage of time and resources
- Lack of investment in non-motorized transportation
- MnDOT project selection does not prioritize reducing VMT and mode shift

11 respondents, 34 suggested measures

Surface Transportation

Minnesota Emissions Profile

