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
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

<table>
<thead>
<tr>
<th>Model strategy</th>
<th>Example tactics to reduce transportation carbon pollution</th>
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<tbody>
<tr>
<td>Improve fuel economy</td>
<td>• Federal or state vehicle efficiency standards</td>
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<tr>
<td>Reduce driving and VMT</td>
<td>• Smart, dense city design</td>
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<td></td>
<td>• Neighborhoods built for biking, walking, and rolling</td>
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<td></td>
<td>• Carpooling incentives</td>
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<td></td>
<td>• Improved public transit</td>
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<tr>
<td>Increase electric vehicle sales</td>
<td>• Consumer rebates</td>
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<td></td>
<td>• State vehicle targets</td>
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<td></td>
<td>• Public and workplace charging stations</td>
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<td>Reduce the carbon intensity of biofuels</td>
<td>• Regenerative agricultural and soil practices</td>
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<td>• Process efficiency</td>
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<td>• Low-carbon fuel standard</td>
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<tr>
<td>Increase lower-carbon electricity generation</td>
<td>• Clean electricity standards</td>
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<td></td>
<td>• Utility greenhouse gas reduction goals</td>
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<td>• Retire coal plants</td>
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Background: Pathways
Decarbonizing transportation must go beyond a single policy, effort, or agency and will impact other sectors as well, particularly agriculture and electricity generation. Participants were clear that solutions must focus on equity and environmental justice.

MnDOT will create a new Sustainable Transportation Advisory Council (STAC) to build on Pathways and advise the agency on actions to make progress towards the agency goals and statutory requirements to reduce carbon pollution, while working to promote safety, equity, environmental justice, and economic development. The STAC will develop an annual report with recommendations to MnDOT for how the agency can make progress towards state goals to reduce transportation carbon pollution.
The second most support was for strategies that fund EV infrastructure around the state.

- A Clean Transportation Funding Pilot Program should help fund for EV charging for light-, medium-, and heavy-duty vehicles to support EV adoption in personal, public, and corporate fleets in Minnesota. Funding could help pilot and increase adoption of clean transportation technologies in communities. The STAC should develop help develop criteria for the pilot. The program should be funded for at least three years to support the transition to a low carbon
STAC Structure and Relationships

MnDOT Commissioner

MnDOT Sustainable Transportation Advisory Council

Working Groups
- Clean Transportation Funding Pilot Program
- Distance-based User Fee
- Additional Groups TBD

MnDOT Sustainable Transportation Steering Committee (internal)

Technical Experts and Stakeholders

Public Input

State Agencies
Introductions

nted to participate on the STAC
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

Ex officio members
- 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
- Representative Frank Hornstein (DFL)
- Senator Scott Dibble (DFL)
- Senator Scott Newman (R)
- La Shella Sims, MPCA EJ Advisory Council
- Nick Thompson, Metro Transit
Top 6 Opportunities for Transitioning MN to a Low-carbon Transportation System

(mentioned in 10% or more of all comments)

- Leverage and Partner with Others (i.e., utilities, grant programs)
- Vehicle Emissions/Efficiency: EVs, Low- and Zero-Emissions Vehicles
- Communication and Education
- Regulation, Policy, Planning
- Economic Synergies, Market-based Incentives
- Transit and Active Transportation

19 respondents, 58 unique comments
Other Opportunities

(mentioned in 10% or fewer of all comments)

Transportation Project Vision/Selection Criteria
- 5 mentions

Reduce VMT
- 3 mentions

Conservation, Reuse, "Lead by Example"
- 2 mentions

Other (1 mention each)
- 4 mentions

19 respondents, 58 unique comments
Working Group Focus Areas

19 respondents, 48 unique priorities

- **Transit Improvements and Electrification**: 9
- **Reducing VMT**: 8
- **E-V Charging Infrastructure, Incentives**: 8
- **MnDOT Project Planning and Selection**: 7
- **Infrastructure (roads, sidewalks, trails)**: 5
- **Vehicle Fuels and Efficiency**: 2
- **Communication, Education, Outreach**: 2
- **Equity**: 2
- **Other (1 mention each)**: 5
Measures of Success

(Receiving more than 10% of responses)

- New State Legislation or Plans Enacted: 11
- Greater Understanding and Support for Transportation Decarbonization: 8
- Consensus on STAC Vision, Recommendations, and Strategy: 7
- Progress Toward NGEA Targets: 6
- Pursuit and Securing of Financial Resources; Enactment of Incentives: 5
- Relevant Pilots and Demonstration Projects: 5

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
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
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

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19 respondents and 48 unique priorities
Decision-making
Decision-making

- Consensus-based: 7 respondents
- Voting (simple or supermajority): 8 respondents
- Other/Uncertain: 4 respondents

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.)
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) found that if greenhouse gas (GHG) emissions continue at the current rate, the atmosphere will warm by up to 2.7°F (1.5°C) 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°F, which would be catastrophic globally given how interdependent the world's nations and economies have become.

The 2020 US National Climate Assessment reinforced the IPCC report and found that auto-less 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 heavier rain floods soil and make it tougher to plant crops or get fields dry.

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 climate act (H.B. 607) became state law in 2016, 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 2030 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 NRECA emission targets. While transportation emissions in Minnesota decreased 6% 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 Change - IPCC Report (https://www.ipcc.ch/report/ar5/) October 2018
Next Steps

Next Meeting: DRAFT agenda ideas

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

- Surface Transportation: 32%
- Medium-duty trucks: 17%
- Light-duty trucks: 25%
- Light-duty automobiles: 4%
- Mobile air conditioning: 4%
- Motorcycles: 1%
- Buses: 1%

Legend:
- Buildings
- Agriculture
- Electricity Generation
- Other Transportation

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