

Sustainable Transportation Advisory Council, Meeting #4

NOTES

Date: December 4, 2023

Time: 1:00pm – 3:00pm

Location: Hybrid: [MS Teams](#), MnDOT G13 and G14

Meeting Goals:

- Review 2023 progress on STAC recommendations
- Related opportunities for involvement
- Celebrate!

Attendance

Council Members Present

Nancy Daubenberger (Co-Chair, MnDOT)

Chris Clark (Co-Chair, Xcel Energy)

Emma Struss

Dorian Grilley

Dan Murray

Mindy Granley

Diana Chaman Salas

Russ Stark

Laura Piotrowski

Lisa Thurstin

Peter Wagenius

Jodi Teich

Sam Rockwell

Brendan Jordan

Council Members Absent

Katie Frye

Jason George

Karin Grandia

Mikayla Schmidt

Jody Froberg

Ex-Officio Member Present

Charles Carlson, Metropolitan Council

Ex Officio Members Absent

Representative Berg

Senator Jasinski
Representative Olson
Senator McEwen

Members of the public (online)

Nahid Khan
Laura Piotrowski

MnDOT Staff Present

Nancy Daubenberger (Commissioner)
Elizabeth Croteau-Kallestad
Timothy Sexton
Nissa Tupper
Amber Dallman
Cole Norgaarden
Shannon Engstrom
Siri Simons
Jessica Oh
Carrie Caffrey
Will Wlizlo

Meeting Notes

Meeting Open, Co-chairs' Welcome, and Introductions

Amber Dallman (MnDOT) opened the meeting and introduced the agenda for the day. She thanked the Work Group members for their participation over the years and provided reminders about technology and the public comment period.

Nancy Daubenberger and Chris Clark (Co-Chairs) provided further thanks to the STAC members and expressed their gratitude for the members' participation, recommendations, and accomplishments since the work group was established.

Review 2023 STAC Recommendations Progress

Amber reviewed the decisions made during the May 30th STAC meeting to continue to meet quarterly, continue STAC working groups, and for MnDOT to produce an annual progress report. She summarized the STAC's decision to support pausing recruitment of a new STAC cohort and have MnDOT revisit the STAC purpose after the 2024 legislative session.

Recommendations Updates

MnDOT Staff provided an overview of the progress made within the different STAC recommendation areas:

- **Fueling & Powering Transportation**
 - Beth Croteau-Kallestad gave an update on the various areas where MnDOT is supporting Electric Vehicle Supply Equipment, Leadership in Refueling, Leading by Example, and Clean Fuels Policies (see slides 10 and 11).
- **Next Gen Highways**
 - Jessica Oh reviewed the NextGen Highways program, which aims to expand use of MnDOT highway rights of way transmission to support an increased generation and transmission needed for the electrification of transportation (see slide 12).
- **Reducing VMT & Improving Transportation Options**
 - Nissa Tupper summarized MnDOT's recent initiatives to prioritize VMT reduction and improve transportation options. This has involved hiring Kristina Heggedal as a Future Mobility Planner, drafting a GHG Impact Assessment legislative report (due February 2024), leading interagency collaborations, and expanding outreach and education (see slides 14-15).

Discussion of Recommendations Updates

STAC members provided their feedback on the recommendations updates provided by MnDOT staff, which included the following:

- Concern was raised about freight VMTs being included in the draft GHG Impact Assessment legislative report. Nissa Tupper responded that the intent of the report is on single-occupancy vehicles, but this concern can be brought up in meetings with freight. She noted that it will be good to clarify this in the draft report.
- It was also highlighted that the GHG mitigation work group has made quite a bit of progress. One of the key issues raised in the work group was the ability to measure the impacts of VMT and GHG reduction across projects. It was noted that the work group is considering a maturity model which recognizes that until there is a statewide activity-based travel demand model, like Met Council's regional activity-based travel demand model that can look at more granular project-level impacts, a program-level methodology would be used, and that there would be potential for MPOs to use their own existing travel demand models and there may be support to help mature those models to better measure impacts of VMT and GHG reduction. Additionally, a system should be put in place to confirm who will verify VMT and GHG reduction.
- Overall, interest in reducing VMT has increased, even with an increase in zero-emission vehicles.
- Finally, a question was raised about the path of integration that is occurring within the agency.
 - Commissioner Daubenberger responded that MnDOT has worked closely with districts and work groups, and there have been many discussions about how we need to be thinking about and reviewing various projects. This process is still evolving.
 - Amber shared that the agency has ongoing conversations about integration within its different program areas. Furthermore, the agency is continuously looking for opportunities to collaborate with other modal plans, including the freight plan and Greater MN Transit Plan, to strategize for decarbonization.

- Nissa noted that there is growing representation from different districts and areas. For example, implementation of Complete Streets includes ongoing coordination with district planning and program delivery staff.
- Tim Sexton added that the agency is investing in a Corridor Planning role. This position will connect big picture policy with actions on the ground.

Related Sustainability Opportunities

MnDOT staff provided an overview of related sustainability opportunities within the agency. These include:

- [GHG Impact Mitigation Working Group](#) – Lead by Chris Berrens
 - Prepares recommendations for implementing a Transportation Greenhouse Gas Emissions Impact Assessment for capacity expansion projects on state highways. The work group appointments have been outlined in legislation and include two STAC members.
- [Clean Transportation Fuel Standard Working Group](#) – Lead by Shannon Engstrom
 - Prepares recommendations for implementing a Clean Transportation Standard, including development of performance-based incentives to reduce carbon pollution from all transportation fuels including gasoline, diesel, biofuels, and electricity. The work group is composed of forty members who represent twenty stakeholder categories.
- [Active Transportation Advisory Committee](#) – Lead by Will Wlizlo
 - Aim is to increase visibility of active transportation in Minnesota and provide an annual report to Legislature. Composed of eighteen community members and eleven direct appointments from state agencies.
- Climate & Resilience Workgroup – Lead by Amber Dallman
 - Aim is to provide feedback on three new federal sustainability programs:
 - [Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation \(PROTECT\) program](#)
 - [National Electric Vehicle \(NEVI\) Formula Program](#)
 - [Carbon Reduction Program \(CRP\)](#)

Co-Chair Close

Co-Chair Commissioner Daubenberger concluded the meeting by thanking the STAC members again for all their hard work over the last four years. She was optimistic that though we continue to look at other states, Minnesota has acted as a leader in sustainable transportation. Co-Chair Chris Clark, who has served as the co-chair since the creation of STAC, offered additional thanks, and announced his retirement. In this next chapter, he is looking forward to ongoing opportunities to stay engaged in the industry and the community.

Public Comment

One public comment was made by Nahid Khan regarding the Hwy 252 and I-94 project.