



STAC Recommendations Summary

The following recommendations were voted on by STAC members during the December 10, 2020, STAC meeting. STAC ex-officio members did not vote, nor did anyone from MnDOT. MnDOT and other external partners, where appropriate, will review and comment on the recommendations in March 2020.

Powering and Fueling Transportation Work Group

Final top three work group recommendations:

1. Develop a Clean Fuels Policy based on the following principles:
 - Supports 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
2. Establish rebates for public and private light-, medium-, and heavy-duty EVs, including dealership support and consumer rebates. The rebates should cover e-bikes. A decreased incentive amount should be available for plug-in hybrid electric vehicles and the incentive should be phased out in the future.
3. Increase investment in EV charging infrastructure, beyond existing VW settlement investments

The top three recommendations were approved 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 Bio-incentive Program.
8. Minnesota becoming a signatory on existing Zero Emissions Truck & Bus Memorandum of Understanding (ZEV Truck & Bus MOU).

Second tier recommendations 1 - 4 and 8 were approved by voting STAC members. Recommendations 5 – 7 (in red) will be revisited in future STAC discussions.

Reduce VMT and Improve Transportation Options Work Group

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.

The top three recommendations were approved by voting STAC members.

Second tier recommendations:

1. 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.
2. Support efforts by local governments to dedicate their right of way to low carbon and active transportation.
3. 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.

Second tier recommendations were approved to move forward by voting STAC members.