

100%

100% Campaign
705 Raymond Ave. - Suite 100
Saint Paul, MN 55114
www.100percentmn.org

March 30, 2023

Chair Dibble and Members of the Committee,

We are writing to express our support for provisions in Senator Scott Dibble's Senate File 3157, as amended by SCS3157A-1, the Senate Transportation budget and policy bill.

Our transportation system is how we stay connected. It's how we get to school, work, and shopping. It's how we go on vacation or get to 'away' games with the people we love. **Minnesotans need more and cleaner options for staying connected.** This means electrified vehicles for driving, the ability to walk, bike, or roll safely, and the option to take accessible, affordable, and welcoming transit, in every part of the state.

To get to this vision: a better connected and cleaner Minnesota, where everyone has safe, affordable, and efficient options, **we need new, dedicated, and at-scale revenue** that centers both Metropolitan Area and Greater Minnesota transit and active transportation investments.

According to the estimates the Minnesota Department of Transportation has shared with the legislature this year, we have a \$19 billion to \$27 billion gap between the agency's revenue and the state's needs. To help close this gap, we need at least \$1 billion per year to fix what we have and meet our state's existing transportation goals. The cost of the system we need, one with readily available, cleaner transit, safe streets, and maintained roads, is at least \$1.5 billion per year.

Senate File 3157 makes long overdue investments in the transportation system we all rely on.

We support Senate File 3157's balanced approach to funding sources and investments. No single revenue source by itself will meet the state's full needs. The bill's mix of revenue options works as a whole, asking everyone to pitch in for a system that we all use everyday. We support this comprehensive approach. Within it, we want to express our strong support for the 0.625% Metro Area Sales and Use Tax dedicated to transit and the increased dedication of the Motor Vehicle Sales Tax (MVST) to Greater Minnesota Transit. The transit system we need requires ongoing, scaled, and dedicated sources of revenue. This is an essential component of the bill's comprehensive approach.

Senate File 3157 makes urgently needed investments in transit, active transportation, vehicle electrification, and road, street, and bridge maintenance. In particular, we strongly support the bill's policy improvements and investments in:

Transit

- Metropolitan Area Transit: \$764,225,000 in FY 24-25; \$971,665,000 in FY 26-27 (Sales)
- Metropolitan Area Transit: \$9,756,000 in FY 24-25; \$10,359,000 in FY 26-27 (MVST)
- Increased Greater MN Transit funding through MVST

- Blue Line Extension LRT: \$50,000,000 in FY 24 (GEN)
- Transit Service Intervention Project (Lines 106.6-108.6)
- Transit Rider Investment Program (Lines 90.1-95.30, 96.8-98.32)
 - We encourage the committee to ensure this program and the Transit Service Intervention Project are funded at a level that will make them successful.
- Metro Mobility Enhancement Pilot Project (Lines 103.27-105.3)

We encourage the committee to also include the Transit Signal Priority System Planning and Transit Fare Elimination Pilot Programs from SF 3054 (McEwen).

Active Transportation

- Safe Routes to Schools: \$20,000,000 increase in FY 24-25; \$500,000 / yr base increase in FY 26-27 (GEN)
- Active Transportation Advisory Committee (Lines 111.1-111.24, 115.1-116.13)
- Metropolitan Area Active Transportation Program (Lines 85.1-86.22)
- Active Transportation Safety Training (Lines 109.28-110.32, 116.14-116.27)

We encourage the committee to make an additional investment in the DOT's Active Transportation program of at least \$10,000,000 in FY 24 (GEN).

Vehicle Electrification

- Federal Match - Electric vehicle infrastructure: \$13,600,000 in FY 24 (GEN) (Lines 145.11-146.23)
- NEVI Program staffing: \$261,000 / year in FY 24, 25, 26, & 27 (GEN)

Passenger Rail

- Northern Lights Express: \$50,000,000 in FY 24 (GEN), though we'd encourage the committee to move toward the House's \$194,300,000 in FY 24 (GEN).
- Twin Cities-Milwaukee-Chicago Rail Corridor: \$5,315,000 in FY 24-25; \$9,752,000 in FY 26-27 (GEN)

Adaptation, Resilience, and Planning

- Highways for Habitat: \$1,000,000 in FY 24 (GEN) (Lines 121.16-122.26)
- Living Snow Fences: \$1,000,000 in FY 24-25 (GEN) for construction; \$165,000 in FY 24, 25, 26, & 27 (TH) for maintenance
- Land Use and Transportation Study: \$1,000,000 in FY 24 (Lines 83.12-84.21, 96.1-96.7, 105.4-106.5, 123.7-126.22, 143.25-144.11,
- Metropolitan Council Comprehensive Planning Improvement (Lines 96.3-96.7)

Highway Transmission

We encourage the committee to adopt the language from SF 2591 (McEwen) re: Public Road Use High Voltage Transmission Lines and to appropriate at least \$339,000 / year in FY 24, 25, 26, & 27.

Federal Matching (Lines 35.29-39.4)

- Federal Matching - Multimodal discretionary grants: \$116,400,000 in FY 24 (GEN)
- Federal Matching - Local governments multimodal: \$100,000,000 in FY 24 (GEN)

- Maximizing Federal Transportation Climate Funding: \$2,000,000 / year in FY 24, 25, 26, & 27 (GEN)
- Federal funds technical assistance grants: \$2,000,000 in FY 24-25 (GEN) (Lines 150.30-152.6)
- Small communities partnerships (w/ U of M): \$2,000,000 in FY 24-25 (GEN) (Lines 23.1-23.20)

We recommend the committee also include an investment in the creation of a Federal Funds Coordinator at Minnesota Management at Budget from SF 2406 (Carlson), supported with at least \$570,000 / year in FY 24, 25, 26, & 27 (GEN).

A comprehensive approach to a cleaner, more affordable, more equitable transportation system is long overdue. Please do not miss the opportunity to act this year to invest in this system that we all use and we all need.

Thank you for your time and consideration,

Aurora Vautrin

Aurora Vautrin
Legislative Director
100% Campaign
705 Raymond Ave. - Suite 100
Saint Paul, MN 55114



A+ Driving School North, Inc.
2051 County Road E White Bear Lake, MN 55110
651.653.3959 www.APlusDrivingSchool.net

To: Sen. Scott Dibble
Committee Chair
Senate Transportation Committee
Minnesota Senate Building
95 University Ave. W
St. Paul, MN 55155

RE: Driving Schools Support of SF 3157

Dear Chair Dibble and Members of the Committee,

Driving is the most dangerous thing we do everyday and most people learn this skill when they are teenagers. The public and private driving schools in Minnesota have been offering classroom drivers education through teleconferencing since the onset of COVID. Over these last 3 years, thousands of students have learned the rules of the road through synchronous teleconferencing. Parents and teens have expressed their appreciation for the flexibility of teleconferencing while still having classes taught by a live, licensed driving instructor. Drivers education is the most important skill a teen can learn and driving schools have proven that it can be taught in a synchronous fashion through teleconferencing. The public and private driving schools of Minnesota support the inclusion of teleconferencing for drivers education in the Senate Transportation Omnibus bill.

The language included in SF 3157 will codify the teleconferenced drivers education option that driving schools have been allowed to offer since COVID. It will ensure that students from all over the state have access to flexible, convenient, and live licensed instructors for drivers education. Thank you for your consideration of this bill and please feel free to contact me to discuss ways in which I can be helpful.

My email is Pete@APlusDrivingSchool.net and my cell is 612-735-7465. Thank you for your consideration of this information.

Sincerely,

Pete Hosmer
A+ Driving School
www.APlusDrivingSchool.net

TO:

Speaker of the House Melissa Hortman
Senate Majority Leader Kari Dziedzic
Governor Tim Walz and Lieutenant Governor Peggy Flanagan
Chair Frank Hornstein, House Transportation Finance & Policy Committee
Chair Scott Dibble, Senate Transportation Finance & Policy Committee
Chair Fue Lee, House Capital Investment Committee
Chair Sandra Pappas, Senate Capital Investment Committee

March 27, 2022

We are a coalition of elected and civic leaders writing to you today in support \$200 million investment in the Blue Line Extension Light Rail project (HF 1576 and HF 1577 and SF 1706 and SF 1707).

The Blue Line Extension Light Rail project will bring transformational benefits to residents from Minneapolis to Brooklyn Park. The communities served by this line are transit-reliant, racially diverse, and have experienced historical disinvestment. The Blue Line Extension is an opportunity to connect them to the broader transit network while providing sustainable transportation options. It will ignite economic development for small businesses, result in more affordable housing options, increase access to educational opportunities, and build wealth for working families.

After a century of disinvestment, racial covenants, and redlining, we have a duty to ensure current residents, small businesses, and cultural institutions are both engaged in and able to benefit from the increased development and amenities in their neighborhoods.

Investments in transit are also imperative towards meeting the needs of communities disproportionately impacted by climate change. The Blue Line Extension is a key step towards addressing environmental injustices that have been inflicted on these communities, from increased rates of air pollution to large swaths of land being brownfield sites. The success of the Blue Line Extension will dramatically reduce air pollution, clean up brownfield sites, and spur millions of dollars worth of transit-oriented development.

Communities along the Blue Line Extension corridor have been waiting for too long to receive the enhanced transit service they have been promised. We have some of the highest rates in the state for households without regular access to a personal vehicle, and who rely on transit to meet daily needs. We also have a higher number of people experiencing poverty, have a greater percentage of people of color, have high concentrations of cost-burdened households, and have among the lowest adult educational attainment rates.

The federal Infrastructure Investment and Jobs Act provides a once-in-a-lifetime federal investment in our nation's infrastructure, including doubling the highly competitive federal program that funds large public transit construction. The state's investment will ensure we can leverage nearly one billion in federal funding. We can't afford to let federal funding and good paying construction jobs go to the peer metro regions like Austin, Memphis, and Salt Lake City instead.

Hennepin County and our partner municipalities are poised to make once-in-a-generation investments in utilities and infrastructure in the corridor, made possible by the scale and scope of construction that the Blue Line Extension will begin. Funding the Blue Line Extension this year will help to guarantee

cascading investments in sewer, stormwater management, bicycle and pedestrian accommodations, green space, and more.

Now is the time to invest in the transit projects positioned to bring transformational benefits to communities along the line, our region, and Minnesotans.

Signed:

Mayor Winston Hollies of Brooklyn Park

John Budziszewski
Councilmember - Ward 3, City of Crystal

David Cummings
Councilmember - Ward 4, City of Crystal

Forest Eidbo
Councilmember – Section 2 City of Crystal

Aaron Wagner
Councilmember - Ward 4, City of Robbinsdale

L. Kamaty Diahn
Executive Director, The Organization of Liberians in Minnesota

March 13, 2023

We are a coalition of labor organizations and we encourage state lawmakers to invest \$200 million in the Blue Line Extension Light Rail Transit project.

The Blue Line Extension LRT project will employ thousands of construction workers from all corners of the state and spur significant economic development. Whether it's laborers, carpenters, electricians, cement masons, iron workers, or operating engineers—this project represents thousands of working Minnesotans and millions of work hours, which support middle class families across the region.

No other transportation infrastructure generates the magnitude of economic development that benefits the entire state than fixed guideway transit like light rail. More than \$9.2 billion in development has been built near existing and planned light rail stations in the region, with more in the pipeline. This project will ignite economic investment for small businesses, improve affordable housing options, increase access to educational opportunities, and build wealth for working families.

From good paying construction jobs to build the project to long-term quality of life improvements, the Blue Line Extension LRT project will bring transformational improvements to the lives of residents from Minneapolis to Brooklyn Park. The communities served by this line are transit-reliant, racially diverse, and have experienced historical disinvestment. The Blue Line Extension is an opportunity to connect this corridor to the broader transit network while providing sustainable transportation options.

Transit is an investment in the health of our environment. Cars and trucks are the largest source of greenhouse gas emissions in Minnesota. High-quality transit options reduce pollution and congestion. Investments in transit are also imperative towards meeting the needs of communities disproportionately impacted by climate change. The Blue Line Extension is a key step towards addressing environmental injustices that have been inflicted on these communities.

The Infrastructure Investment and Jobs Act (IIJA) is a once-in-a-generation federal investment in our nation's infrastructure, and we must act now to maximize the federal funding coming to Minnesota. The state's \$200 million investment will help leverage nearly a billion in federal matching funds.

The state's budget surplus presents a historic opportunity to make transformational investments in the state's transportation infrastructure. Minnesota's future relies on a complete transportation system that includes both roads and transit. We urge our leaders in the Legislature to prioritize both with a cash investment in our transportation infrastructure and sustainable funding to support the long-term vitality of our state and all Minnesotans.

We strongly encourage you to strategically invest \$200 million in the Blue Line Extension LRT.



March 5, 2023

The Honorable Melissa Hortman
Speaker of the House of Representatives
Room 463 State Office Building
Saint Paul, Minnesota 55155

The Honorable Kari Dziedzic
Senate Majority Leader
Room 3113 Minnesota Senate Building,
Saint Paul, Minnesota 55155

The Honorable Frank Hornstein
House Transportation Finance Chair
Room 563 State Office Building
Saint Paul, Minnesota 55155

The Honorable Scott Dibble
Senate Transportation Finance Chair
Room 3107 Minnesota Senate Building,
Saint Paul, Minnesota 55155

We are writing this letter to express support for \$200 million for the Blue Line Light Rail Transit (LRT) Extension project.

The Blue Line Extension LRT is a key artery to the metro region's transit system. It will provide transformational benefits to residents and businesses along the corridor, connecting Brooklyn Park, Crystal, Robbinsdale, and North Minneapolis to downtown Minneapolis.

As major employers along the corridor, we want to see our region thrive to meet the needs of our employees, customers, and the communities we serve. The Blue Line Extension LRT will connect businesses along the corridor to the region's broader transit network, creating an efficient and affordable option for workers to access thousands of jobs along the corridor.

The Blue Line Extension LRT project will employ thousands of construction workers and spur significant economic development along the corridor, benefiting suppliers, subcontractors and contractors in the construction industry. Light rail transit lines have been proven to get private investment flowing creating job, retail and residential density around stations.

Transit investment is critical for our region to compete for jobs, talent, and investment of the future. Many of our peer metro regions like Denver, Seattle, Austin and Phoenix are investing in modern rail transit systems and those same regions are luring Minnesotans away in the process. This has become even more stark with remote work possibilities, allowing talent to prioritize where they want to live. For our region to remain competitive we need to be an attractive place to live and a quality transit system is a quality-of-life factor to draw workers to Minnesota.

The state's investment will put the project in the best position to compete for hundreds of millions in federal matching dollars from the historic Bipartisan Infrastructure Law, bringing significant federal resources to the state of Minnesota. State funding is crucial to meet the transportation needs the region's fast-growing population, spur economic development and benefit the residents, businesses, and commerce in our state.

Thank you for your consideration,



March 27, 2023

Chair Sandra Pappas, Senate Capital Investment Committee

We are writing this letter to express support for Hennepin County request for \$200 million for the Blue Line Light Rail Transit (LRT) Extension project.

With statewide investment in public transit, we can protect the service Minnesotans rely on today and build a better transit system to connect communities, stabilize our climate, expand access to jobs and resources, and improve daily life for people of all ages, races, incomes, and abilities.

Transit investments supercharge other equity and climate-focused state spending — affordable housing without access to reliable transit or active transportation services can create new obstacles for families, and increased opportunities and spending for healthcare are meaningless if patients do not show up for appointments because they cannot travel to receive services.

The Blue Line Extension Light Rail project will benefit residents from Minneapolis to Brooklyn Park and across the region. The communities served by this line are transit-reliant, racially diverse, and have experienced historical disinvestment. It is important that this project centers community voices and diverse stakeholders by advancing robust anti-displacement and community wealth building strategies. The Blue Line Extension will connect the community to the broader transit network, with easy access to economic, entertainment, health, and education centers.

The Blue Line Extension LRT is a great investment of the state's historic surplus and will leverage hundreds of millions in federal funds to the state of Minnesota. The Infrastructure Investment and Jobs Act (IIJA) is a once-in-a-generation federal investment in our nation's infrastructure, and we must act now to maximize the federal funding coming to Minnesota and ensure equitable investment in transit projects like the Blue Line Extension LRT project.

But let's be clear. One-time funding is not enough. Reliable, long-term, dedicated funding is urgently needed to create lasting change. Long-term sustainable investments in transit, bicycling, walking, and rolling would dramatically improve daily life for Minnesota families and secure a more equitable, climate-resilient future for all of us.



March 5, 2023

The Honorable Melissa Hortman
Speaker of the House of Representatives
Room 463 State Office Building
Saint Paul, Minnesota 55155

The Honorable Kari Dziejcz
Senate Majority Leader
Room 3113 Minnesota Senate Building,
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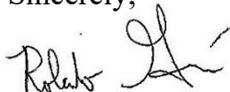
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Transit investment is critical for our region to compete for jobs, talent, and investment of the future. Many of our peer metro regions like Denver, Seattle, Austin and Phoenix are investing in modern rail transit systems and those same regions are luring Minnesotans away in the process. This has become even more stark with remote work possibilities, allowing talent to prioritize where they want to live. For our region to remain competitive we need to be an attractive place to live and a quality transit system is a quality-of-life factor to draw workers to Minnesota.

The state's investment will put the project in the best position to compete for hundreds of millions in federal matching dollars from the historic Bipartisan Infrastructure Law, bringing significant federal resources to the state of Minnesota. State funding is crucial to meet the transportation needs the region's fast-growing population, spur economic development and benefit the residents, businesses, and commerce in our state.

Thank you for your consideration,

Sincerely,



Dr. Rolando Garcia
President
North Hennepin Community College

March 31, 2023

Minnesota Senate
Transportation Committee
Minnesota Senate Building, Rm 1100
Saint Paul, MN 55155

RE: Senate File 3157 - Senate Transportation Omnibus Bill - Transmission right of way; NEVI, clean fuels studies

Dear Chair Dibble, Senator Jasinski, and Committee Members,

On behalf of Clean Energy Economy MN (CEEM), I write today in regard to SF3157 the Senate Transportation Omnibus Bill, and specifically the exclusion of Sen. McEwen's bill, SF2591, which allows for a streamlined process for use of the existing right-of-way for the construction of certain transmission lines. We do thank the committee for their thoughtful funding for electric vehicle infrastructure and clean transportation fuel studies.

CEEM is an industry-led, nonpartisan, non-profit organization representing the business voice of energy efficiency and clean energy in Minnesota. We work to educate Minnesotans about the economic benefits of transitioning to a clean energy economy and are committed to delivering a 100% clean energy future where all Minnesota businesses and citizens will thrive. Our business membership is comprised of nearly 50 clean energy companies ranging from start-up businesses to Fortune 100 and 500 corporations that employ tens of thousands of Minnesotans across the state.

CEEM believes the inclusion of SF2591 in the Omnibus bill is critical to a secure clean energy future in Minnesota and will help our state reach its goal of 100% clean energy by 2040. Constrained transmission lines and the time and cost to acquire land, permit, and build new ones are some of the biggest obstacles to the clean energy transition. Streamlining this process by clarifying the use of existing transportation right-of-ways for the building of transmission infrastructure is low-hanging fruit in making it easier to site these projects. Furthermore, the use of transportation right-of-way for new transmission infrastructure was highlighted as a way to efficiently expand the transmission of clean energy in Minnesota's Climate Action Framework. We respectfully ask the committee chair and future conferees to consider adopting the House's position on this issue which did include this critical language.

However, we do applaud the creation and funding of an electric vehicle (EV) infrastructure program in order to implement the National Electric Vehicle Infrastructure (NEVI) Formula Program. The NEVI Program represents an unprecedented opportunity to advance the EV industry, expand the fast-charging EV network statewide, and is critical to easing range anxiety, which is key to accelerating the broader adoption of electric vehicles.

Finally, CEEM also supports the Clean Fuel Standard and Sustainable Aviation Fuels working group included in the Omnibus bill. This action is necessary to understand how Minnesota can remain a leader in clean fuels in the Midwest, implement a clean fuels standard and bolster a clean energy economy. Moreover, the NEVI program and establishment of working groups will help fulfill Clean Transportation goals detailed in Minnesota's Climate Action Framework.

We thank you for the opportunity to share our testimony for these provisions in the Senate Transportation Omnibus bill. If you have any questions, please let us know.

Sincerely,



George Damian
Director of Government Affairs
gdamian@cleanenergyeconomymn.org



**CONSERVATION
MINNESOTA**

March 31, 2023

Chair Dibble and Members of the Transportation Committee,

We write today to ask for your support for SF 3157 (Dibble), the Transportation Omnibus Bill, and to thank the committee for the inclusion of the Clean Fuel Standard Economic Impact Study and Working Group, moving Minnesota toward meaningful fuel decarbonization legislation.

At Conservation Minnesota, our mission is to protect the people and the places that Minnesotans love. Reducing emissions and fighting climate change are central to this goal; and ensuring that Minnesotans are leading and benefiting in this process is vital. The Transportation Omnibus provides an opportunity to accomplish these goals, and we're pleased to see this committee put forward important climate investments through this legislation: expanding electric vehicle infrastructure, capturing federal climate funding, growing transit options, creating roadside habitats, and more. This is a good bill, and we're pleased to support it.

More specifically, we want to voice our appreciation for the inclusion of the Clean Fuel Standard Economic Impact Study and Working Group. We strongly encourage members to support the continued inclusion of this provision, which is not currently included in the House companion, in the eventual conference committee report.

Each year, the transportation sector in Minnesota emits the equivalent of roughly 40 million tons of carbon dioxide. Emissions in transportation are generally about 33% higher than any other sector in our state, contributing significantly to our overall climate impact. Of these emissions, the vast majority are derived from commonly used transportation fuels such as gasoline, diesel, and aviation fuel. We know that Minnesota has already taken positive steps toward limiting these greenhouse gas sources through vehicle electrification, but we also understand that additional action is needed to solve the entire problem.

We believe that electric vehicles are the inevitable and accelerating future of transportation, but we also know that certain uses of liquid fuels will remain in use for decades. Although several major manufacturers have committed to ending the production of combustion engine vehicles by 2035, many of these vehicles will likely remain on our roads well past 2050. Additionally, many heavy-duty and aviation vehicles will likely continue to require combustion engines in the long-term. As a result, Minnesota needs policy that can encourage electrification while limiting emissions in existing transportation fuels, leaving no stone unturned.

Introduced this session, the Clean Transportation Standard Act establishes a standard to reduce the aggregate carbon intensity of *all* transportation fuels by 25% by 2030, 75% by 2040, and 100% by 2050. By creating an effective credit market, this policy rewards fuel suppliers for producing low-emissions fuels and provides accountability for unnecessarily high greenhouse gas pollution, incentivizing clean fuels like electricity and advanced biofuels and cutting emissions across the sector. While this bill wasn't ready to pass this session, it started a conversation that must urgently continue.

The proposed Clean Fuel Standard Economic Impact Study and Working Group allows our state to convene around and prioritize the development of effective transportation fuel decarbonization policy, with the goal of moving a bill in 2024. This appropriation only requires a \$250,000 investment but will help put Minnesota on a path toward meaningful emissions reductions and widespread economic benefits by supporting a clean transportation standard.

We respectfully urge your support for SF 3157 and ask you to continue supporting this vital CFS Study and Working Group.

Sincerely,

Nels Paulsen, Policy Director

+1 (608) 469-5299

nels@conservationminnesota.org

David Pelikan, Policy Associate

+1 (262) 685-7265

david@conservationminnesota.org



March 31, 2023

Dear Chair Dibble, Vice Chair Morrison, Ranking Minority Member Jasinski, and members of the Senate Transportation Committee,

Drive Electric Minnesota appreciates the opportunity to provide written testimony on Senate File 3157. We applaud this committee's consideration of several important provisions in its omnibus bill that would maximize the benefits to Minnesotans from the Inflation Reduction Act, Infrastructure Investment and Jobs Act, and other federal programs. These federal programs present an unprecedented opportunity to invest in Minnesota's electric vehicle (EV) charging infrastructure, and the provisions in this bill will ensure the state does not miss out on these investments.

Drive Electric Minnesota is a partnership of EV champions—including automakers and auto dealers, electric utilities and cooperatives, local and state government, corporations, and nongovernmental organizations—who are working to accelerate EV adoption in Minnesota. We believe EVs are an important component of energy efficiency and cleaner transportation in Minnesota that is both financially and environmentally sustainable. Advancing EV deployment will have many benefits to Minnesotans, including reduced transportation costs, cleaner air, and energy independence. It will also help the state meet its statutory greenhouse gas reduction goals.

Recent federal legislation will lead to significant investments in transportation electrification, including providing funding to build out the charging network needed to support widespread EV adoption. Drive Electric Minnesota supports the following provisions in S.F. 3157 that would ensure Minnesota is able to capitalize on those investments:

- **Providing match funding and technical assistance for federal grant programs:** Federal funding programs through the Inflation Reduction Act and Infrastructure Investment and Jobs Act represent a historic investment in the nation's infrastructure, including its EV charging infrastructure. These investments are needed to reduce range anxiety, increase access to electricity as a transportation fuel, and accelerate transportation electrification throughout Minnesota. By providing needed non-federal matching funds and technical assistance, the state will ensure it is prepared to compete with other states for this significant federal funding.
- **Creating a statewide electric vehicle infrastructure program:** The National Electric Vehicle Infrastructure (NEVI) program is an unprecedented opportunity to invest in Minnesota's EV charging network. Provisions included in this bill to establish a statewide electric vehicle infrastructure program to implement the NEVI program and successor programs, allow the Commissioner of Transportation to enter into agreements with private or public entities, and provide the required match funding will ensure the state is poised to receive and implement the program's dollars effectively.

Drive Electric Minnesota appreciates the significant investments in this bill that would position Minnesota to benefit fully from federal infrastructure funding programs. Thank you for the opportunity to comment.

Sincerely,

Carolyn Berninger

Public Policy Manager, Transportation & Fuels

Great Plains Institute (Drive Electric Minnesota facilitator)

I am a member of the St. Paul Federation of Educators, and I am a member of our union's Climate Action Team. I am submitting the written testimony below on behalf of our team for Friday's hearings. Please let me know if you have any questions.

Thanks,
Sarah Stewart

As members of the Saint Paul Federation of Educators' Climate Action Team, we are a group of teachers, social workers, nurses, and other educators committed to taking action to address climate change in the Saint Paul Public Schools and our surrounding communities. We know that transportation is the biggest contributor to climate change pollution in Minnesota. By investing in walking, biking, and transit, we can address climate change while also better serving the transportation needs of our students, families and staff.

Reliable, frequent, and safe transit in particular is a priority for our students. In St. Paul, many high school students use Metro Transit to get to school – it is their school bus. Unfortunately, underinvestment in transit means that the system is not reliable, frequent, or direct enough, often requiring one or even two transfers. Students have also experienced unsafe situations on their transit trips to school. Our students deserve better, and it is time for us to invest in a transit system that better serves their needs.

Better transit also supports students' families as well as district staff. Investing in transit increases access to jobs, reduces the need to strain budgets with car ownership, improves air quality, and addresses climate change.

We must act with urgency to invest in a better transportation system today. We are writing to ask that you prioritize walking, biking, and transit in our transportation funding for Minnesota, including a one cent sales tax to fully fund transit in the Twin Cities. This is essential for creating an equitable, safe, and climate-friendly transportation system for our St. Paul students, families, and staff who rely on walking, biking and transit, both now and in the future.



*Working to protect the Mississippi River
and its watershed in the Twin Cities area.*

101 East Fifth Street
Suite 2000
Saint Paul, MN 55101

651-222-2193
www.fmr.org
info@fmr.org

March 30, 2023

RE: Support for a Clean Transportation Standard work group in SF 3157.

Chair and members of the committee,

On behalf of Friends of the Mississippi River, I am writing to express our support for the inclusion of a Clean Transportation Standard work group in [SF 3157](#) - the amended Senate Omnibus Transportation Finance & Policy Bill.

A Minnesota Clean Transportation Standard (CTS) has the potential to significantly reduce transportation emissions and help the state reach internationally recognized, science-based emission reduction goals.

This technology-neutral, performance-based approach will reduce climate pollution from all transportation fuels (including gasoline, diesel, biofuels and electricity) while allowing fuel providers to choose the most cost-effective path forward.

We are confident that the recommendations that emerge from the work group will guide Minnesota's efforts to further reduce transportation emissions while providing multiple additional benefits for our state, including:

- **Promoting vehicle electrification:** rewarding vehicle electrification as a low-carbon fuel pathway that helps accelerate our transition toward an EV future.
- **Reducing traditional vehicle emissions:** gradually lowering the carbon intensity of traditional fuel vehicles that are not going to be electrified. Ensuring that emissions from these vehicles (some of which will be on the road for another 15-20 years) are addressed is essential to achieving our climate goals even as we electrify.
- **Incentivizing soil health & conservation:** establishing credit premiums for cropland-derived biofuels produced on acreage utilizing practices that promote soil health and protect our water, while mitigating indirect land use change.
- **Enhancing environmental justice:** addressing important economic and racial inequities embedded in our transportation systems by facilitating new transportation investments that

primarily benefit disadvantaged, low-income and rural communities.

- **Promoting next-generation cropping systems:** including credit premiums for cropland-derived biofuels from continuous living cover cropping systems (such as winter annual oilseeds like camelina and pennycress) that have significant co-benefits for water quality, wildlife and pollinators.

The Clean Transportation Standard (CTS) represents an exciting opportunity to reduce Minnesota's transportation emissions over time.

Please include language funding a CTS work group in [SF 3157](#) - the amended Senate Omnibus Transportation Finance & Policy Bill.

Sincerely,

A handwritten signature in black ink, appearing to be 'Trevor Russell', followed by a long horizontal line extending to the right.

Trevor Russell
Water Program Director
Friends of the Mississippi River

Honorable D. Scott Dibble
Chair, Senate Transportation Committee
Minnesota State Senate
3107 Minnesota Senate Building
St. Paul, MN 55155

March 30th, 2023

Dear Chair Dibble, Vice Chair Morrison, Ranking Minority Member Jasinski, and members of the Senate Transportation Committee,

We, the undersigned, submit this letter thanking this committee for including a recommendation for a “Clean Fuel Standard Economic Impact Study and Working Group” in its omnibus bill. We are grateful to the Walz Administration for including this recommendation in its supplemental budget recommendations. We are also grateful to Senator Dibble for authoring legislation this session that would implement a statewide clean transportation standard in Minnesota.

We appreciate the Administration’s continued interest in and support of clean fuel standard legislation, first following the recommendations laid out in the Minnesota [Climate Action Framework](#) and the [Governor’s Council on Biofuels report](#), second through [directing the Minnesota Department of Agriculture and the Minnesota Department of Transportation to engage stakeholders](#) on this topic in 2022, and third and most recently, through including a recommendation to further engage stakeholders to explore clean fuels standard legislation in 2024. Including this recommendation in the Transportation omnibus bill is a crucial next step for the serious consideration of a clean fuels policy in Minnesota.

This policy is supported by the Minnesota Future Fuels Coalition, a broad coalition of stakeholders that has been working together to develop and implement a Minnesota-specific clean fuel standard. The coalition is facilitated by the Great Plains Institute, and members include renewable fuel producers and marketers, electric utilities, environmental nonprofits, auto manufacturers, and agriculture and industry groups.

According to the latest [report](#) by the Intergovernmental Panel on Climate Change, the threat of climate change is growing rapidly, and we believe that addressing it will take an all the above approach. A clean fuels standard, a technology-neutral policy, does just that and would significantly reduce greenhouse gas emissions from the highest emitting sector in the state: transportation.

Minnesota has long been a leader with respect to clean fuels innovation and climate legislation as evidenced by the Minnesota legislature passing the 100% clean energy by 2040 legislation. Passing a clean transportation standard would ensure that Minnesota builds on past successes to remain a leader in the Midwest and at the national level. State legislatures in Illinois and New Mexico are considering clean transportation legislation this year, and the Senate Environment and Public Works Committee held a [hearing](#) this past February to explore a national clean fuels standard.

A clean fuels standard would incentivize the deployment of cleaner fuels while generating net economic benefits for Minnesotans. An [economic modeling analysis](#) found that a clean fuels policy in Minnesota and Iowa would result in economic benefits to households while creating additional labor income, employment, and economic output. Another [recent study](#) found that an existing clean fuels policy has not impacted retail prices.

In addition to those outlined above, we believe that a clean fuels policy designed based on recommendations in the white paper "[A Clean Fuels Policy for the Midwest](#)" can have many benefits for Minnesota, including:

- Benefits for consumers through market access for clean fuels that are often lower cost than conventional fuels and currently face barriers to entry in the marketplace.
- Equitable access to clean transportation for all Minnesota communities.
- Increased investment in cleaner fuels for all types of vehicles and a more innovative and prosperous clean fuels sector spurring consumer demand for cleaner products.
- A technology- and fuel-neutral, performance-based approach that rewards the cleanest fuels and expands the fuel market without having government pick winners and losers.
- Reductions in air pollution and associated health benefits, particularly in areas that have been disproportionately impacted by transportation pollution.
- Economic incentives and market demand to maximize the resource value of organic waste (including manure, biosolids, and food waste), reducing the climate impacts of organic waste, and supporting counties' efforts to achieve state recycling goals.
- Increased energy independence by relying less on imported resources and more on state resources.
- Reduced greenhouse gas emissions in the two highest-emitting sectors of transportation and electricity, as well as in the agricultural sector.
- The potential to support voluntary farmer-led efforts to invest in and adopt agricultural conservation practices that benefit soil health and water quality and reduce farm-level greenhouse gas emissions.

The organizations listed below represent a varied and growing list of stakeholders committed to reducing emissions from transportation fuels, including automakers, environmental groups, utilities, science-based organizations, renewable fuel producers, technology companies, electric vehicle charging companies, non-profit clean energy organizations, counties, science group, and more.

We have a unique opportunity to act now given political momentum in Minnesota and the Midwest and federal investments in clean fuels which will complement the benefits of state action. We appreciate your support for this important issue, and we stand ready to support the design, adoption, and implementation of a clean fuel standard for Minnesota.

Sincerely,

Alliance for Automotive Innovation
American Coalition for Ethanol
Amp Americas
ChargePoint
Christianson, PLLP
Clean Energy
Clean Energy Economy Minnesota
ClearFlame
Coalition for Renewable Natural Gas
Comstock, Inc.
Conservation Minnesota
Delta
Dovetail Partners
Electrification Coalition

Electrify America
Fresh Energy
Gevo
Koda Energy
Minnesota Biofuels Association
Nature Energy
NGVAmerica
Oberon Fuels
Plug In America
Rahr Energy
Partnership on Waste and Energy (Hennepin, Ramsey & Washington counties)
Renewable Fuels Association
Rivian
Tesla
Union of Concerned Scientists
ZEF Energy

My name is Mathews Hollinshead. As a member of the Met Council's Transportation Advisory Board, I oppose the following language in the House and Senate Omnibus Transportation bills:

line 57.24 ff in the House bill and line 47.16 ff in Senate bill:

"...for grants for highway projects that provide for one or more of the following: safety improvements; crash reduction; support for active transportation; or maintenance."

I urge replacing this language with:

"for grants that fund pedestrian, cycling and transit improvements."

The words 'safety improvements' and 'crash reduction' have often been used to refer to projects that are really just highway expansions. Countless studies have shown that highway capacity expansions in the name of "efficiency," "level of service," "safety," "crash reduction" or just plain capacity expansion soon lead to increased overall motor vehicle volume through a phenomenon called "induced demand." Drivers learning of new highway capacity soon increase, not decrease, their use of the expanded capacity and before long congestion has caught up with the new capacity. The people of the Twin Cities — and especially those who do not drive and need or want other options — deserve a virtuous cycle of less driving, not a vicious cycle of induced demand. I ask, Are we serious about controlling climate change? Affordable mobility? Equity in access to jobs, healthcare, goods and services?

If we are serious about climate change, equity and affordable mobility, the last thing the Metro needs is new money that is able to be used to expand highway capacity, especially if it is through a new source otherwise proposed as a long-overdue dedication for transit after decades of constitutionally-dedicated gas tax restricted "to highway purposes" interpreted to be limited to highway capacity.

It is time to give all people the right to access without damaging the environment, human health or the ability to afford a middle-class life. Highway expansion, however it is labeled or justified, has long been the least sustainable, most expensive and dominant surface transportation policy in Minnesota and the Twin Cities. I urge you to replace the language identified above with my suggestion.

Mathews Hollinshead
Transit Modal Representative
Transportation Advisory Board
Metropolitan Council

2114 Pinehurst Ave.
St. Paul MN 55116
651-492-0645



Friday, March 31, 2023

Representatives Hornstein and Kraft
MN House Transportation Finance and Policy Committee
563 State Office Building
St. Paul, MN 55155

Dear Representatives Hornstein and Kraft,

The I-94 West Corridor Coalition would like to express our concerns regarding the DE amendment for H.F. No. 288. First, we are pleased to see that it continues to fund and expand the Corridors of Commerce program and other critical funding programs that benefit the State of Minnesota. However, we have grave concerns with section Sec. 6. 161.178 - TRANSPORTATION GREENHOUSE GAS EMISSIONS IMPACT 64.27 ASSESSMENT.

We believe Sec. 6. 161.178 may amount to a de facto ban on any future interchange or capacity projects across the state. A 20% reduction in vehicle miles traveled (VMT) would have a significant effect on commerce, as businesses that rely on transportation to move goods and services would be negatively impacted with higher costs or longer transit times because of reduced vehicle usage. Respectfully, it is likely impossible to satisfy the required mitigation measures and 20% VMT reduction, so it is essentially a ban.

We fear this part of the legislation would negatively impact commuters and business, negating recent progress we've made along I-94, US 169, State Highways 14, 23, and 212, just to name a few. The VMT reduction goals could eliminate or significantly reduce growth and commerce for our state, which isn't consistent with past priorities or programs from both sides of the aisle.

We're happy to work with you and our partners to explain our concerns and hopefully develop more workable language in the final bill that doesn't negatively impact commerce in our region and state.

Respectfully,

A handwritten signature in blue ink that reads "Steve Bot". The signature is fluid and cursive, with the first name "Steve" and the last name "Bot" clearly distinguishable.

Steve Bot
Chairman
I-94 West Corridor Coalition

IBEW LOCAL 292



SF 3157 as amended The Transportation Omnibus bill. Senate Transportation Committee.

March 31, 2023

Thank you, Chair Dibble and members of the Senate Transportation Committee. for allowing us to provide testify regarding SF 3157 as amended, The Transportation Omnibus Bill.

My name is Andy Snope, I am the Legislative Director for IBEW Local 292. We represent 5000 electrical workers in our jurisdiction, as well as today I am speaking on behalf of the 14,000 IBEW workers who work throughout the state of Minnesota in the electrical industry. We are in support of Senate File 3157 as amended.

We would like to highlight some of the items within this bill that the IBEW supports and encourage members of the committee to pass this bill as amended though committee.

We support the funding of passenger rail to match federal funding for passenger service from the Twin Cities to Duluth and improved service to Chicago. Funding rail service in these corridors will provide jobs for IBEW members in the Electrical construction industry and rail industry though construction and operation of these projects and the transit orientated development along these corridors that will be stimulated by these improvements.

We support the \$50 Million investment in the Blue Line Extension Light Rail line through Hennepin County. The work that will be created through this investment affects several jurisdictions of IBEW members; Lineworkers, Electricians and Limited Energy/Communication workers as well as, again, stimulates transit-oriented development along the line. Personally, I have worked since 2012 as an IBEW advocate and a former Golden Valley Council Member to see the Blue Line constructed, NOW is the time to provide the local funding share to get this LRT line back on track and start construction.

We support the metropolitan region sales and use tax for the continued support and maintenance of the regional transit system; however, we are concerned about the exclusion of the Green Line SWLRT system. Though this has been a trouble expenditure during development and engineering, we would encourage you, not to turn your back on funding to get this project done and support continued operation of the line once it is constructed. The survival of the Green Line extension SWLRT, is vital to our overall transit blueprint for the metropolitan area. Again, this is vitally important for job creation for IBEW members who construct light rail transit and associated transit orientated development.

Lastly, we want to thank you for the inclusion of the state matching funds to compliment the electrical vehicle Infrastructure federal funding through the IIJA, and for including the complementary labor provision of Prevailing Wage and the Electrical Vehicle Infrastructure Training Program. The IBEW has been training and certifying electricians through EVITP for over two years and we have a workforce ready to get to work to build this safely, efficiently and confidently throughout the state.

Please support SF 3157 as amended. Please support good public policy around job creation in the transportation and transit industry.

Andy Snope

IBEW Local 292

Andy Snope, IBEW Local 292, asnope@ibew292.org, 612-617-4238, 612-810-2781

Joel Johnson, IBEW State Council, joelonemn@gmail.com, 763-639-1746





March 29, 2023

**Dear Senate Majority Leader Kari Dziedzic,
Speaker of the House Melissa Hortman,
and members of the Minnesota State Legislature:**

Thank you for your leadership to better the lives of all Minnesotans and especially for the necessary step you took to move Minnesota to 100% Clean Energy by 2040. As clergy and faith leaders representing congregations across Minnesota, we urge our state elected officials to take the next necessary climate action and pass robust Transit Funding for the Metro and Greater Minnesota.

As leaders in our communities of faith across Minnesota, we believe all people - Black, white and Brown, indigenous, new-comer and long time resident, in cities, suburbs and greater Minnesota - deserve to thrive with clean air, clean water, and the freedom to move safely and reliably throughout and across our communities. Our faith traditions and sacred texts call us to care for the earth and all its inhabitants.

But the fossil fuel companies and the politicians beholden to them have traded our air, our water, and our ability to live and thrive on this planet for their own profit. They fight against every attempt to address climate change or safeguard the air we breathe and the water we drink. If they get their way, the world we leave our children will be one careening off the cliff of ecological and societal collapse.

A habitable planet for our children and grandchildren to flourish on demands we transform every sector of our economy this decade. We've taken a big and necessary step to transform our energy system. But Minnesota can not afford to let this moment pass without transforming our transportation system.

Transportation is Minnesota's biggest source of carbon emissions. And we know that climate justice requires building a world-class transit system that is fast, frequent, reliable, safe, and gets people to everywhere they need and want to go. Building out transit (and walking and biking) infrastructure will also serve to make Minnesota a healthier and more equitable place and address past injustices in the transportation system. Highways were built through historically Black neighborhoods, dividing communities and putting the most pollution in BIPOC and low-income neighborhoods. A transit system that meets everyone's needs will clean up our air and especially ensure low-income and transit reliant Minnesotans the freedom to move.

Ten years ago the legislature attempted a big transportation package and failed to deliver. We cannot afford to wait another ten years. The climate emergency is here. And racial and economic justice demand a transportation system that works for all of us. This is our year.

We urge you to pass a 1% Metro Sales Tax to build and operate a full Transit system across the 7-county metro, and invest at least 200 million to build transit in greater Minnesota.

Signed By:

Pastor Chrissie Carver, The Potter's House Apostolic Ministry
Pastor Jay Steele, Open Circle Church of the Brethren
Reverend Harry J. Bury PhD, Twin Cities Nonviolent,
Rev. Chris McArdle, First Congregational Church UCC of Anoka, MN
Rabbi Emma Kippley-Ogman
Rev. Eliot Howard
Rev. Jen Nagel, Lead Pastor, University Lutheran Church of Hope
Rev. Jane Buckley-Farlee, Trinity
Pastor Nathan Roberts, United Church of Christ, Minnesota
Rev. Hans Peterson
Rev. Maria Anderson-Lippert, University Lutheran Church of Hope, Minneapolis
Rev. Hannah Campbell Gustafson
Melody Olson, Awaken Community
The Rev. Lydia Huttar Brown
Rev Fernando Ortega, Ss. Cyril & Methodius Church
Rev. Terri Burnor, Unitarian Universalist Community Minister
Pastor Kathy Redig, All Are One Catholic church
Rev. Jane McBride, First Congregational Church of MN, UCC
Dn Kirsten Kessel, First Lutheran Church of Crystal
Rev. Craig Pederson, Minneapolis Area Synod, ELCA
Chaplain Lisa Lynott-Carroll
Rev. Lauren Baske Davis, First UCC Northfield
Anne Attea, Church of the Ascension
Rev. Rick King, Falcon Heights United Church of Christ
Rev. Rory Philstrom, Christ the King Lutheran Church, Bloomington
Grant Stevensen, Our Saviour's Lutheran Church
The Rev. Dr. Paula B Nordhem, United Church of Christ
Rev. Don Fulton
Rev. Jen Rome, Pilgrim Lutheran Church, St. Paul
Rev. David Landt, Mills Church, Minnetonka
Rev. Hans Jorgensen, St Timothy Lutheran Church
Rev. Dr. Elisabeth Johnson
Rev. Ava Adams-Morris
Allison Connelly-Vetter, M. Div, Lyndale United Church of Christ
Father Dale Korogi, Ascension Catholic Church, Minneapolis

Rev. Sarah Campbell, Mayflower United Church of Christ
Rev. Adam Blons, Macalester Plymouth United Church
Rev. Faith Totushek, Grace United Methodist Church St Cloud
Roy Vanderwerf, UMC Retired
The Reverend Jered Weber-Johnson, Rector, Saint John the Evangelist Episcopal Church
Deacon David Rojas Martínez, Holy Trinity Lutheran Church, Minneapolis
Rev. Allan Negstad, Grace University Lutheran Church
Rev. Luke Stevens-Royer, First Unitarian Universalist Church, Rochester, MN
Pastor Abe Johnson, Emmaus Church
Imam Walid
Pastor Katie Matson-Daley, Path of Grace UMC (Maplewood)
Rev. Molly Cox, United Church of Christ
Minister JaNaé Bates
Rev. Jen Crow, First Universalist Church of Minneapolis
Rev. Matthias Peterson-Brandt, Cherokee Park United Church
The Rev. Pam Fickenscher, St. John's Lutheran Church, Northfield MN
The Reverend Eric Hoffer, Salem Evangelical Lutheran Church -- North Minneapolis
Rev. Dr. Theresa Mason, United Methodist
Rev Dr Elizabeth Mahan, First Congregational UCC of Mankato
Rev. Oby Ballinger, Edina Morningside and Linden Hills United Church of Christ
Rev Dr Elizabeth Mahan, First Congregational UCC of Mankato
Rev. Mary Kay Sauter
Rev. Deborah Blue, House of Mercy
Rev. Dr. Gary A Titusdahl, Mayflower Community UCC
Jane Dow, First congregational UCC Mankato
Rev. Jane McBride, First Congregational Church of MN, UCC
Rev. Laurie A. Eaton
Rev Dr Rebecca Voelkel, Lyndale UCC
Rev. Nikoli Falenschek



March 30, 2023

Chair Scott Dibble
Members of the Senate Transportation Committee

RE: SF 3157 (Dibble)—Omnibus transportation finance bill

Dear Chair Dibble and Members of the Senate Transportation Committee,

On behalf of the League of Minnesota Cities' 838 member cities, thank you for the opportunity to provide testimony on SF 3157 as amended by the A-1, the omnibus transportation finance bill. While the League is tracking dozens of provisions of importance to cities in this bill, I am writing to highlight support for the following provisions:

- Funding for the Safe Routes to School Program, including an increase to the base;
- Funding for the Corridors of Commerce Account, including one-time and new base funding;
- Funding for the Local Bridge Account and the Local Road Improvement Program;
- Establishment of and funding for the Small Community Partnerships Program;
- Funding for the Small Cities Assistance Account, including new base funding;
- Establishment of and funding for the Larger Cities Assistance Account, including base funding;
- Establishment of a retail delivery fee and dedication of proceeds to local roads;
- Establishment of a surcharge on license tab transactions and dedication of proceeds to local roads;
- Establishment and funding for the Safe Road Zones Program;
- Establishment and funding for the Electric Vehicle Infrastructure Program;
- Establishment of the Federal Transportation Grants Technical Assistance Program;
- Infrastructure Investment and Jobs Act discretionary match provisions; and
- Requirement for the Speed Safety Cameras Study.

The League strongly supports SF 3157 and looks forward to working with you as this important legislation advances.

Sincerely,

A handwritten signature in cursive script that reads 'Anne Finn'.

Anne Finn
Intergovernmental Relations Director

«Name»
«Date»
Page 2



SCOTT LAMBERT, PRESIDENT • 200 LOTHENBACH AVE. • WEST ST. PAUL, MN 55118-3505 • (651) 291-2400 • 1-800-652-9029 • FAX (651) 291-2894
 homepage <http://www.mada.org>

March 30, 2023

Honorable Members of the Senate Transportation Committee

RE: Auto Dealer Comments on Senate File 3157

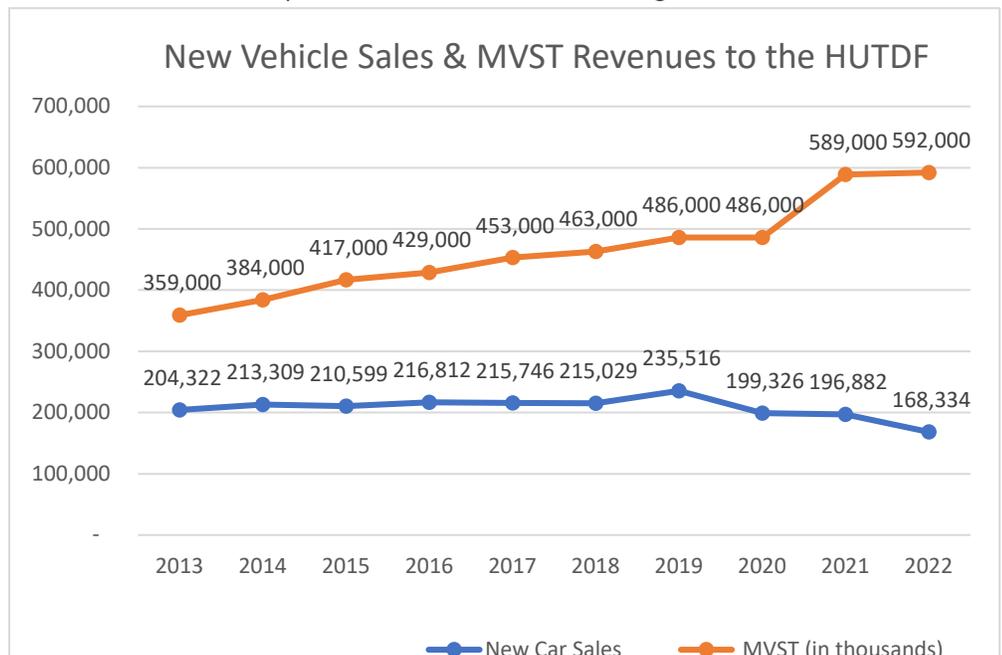
Senators -

Thank you for the opportunity to weigh in on the Omnibus Transportation Bill and share some impacts on Minnesota’s 375 franchised new car and truck dealers.

Transportation Funding

We acknowledge the pressures on transportation revenues, which aren’t seeing the gains of the general fund. We believe there are ways to raise additional transportation dollars without raising the rates of tab fees and the motor vehicle sales tax (MVST) – especially since vehicle prices are increasing due to new technologies and increased electrification of the fleet.

Specifically, we are concerned with the increase in the motor vehicle sales tax rate from 6.5% to 6.875%. Proponents believe this is necessary since revenues have not kept up with budget *forecasts*. This may be true, especially since COVID caused some major market abnormalities. But that doesn’t mean MVST is producing less revenue.



In 2019, the state had a record number of new car sales: 235,516, generating \$486 million in motor vehicle sales tax revenues for the highway trust fund.

Last year, new car sales plummeted to their lowest level in over a decade. Yet MVST revenues were at their highest amount ever: \$592 million. Despite sales dropping 28%, MVST revenues increased by 22% - in just three years. In the coming year, new vehicle sales are projected to increase, but vehicle prices aren’t

expected to drop. We ask the committee to stick with Minnesota's current MVST rate, which has shown growth even during tough economic times, and reject an increase that would make Minnesota the fifth highest motor vehicle sales tax in the country.

Vehicle Title and Registration Provisions

MADA is appreciative of the language in Article 8, Section 8 that increases the statutory cap on the dealer documentary fee. Since the advent of MNDRIVE, the bulk of the work for entering and pulling together the title application and registration information has shifted to the dealer and occurs earlier in the sales process. This has increased the workload of dealership personnel and costs to dealerships. The phased-in increase of the statutory cap will enable dealers to recoup the costs of the increased work and compensate employees who have lost commission opportunities due to the added workload from MNDRIVE.

While the bill gives dealers the ability to recover their increased costs associated with MNDRIVE, we ask that one of our important business partners, the Deputy Registrars, also be given the chance to recoup theirs. While the direct appropriation contained in the bill is helpful in making up the Deputy Registrars' losses, an increase in their filing fees should be part of the solution to keep them financially viable for the long-term.

MADA also supports the language in Article 4, Section 14 that gives the Commissioner of Public Safety greater discretion when determining penalties for inappropriate lookups of DVS data and establishes an appeals process for those who receive disciplinary action. Current law requires immediate and permanent revocation, which is an extreme response for employees who make an innocent mistake (like looking at their own record to process a vehicle sale.) MADA continues to work with the agency on making the appeals process retroactive, so dealership personnel who lost their access (and in some instances, their livelihood) between the launch of MNDRIVE and the effective date of the bill can have it reinstated. If agreement is reached, we hope the author will accept a friendly amendment.

Electric Vehicles

Lastly, Minnesota's auto dealers are grateful for the inclusion of state matching funds for the federal national electric vehicle infrastructure (NEVI) program. Minnesota needs a robust and visible charging network on highway corridors to increase consumer confidence in electric vehicles, so people know they can reliably get across the state as easily as they can their local communities. These dollars are an important start to help us get there.

Again, thank you for the opportunity to weigh in and your consideration of our positions. Please don't hesitate to let me know if you have follow-up questions or if the Association can be a resource to you as the bill moves forward.

Sincerely,



Amber Backhaus
Vice President of Public Affairs
MADA



DATE: March 30th, 2023

TO: Senate Transportation Committee

FROM: Andrea Lovoll, Legislative Director, Minnesota Center for Environmental Advocacy

RE: SCS 3157A-1 (Dibble) Senate Transportation Omnibus Bill

Chair Dibble and Members of the Committee:

SCS 3157A-1 (Dibble) contains significant investments and transformative projects through legislative changes. It rises to this moment by advancing climate action, electric vehicle infrastructure, reductions in car miles traveled, and public and alternative transit. SCS 3157A-1 (Dibble) does a good job of making targeted investments of \$1,075,000,000 over the biennium.

We fully support the following provisions:

Climate-Related Infrastructure Investment and Jobs Act (IIJA) Funds (lines 7.22–7.26): We support this, and all other IIJA matching funds allocations found throughout the Omnibus bill.

Blue Line Extension (lines 17.19–17.26): This light rail extension will connect some of our region's most diverse communities to jobs, education, and opportunities. We urge you to fight for the inclusion of this important measure in the final bill language.

Electric Vehicle Infrastructure (lines 145.11–146.23): As we electrify the economy and reduce carbon emissions, it's important to build out the infrastructure necessary to support it.

Active Transit (throughout): We support alternative transportation options as crucial to reducing carbon emissions and creating healthier communities. Provisions throughout the bill increase opportunities for pedestrian activities, bicycle commuting, other forms of nonmotorized transportation, telework, transit, and carpooling.

We recommend consideration to increase funding for the following provision:

Northern Lights Express (lines 4.27–5.4): This rail line would conveniently connect Minneapolis and Duluth for travel and business while reducing emissions. We suggest that you fully adopt the House allocation of \$194,300,000.

We recommend the inclusion of this provision:

Transit Fare Elimination Pilot Program: This program is included in the House version of the Transportation Omnibus bill and will significantly benefit low-income Minnesotans. We encourage its inclusion in the final Transportation Omnibus bill.

Andrea Lovoll
Legislative Director
Minnesota Center for Environmental Advocacy
alovoll@mncenter.org



March 30, 2023

Dear Chair Dibble and Members of the Senate Transportation Committee:

Metro Cities, representing the collective interests of cities in the metropolitan area, appreciates the opportunity to provide comments on several provisions contained in SF 3157 (Dibble), as amended by the DE A1 amendment.

Corridors of Commerce – Metro Cities supports the funding in the bill for the Corridors of Commerce program to help increase capacity on the state’s highway system and help advance economic growth, job creation, and more efficient transportation of goods to and from the metropolitan region.

Municipal State Aid Streets (MSAS) – Metro Cities supports bill provisions that direct additional funding to cities. Metro Cities supports the full dedication of auto parts sales tax revenue, which will benefit MSAS-eligible cities along with other recipients of Highway User Tax Distribution Fund dollars. Metro Cities supports allocations contained in the DE amendment that direct additional revenues to the MSAS fund and a Larger Cities Assistance Account, which provides MSAS cities more flexibility in the use of these funds.

Small Cities Assistance – Metro Cities supports stable funding for cities under 5,000 in population. The DE 1 amendment includes ongoing annual funding for the small cities assistance account via the tab fee renewal surcharge and phased dedication of auto parts sales tax revenue. Metro Cities also supports the Small Community Partnerships Program (Article 1, Section 15).

Federal Funds – Metro Cities supports provisions in the bill that will help the state and local governments maximize federal funds from the Infrastructure Investment and Jobs Act (IIJA), the Inflation Reduction Act, and the CHIPS Act. These include establishment of a Federal Transportation Grants Technical Assistance Program, the establishment of an Electric Vehicle Infrastructure Program, and the IIJA discretionary matching funds included in the DE 1.

State Patrol Aviation – Metro Cities supports the \$14.5 million for the purchase of a new helicopter for the State Patrol and \$1.7 million for staff and equipment costs of pilots for the State Patrol. The use of air support has proven highly effective in the metropolitan region in addressing issues like street racing and carjacking (Article 1, Section 4).

Deputy Registrars – Metro Cities supports increases to existing transaction fee levels to ensure that local deputy registrars can sufficiently function and meet evolving service needs. Metro Cities supports distributions from the full-service provider account to deputy registrars based on the number of transactions completed by each deputy registrar (Article 4, Section 21). Metro Cities supports the

report on Deputy Registrar and Driver's License Agent Financial Sustainability included in the DE amendment (Article 4, Section 22).

Transit Funding – Metro Cities supports stable and predictable revenue sources to fund operating and capital expenses for transit providers in the region to meet the needs of residents and to expand the system to areas that lack sufficient transit service options. Metro Cities supports the increase in the Motor Vehicle Sales Tax (MVST) rate, which will provide additional funding for transit in the metropolitan region.

Safety – Metro Cities appreciates the provisions in this bill that place an emphasis on safety. Metro Cities supports provisions such as the Advisory Council on Traffic Safety (Article 8, Section 2), Safe Road Zones (Article 8, Sections 9 and 10), and the Speed Safety Cameras report (Article 8, Section 34).

Climate Action Content Mandate – Metro Cities has concerns with Article 6, Sections 11, 12, and 25. These provisions mandate certain climate action content be included in the Metropolitan Council's Regional Development Guide and in local comprehensive plans. Creating a highly specific requirement for local comprehensive plans creates a one-size-fits-all mandate that would impede deliberate regional and local processes that go into the setting of local plan requirements and not allow for local needs, circumstances, and capacities. Many cities in the metropolitan region included climate-related provisions in their 2040 comprehensive plan. In lieu of comprehensive plan requirements, the legislature should incentivize current and new efforts at the local level through climate action grants and other state programs.

Metropolitan Council Governance – Metro Cities acknowledges language in the bill regarding the governance of the Metropolitan Council, including the establishment of a task force to make recommendations for regional governance. Metro Cities appreciates the inclusion of municipal officials on the task force. With respect to the makeup of the task force, Metro Cities encourages additional city official representation to reflect the number of cities in the region, as well as that cities are responsible for the implementation of the majority of regional policies and decisions.

Thank you for your consideration of this letter. Please contact me if you have any questions.

Sincerely,

A handwritten signature in black ink that reads "Michael Lund". The signature is fluid and cursive, with the first name "Michael" being larger and more prominent than the last name "Lund".

Mike Lund
Government Relations Specialist
Metro Cities



Auto Repair / Towing
Energy Transportation
Convenience Retailing
SINCE 1966



Don't deliver a 75-cent fee to every customer order!

A delivery fee mandated on nearly *every Minnesota consumer* is regressive and will negatively impact all families, as well as place an undue burden on businesses. This provision, as contained in the transportation omnibus bill, poses more questions than it provides answers. **As the state looks for thoughtful solutions to solve transportation challenges, the consumer delivery fee has undeniable impacts and insurmountable challenges.**

Impact to Minnesotans: The proposed delivery fee will impact every Minnesotan, no matter the size of their budget or where they live. As we face economic uncertainty and families make decisions about their spending, under this provision, should they choose delivery Minnesotans will be penalized.

Unfortunately, what this idea does not take into account is the income of an individual or family. Nor does it contemplate the access they may or may not have to food or necessary goods; and that they are already paying sales tax on purchased goods. Furthermore, Minnesotans receiving public assistance are not accounted for in this provision. SNAP items are not taxable, but if a recipient receives an order for delivery with a blend of eligible and non-eligible items, how does that interact with the fee? The Department of Revenue estimates that the average person will have 48 deliveries annually. For some family budgets, this measure will require real decisions and consequences.

Impact to Business Operations: As it is the retailer's responsibility to collect and remit the fee, the bill does not account for the intricacies required for a retailer to build a system to track, collect and remit the fees. As drafted the provision provides compensation to the Revenue Commissioner for costs to administer the retail delivery fee. Retailers will need to substantially invest in resources to comply with the fee, yet there is no support for that administration. Some businesses use delivery as a minor component to their business model; in which it would not be economical for them to operationally implement the fee.

Furthermore, there is no opportunity to allow a retailer to elect to pay the delivery fee themselves.

Transaction Implications: As drafted, the language is not clear around how certain transactions will interact. This raises many unanswered questions, including sales that are business to business or wholesale. These definitions are not explicitly addressed in the bill, nor does the bill provide direction on curbside pick-up or in-store-pick up relative to those options being considered a delivery. In addition, are volunteer delivery services (i.e. meal delivery) required to collect and remit the fee when there is a paying party such as a government grant, and what happens if a customer cancels or returns an order?

Colorado's Challenging Experience: On July 1, 2022 Colorado was the first and only state to-date to impose a retail delivery fee. Colorado's modest (when compared to Minnesota) 27 cent fee implementation has proven to be problematic, resulting in several proposed changes to law. According to local news outlet Denver 7, just months after the fee began and politicians heard blowback from consumers while campaigning, a restructuring of the bill is being considered including an exemption of small businesses and removal of the specific reporting line on a consumer's receipt. In addition, a lawsuit challenging the fee is in the courts.

Today's Economy: The proposed fee would also come at a time when consumers and businesses can least afford it, as economists warn the U.S. is teetering on the edge of a recession. If signed into law, Minnesotans would pay the highest delivery tax in the country --far superseding Colorado--whose new delivery tax has as mentioned wreaked havoc and resulted in frustration amongst businesses and consumers alike.

While there are more than three dozen unanswered questions surrounding this proposal, the reality is Minnesotans don't want a new fee on nearly every delivery.

We strongly urge you to say no to this new tax on Minnesota consumers and instead prioritize supporting the most vulnerable populations, encouraging economic growth and providing opportunity for all Minnesotans.

RETAIL DELIVERY FEE QUESTIONS

1. The provision does not address who is ultimately liable for the retail delivery fee.
 - a. Is the retail delivery fee an imposition on the consumer or the retailer? If intended to be the liability of the end-consumer, why is Minnesota considering a law that, from a policy perspective, is not largely able to be collected from the intended party due to the fee's novel nature and complexity/uniqueness?
 - b. Who is defined as the "retailer" in the case of third party (delivery) sales? For example, you order from Johnny's Restaurant via delivery app - who is responsible for the fee?
 - c. Is the consumer liable for the fee if it is not collected by the retailer?
 - d. Can the consumer make a claim for refund from the Commissioner for overpayment of the fee to a retailer?
2. As drafted, the retail delivery fee is imposed on deliveries to the "purchaser" at a "location" in Minnesota:
 - a. Does the fee apply to deliveries to persons other than the purchaser?
 - b. What is a "location" in Minnesota?
 - c. Does the fee apply if the "location" is a location of the retailer – e.g., buy online, pick-up in store transactions?
 - d. Does the fee apply if the "location" is a drop-off locker, pick-up locker, PO Box, or similar facility? Does the answer change if the "location" belongs to the retailer versus a third-party?
3. Is the retail deliver fee refundable to the customer if they return the item purchased? What if multiple items are purchased in a single transaction and only one is returned?
4. Is the retail delivery fee refundable to the customer if an order is canceled?
5. As drafted, the provision alludes to the entity paying sales tax – but often the retailer (ie restaurant or Johnny's Restaurant) will pay the delivery service to remit the sales tax fee to the government – who is responsible for the fee?

6. Has consideration been given to allowing retailers to elect to pay the retail delivery fee and not pass it on to customers? Perhaps allowing retailers an election for an interim period until the technology to allow the collection from customers catches up?
7. Almost 20 months have passed since Colorado enacted a similar fee, and 8 months have passed since the fee went into effect; still today, many retailers (large and small) are paying the fee themselves and not passing the Colorado retail delivery fee on to customers. Extensive and costly modification and system workarounds are necessary to implement the Colorado fee (and also any similar fee Minnesota might enact) and many retailers are finding that costs to implement the fee exceed the amount of fees that would be collected. Colorado's experiment with its retail delivery fee has proved that the technology does not exist yet to allow the accurate collection of a fee on retail deliveries. Why is Minnesota considering a law that many Minnesota businesses are not able to comply with absent the expenditure of significant money and resources and other potential impacts on their business?
8. Is there opportunity for a quantitative exemption to the measure? Some businesses, delivery is a very small part of their business model and programming to collect the fee will be a significant challenge. Would there be considerations for a delivery number threshold per quarter?
9. Is there an opportunity to exempt full-service restaurants? At full-service restaurants, the core of the business model is the full dine-in experience. There are a limited amount of deliveries made but certain circumstances lead to a delivery – but this is not the normal model of business.
10. Does curbside delivery count as a delivery?
11. How are business to business transactions handled? For example, if a florist delivers a bouquet to a business for display (say in a lobby), is this subject to the retail delivery fee?
12. Is there a specific call out to indicate wholesale is exempt?
13. How are event deliveries handled? For example, at a large scale event (ie wedding), there are delivery of rental equipment (tables, chairs, etc), potentially prepared food (catering), flowers, décor, etc?
14. Existing point of sale systems used by most retailers (large and small) are not capable of handling the retail delivery fee without retailers investing significant money and resources in reconfiguration.

- a. Has the financial burden that will be borne by the retail industry been factored into whether the measure makes sense for Minnesota?
 - b. Will there be support to help businesses, in particular small businesses, transition their point of sale systems?
15. Most retailers rely heavily on third-party service providers for tax content/platforms that enable the collection of taxes and fees from customers. This is especially true of small and mid-size retailers that do not have in-house resources. The tax systems/platforms offered by these third-party providers do not currently have a solution that allows all sellers on these systems/platforms to accurately collect retail delivery fees.
 - a. Has consideration been given to working with the tax content providers to ensure the necessary capabilities exist before burdening Minnesota retailers with this new collection obligation?
 - b. Has consideration been given to extending the effective date (maybe several years) to allow the technology to catch up before burdening Minnesota retailers with the additional costs to implement this fee?
16. A critical distinction between the proposed retail delivery fee and other taxes/fees is the imposition structure. What other Minnesota (or other state) fees/taxes are transaction level (as opposed to item level) that can be used to inform the application of the provision, implement rules, and administer the fee?
17. Concerns have been raised regarding the legality and feasibility of Colorado's retail delivery fee and there is movement to repeal it this year. Do similar concerns exist in Minnesota and does it make sense to base a new tax on a novel fee that is subject to ongoing legal and feasibility challenge?
18. The measure provides for compensation to the Commissioner for its costs to administer the retail delivery fee. Retailers will need to invest substantial resources to comply with this novel fee and should also be compensated. Why is the retail industry being burdened with significant administrative and compliance costs but not also receiving vendor compensation for collecting this novel fee for the state?
19. The retail delivery fee envisioned does not take into account the reality of the many unique and complex ways companies do business - making compliance extremely difficult. Deliveries associated with a "retail sale" can be complex and the facts may change during the life of an order. These nuances and changes during the life of an order may change whether the fee applies or not.

- a. Has consideration been given to granting retailers protections from consumer class actions that will arise from mistaken over-collections – especially since the technology is not fully developed and the struggles retailers are experiencing with collection in other states?
 - b. Has consideration been given to granting retailers protections against administrative penalties and interest for failure to pass the fee on to customers or mistaken under or over collection of the fee?
20. Does the retail delivery fee apply to deliveries made by third-parties and not the retailer (e.g., drop-ship or supplier-direct fulfillment transaction)?
21. As drafted each “retail sale” is considered a “single retail delivery.” How does the retail delivery fee apply in complex transactions? For example, how does the fee apply to a construction contract (is the answer different for lumpsum and time and materials contracts); contracts with multiple purchase orders or with change orders; service contracts that include parts; monthly subscriptions paid upfront; monthly subscriptions paid periodically; leases; installment payment contracts; etc.?
22. Is the retail delivery fee intended to supplement or replace some other tax/fee that exists in Minnesota? Is this the best way to balance narrowly impactful budget concerns when the public is dealing with significant inflationary pressure and visibility to a large state budget surplus?
23. Minnesota is a full member of the Streamlined Sales Tax organization with Senator Ann Rest on the Governing Board. What are the implications of this provision on compliance with and adherence to Minnesota’s participation in the Streamlined Sales and Use Tax Agreement?
24. How will the provision account for individuals receiving public assistance – for example SNAP or MFIP. As SNAP items are not taxable items, and recipients could receive an order with a blend of SNAP and not eligible SNAP items – how does that interact with the fee?



March 30, 2023

Chair Scott Dibble
Transportation Committee
Minnesota Senate Building
St. Paul, MN 55155

Dear Chair Dibble and Committee Members,

On behalf of the Minnesota Conservative Energy Forum (MnCEF), I am writing to you regarding the SF3157, the Senate Transportation Omnibus Bill, particularly bill language not currently included, Sen. Jen McEwen's SF2591. This language would ensure that entities receiving a route permit under Minnesota Statutes Chapter 216E are allowed to use public rights-of-way (ROWs) for high voltage transmission lines if they are interconnecting with facilities of an entity that provides retail electric services in the state.

At MnCEF we encourage policymakers to embrace innovations in clean and affordable energy based on our conservative free market principles such as economic growth, property rights, personal stewardship, job growth, and national security. Some of our top priorities include educating Minnesotans on policies that would increase transmission infrastructure, including streamlining Minnesota's permitting process to make it easier and more efficient for entities to develop renewable energy projects in Minnesota. This language is a step toward that goal, streamlining the permitting process as well as the added benefit of reducing controversy in some communities with respect to renewable energy developments.

Whether people support or oppose the actual wind turbines or solar panels, often its transmission lines that presents the biggest hurdle and can set projects back months, even years, or kill a project altogether. This language would mitigate much of the heartburn at the local level by reducing, or eliminating, in some instances, the need to use county and township ROWs.

In addition to the relief that this bill would provide for projects currently being developed in Minnesota, we know that the United States is facing a transmission crisis. The "backbone" of our energy system is aging, and there is not enough being built to transmit the ever-increasing demand for power. This bill is necessary for us to build out and replace this critical infrastructure, especially in light of Minnesota's explicit goal of getting 100% of its energy from clean resources by 2040. If clean energy projects are held up by bureaucratic confusion, the projects will not be built, and the market demand (to say nothing of Minnesota law) will not be met.

Thank you for your consideration. We respectfully ask and encourage Sen. Dibble and future conferees to adopt language for this important provision, which is included in the House Transportation Omnibus Bill. We look forward to continuing to work with you on meeting Minnesota's energy goals and ensuring a clean energy future.

Sincerely,

A handwritten signature in black ink, appearing to read "Kayla Christensen". The signature is fluid and cursive, written over a light blue horizontal line.

Kayla Christensen
Executive Director
Minnesota Conservative Energy Forum



March 27, 2023

The Honorable Scott Dibble
Chair, Transportation Finance and Policy Committee
Minnesota Senate Building, Room 3107
Saint Paul, MN 55155

RE: Reintegration Driver's License bill
House File 503 (Pinto), Senate File 577 (McEwen)

Dear Chair Dibble:

We are writing to express support for the Reintegration Driver's License bill, Senate File 577, and to encourage you to include it in your Committee's omnibus bill.

We lead the Steering Committee of the Minnesota Collaborative Justice Project (MNCJP), which brings together diverse organizations to improve reentry outcomes for individuals returning to Minnesota from state and federal facilities. The MNCJP includes representatives from law firms and companies in Minnesota, legal services organizations, the Minnesota Department of Corrections, Federal Bureau of Prisons, U.S. Probation and Pretrial Services, as well as local nonprofit organizations that provide services to formerly incarcerated individuals.

As part of its programming, the MNCJP identifies volunteer lawyers to provide pro bono assistance to address the civil legal needs of individuals participating in Minnesota's Federal Reentry Court or supervised by U.S. Probation and Pretrial Services. A number of the pro bono matters involve assisting individuals whose driver's license has been suspended or revoked due to minor traffic violations that occurred prior to incarceration. This is a barrier faced by many of the individuals that the organizations in the MNCJP work with every day.

Having a valid driver's license can be vital to successful reentry. It can be a prerequisite to finding and maintaining employment, obtaining housing, establishing family reunification, and attending treatment and other necessary community supervision requirements.

Most individuals returning to the community from incarceration have minimal support. They are asked to fulfill important requirements to satisfy the terms of their release, promote public safety, and support successful reintegration, yet they have limited resources. In addition, they face unique barriers related to their criminal record that limit their ability to access housing and employment. The Reintegration Driver's License creates an opportunity for formerly incarcerated individuals to access those things essential to their reentry, helping to restore them in the community. It is an important step in furthering their successful reentry, and we encourage your support.



Thank you for your leadership and your attention to this important matter.

Sincerely,

Eve Runyon
President & CEO
Pro Bono Institute
erunyon@probonoinst.org
202.729.6694
Steering Committee
Minnesota Collaborative Justice Project

James L. Volling
Partner
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Steering Committee
Minnesota Collaborative Justice Project

Chair Dibble

Members of the Senate Transportation Committee

Mr. Chair and Members of the Committee,

The City of Minneapolis would like to thank Chair Dibble for a robust and balanced transportation funding bill. Investments in transportation infrastructure are critical to our City and to the State. The City supports new and sustainable funding for multi-modal transportation, transit, rail, roads, and bridges, and secure financial resources to meet both the capital and operational needs of the expanding regional transportation systems. Keeping our infrastructure maintained and able to meet the needs of our residents is a high priority for our City.

The City supports the funding for the regional transit system included in this bill and would like to thank Chair Dibble for its inclusion. Maintaining and expanding our transit system is vital to the region and the State. Reliable funding sources for transit is critical to improving service and building out an efficient transit system. In Minneapolis, 16.5% of residents live in a household without access to an automobile. Further, 29% of BIPOC residents and 36% of black residents live in a household without an automobile. Transit infrastructure is critical to our residents who are transit dependent or have limited access to other modes. Minneapolis also supports the provisions in this bill that aim to address the safety and rider experience issues our transit system is facing. We also support the Transit Fare Elimination Pilot Program included in this bill.

We would like to thank the Chair for the inclusion of funding for the Blue Line Light Rail Extension Project. This project is important to the City and to the regions transit system.

Minneapolis also supports the creation of and funding for a Large Cities Assistance Program. These funds will aid large cities to maintain the portions of street systems not currently addressed by MSA funding.

The federal matching funds and provisions that will allow the state and local governments to be more competitive for IRA and IIJA funding will be critical in making sure that Minnesota will receive needed federal transportation funding.

The City of Minneapolis appreciates the funding included for the Northern Lights Express rail project. This investment in creating new transportation opportunities that connect our State are crucial to the economic vitality of our communities.

Thank you again Chair and Committee for your work so far this session,



Margaret Anderson Kelliher
City of Minneapolis Director of Public Works

March 31, 2023

The Honorable Scott Dibble
Chair, Senate Transportation Committee

Dear Chair Dibble:

As members of the Transportation Advocacy Coalition (TAC) – a coalition of labor and business interests – we write in support of provisions in the delete-all amendment to SF3157 (Dibble), the Senate transportation omnibus bill. With competing demands for state funds, infrastructure is often neglected, which has resulted in an aged transportation network across the state. This legislation proposes long-needed, sustainable investments in our transportation infrastructure across the state, ensuring that our state’s individuals, families and businesses can move in more safe, efficient ways.

We would like to highlight three specific investments in SF3157 that we support:

1. 100% dedication of the statewide auto parts sales tax to the Highway User Tax Distribution Fund, after its initial phase-in period. Doing so helps create a stable, consistent funding stream for the maintenance of road and bridge infrastructure, which allows for better planning and future investment.
2. We also support the proposed \$323 million to match federal highway formula and discretionary dollars made available through the Infrastructure Investment and Jobs Act. This investment will support our infrastructure and position Minnesota strongly as it competes with other states for infrastructure projects.
3. Our coalition greatly appreciates the proposed \$450 million over the next biennium in additional trunk highway bonds. This bonding capacity is an important element of financing construction, improvement and maintenance projects for our state’s trunk highway system that many depend on for the safe movement of people, goods and services.

As you continue work on this bill, we ask for your consideration of policy changes that would increase the contribution of electric vehicles. We know that these vehicles impact our infrastructure; however, they are not contributing to our infrastructure on par with gas-powered vehicles. We appreciate creative solutions that have been brought forward to rectify this and encourage your committee to continue to evaluate their viability.

The provisions highlighted above present a rare opportunity for legislators to increase investment in Minnesota’s transportation infrastructure while also transitioning to a more sustainable funding mechanism for the future. This is a win-win-win for our state’s hard-working men and women, our businesses that depend on reliable roadways, and the safety of our families traveling on the roadways.

TAC is in support of these provisions and appreciates the committee’s consideration.

Sincerely,

Laura Ziegler, Associated General Contractors of Minnesota
Jason George, IUOE Local 49
Bentley Graves, Minnesota Chamber of Commerce
Abby Loesch, Minnesota Business Partnership
Adam Duinick, North Central States Regional Council of Carpenters
Abbey Bryduck, Minnesota Asphalt Paving Association
Matt Zeller, Concrete Paving Association of Minnesota

March 29, 2023
Transportation Committee
Minnesota Senate
95 University Ave. W.
Saint Paul, MN 55155

Dear Chair Dibble and the Transportation Committee:

Thank you for the opportunity to provide testimony on the Transportation Omnibus bill. The Union of Concerned Scientists (UCS) is a national nonprofit organization dedicated to advancing science-based policy solutions. UCS has more than 500,000 supporters, including over 6,400 in Minnesota.

We strongly encourage you to support the following clean transportation priorities in your bill:

- Support [SF1132](#) (Morrison), the National Electric Vehicle Infrastructure Program
- Support Sec. 17. [297A.9925] Metropolitan Region Sales and Use Tax
- Support Sec. 32. Clean Transportation Standards and Sustainable Aviation Fuel Working Group; Report Required

Minnesota is already experiencing the impacts of climate change driven by combustion of fossil fuels, and transportation sector is *the* largest source of global warming pollution in Minnesota.^{i ii} Policies that promote transportation electrification, transit, and active transportation are crucial because air pollution from vehicles on Minnesota's roads today poses a significant and inequitable public health problems, in addition to contributing to global warming.ⁱⁱⁱ

As the recent [Intergovernmental Panel on Climate Change Sixth Assessment Report](#) concluded, we are currently on a trajectory to exceed 1.5°C in global average temperature increase above pre-industrial levels within the next 10 to 15 years. Even at about 1.1°C now, we are already in a dangerous and deeply inequitable climate crisis. Which only reaffirms, with greater urgency, what we must do to address climate change: phase down fossil fuels sharply and quickly while transitioning to clean energy, make deep cuts in heat-trapping emissions, and rapidly shore up resilience to worsening climate impacts.

Minnesota can do its part to address global warming pollution by passing common sense clean transportation legislation to help achieve its emission reduction goals and display the ambitious climate leadership that Minnesotans are calling for.

* * * *

Thank you for your consideration of these comments and for supporting a clean, equitable transportation future for all Minnesotans.

Sincerely,



Alyssa Tsuchiya
Senior Washington Representative
Clean Transportation Program
Union of Concerned Scientists
atsuchiya@ucsusa.org



Jeremy Martin, Ph.D.
Senior Scientist and Fuels Lead
Clean Transportation Program
Union of Concerned Scientists
jmartin@ucsusa.org

ⁱ Minnesota Pollution Control Agency. No date. Effects of climate change in Minnesota. Saint Paul, MN. Online at www.pca.state.mn.us/air/effects-climate-change-minnesota, accessed March 30, 2023.
ⁱⁱ Minnesota Pollution Control Agency. 2023. Greenhouse gas emissions inventory 2005-2020. Online at www.pca.state.mn.us/sites/default/files/Iraq-2sy23.pdf.
ⁱⁱⁱ Moura, M.C.P. 2019. Who Breathes the Dirtiest Air from Vehicles in Minnesota? *The Equation* (blog), February 3. Online at <https://blog.ucsusa.org/cecilia-moura/who-breathes-dirtiest-air-from-vehicles-minnesota>.

Remarks before the Minnesota Senate Transportation Committee
Ronald G. Williams
Friday, March 31, 2023

Thank you, Chairman Dibble, and Committee members. My name is Ronald Williams. I live in Robbinsdale, and I am a member of the all-volunteer group **Citizens Acting for Rail Safety - Twin Cities**, better known as **CARS-TC**. On a more personal level, I am a Vietnam veteran and a retiree of US Bank.

After the Norfolk Southern derailment in East Palestine, Ohio, the federal EPA -- after some delay -- took the extraordinary measure of requiring the railroad company to clean up, monitor, and remediate the damage that its derailment caused to the environment and to residences in the town and its vicinity. This was so extraordinary, in fact, even for the EPA, that it instantly made the TV and radio news, got blasted across social media, and got front-page newspaper coverage, all across the country. No one objected to these measures, either, at least not publicly. At last, there seems to be a general awareness and understanding of the need for railroad companies to be held responsible for their actions.

When population centers were developing along what have become today's HazMat rail routes, most of the hazardous cargo which concerns us today did not even exist. Please take a look at our list of over 120 Minnesota cities, large and small, located within one mile of Minnesota's crude-oil-by-rail routes per MNDOT maps. Many other routes carry other HazMats through these and other Minnesota communities every day.

One of the cities on our Bakken crude route list is Raymond, Minnesota. Yesterday, a BNSF mixed-train derailment in Raymond caused some of the new model 117 tankers containing ethanol to breach and catch fire. The danger of their exploding prompted the evacuation of much of the town. According to our enclosed data sheet, ethanol can also severely burn the eyes, nose, throat, lungs, and skin; and escaped ethanol vapor can hug the ground and end up concentrating in basements -- where it may explode. Another reason for evacuation in an ethanol derailment.

Lots of trains in Minnesota carry ethanol, and occasionally some cars derail and burn and cause a lot of environmental damage. But this derailment story went national like East Palestine's, and even the BBC has aired it! I just wonder if there was enough environmental damage to involve the EPA this time? What about the next time? And after that, after "derailment news fatigue" sets in? As the BBC reported, "In the past five years there have been over 60 train derailments in Minnesota." Please pardon the irony verging on sarcasm, but we cannot afford to sit back and rejoice in all the media hype, and just hope for the best. The U.S. has a long way to go in freight-rail safety regulation -- including inspection, instrumentation, training, and safe staffing levels. It also appears unlikely that any pending federal environmental or transportation legislation will make railroads responsible for East-Palestine-type clean-up and remediation measures across the board.

I respectfully urge you to vote for SF 3187, which will increase freight rail safety training and inspection, improve rail emergency response capability and coordination across the state, and fund these programs as well as others like improving safety at grade crossings. Thank you for your attention.

Minnesota Cities & Towns along Crude-Oil-Rail Routes

Aldrich	Glenwood	Nashua
Annandale	Glyndon	New Hope
Anoka	Goodview	New York Mills
Audubon	Granite Falls	Newport
Barrett	Greenfield	Norcross
Becker	Hancock	Otsego
Belgrade	Hanley Falls	Paynesville
Benson	Hastings	Pennock
Big Lake	Hawley	Perham
Bluffton	Herman	Pipestone
Brainerd	Hills	Plymouth
Breckenridge	Hoffman	Ramsey
Brooklyn Center	Holland	Randall
Brooklyn Park	Hopkins	Raymond
Brooten	Ihlen	Red Wing
Buffalo	Independence	Regal
Champlin	Inver Grove Heights	Rice
Clara City	Jasper	Robbinsdale
Clear Lake	Kellog	Rockford
Clontarf	Kensington	Royalton
Columbia Heights	Kent	Russell
Comstock	Kerkhoven	Ruthton
Coon Rapids	Kimball	St. Cloud
Corcoran	La Crescent	St. Paul
Cottage Grove	Lake City	St. Paul Park
Cottonwood	Lake Park	Sartell
Crystal	Lauderdale	Sauk Rapids
Dakota	Little Falls	Sedan
Dayton	Long Lake	South Haven
De Graff	Loretta	South St. Paul
Delano	Lowry	Staples
Detroit Lakes	Lynd	Tintah
Dilworth	Maple Lake	Verndale
Donnelly	Maplewood	Wabasha
Doran	Marshall	Wadena
Eden Valley	Maynard	Watkins
Elbow Lake	Medina	Wayzata
Elk River	Minneapolis	Wendell
Falcon Heights	Minneiska	Willmar
Farwell	Minnesota City	Winona
Florence	Moorhead	Wolverton
Frazee	Morris	
Fridley	Murdoch	

Source: MNDOT maps

03/18/2019



March 30, 2023

Minnesota Senate Transportation Committee

Subject: SF 3187, Emergency incident preparedness provision for rail transport of oil and other hazardous substances

Dear Members of the Senate Transportation Committee:

The American Petroleum Institute (API) appreciates this opportunity to share our views on SF 3187, which would require emergency incident preparedness provision for rail transport of oil and other hazardous substances.

API represents all segments of America's natural gas and oil industry, which supports more than 11 million U.S. jobs and is backed by a growing grassroots movement of millions of Americans. Our nearly 600 members produce, process and distribute the majority of the nation's energy, and participate in API Energy Excellence®, which is accelerating environmental and safety progress by fostering new technologies and transparent reporting. API was formed in 1919 as a standards-setting organization and has developed more than 700 standards to enhance operational and environmental safety, efficiency and sustainability.

The natural gas and oil industry is committed to the safe and environmentally responsible operation of U.S. energy infrastructure. U.S. pipelines safely deliver oil, natural gas and their products to Americans every day, and the industry is committed to its goal of operating with zero incidents through robust safety programs and the deployment of advanced inspection and leak detection technologies. Pipeline operators' proactive prevention, preparedness, and response efforts, help ensure the safe transportation of energy across the U.S., providing American consumers with affordable, reliable energy while protecting the communities and environment where operators live and work.

SF 3187 would reinstate an annual assessment on railroads and pipeline operators to fund state hazmat response capabilities and emergency response training related to these industries. This program was created by the legislature in 2015 and sunset at the end of 2017.

During the three years of the program, pipeline operators in Minnesota (MN) fulfilled their funding commitment to support the state's efforts of enhancing its response capabilities through the purchase of equipment, training, etc. In addition to providing funds through the annual assessment, pipeline operators continued to work with first responders across Minnesota enhancing their preparedness and readiness along their pipeline ROWs. That support of state and local first responders, continues today even without the state assessment and fund, and includes regular training and drills that incorporate state, local, and tribal agencies, industry, first responders, and other non-governmental entities. Lessons learned from exercises are vital to further enhancing first responder training and strengthening critical relationships between operators and the response communities.

More specifically, interstate pipeline operators are required by the U.S. Department of Transportation Pipelines and Hazardous Materials Safety Administration (PHMSA) to have comprehensive PHMSA approved spill response plans, and to identify and have available response equipment ready for responding to emergency



situations along the pipeline right of way. Pipeline operators and refiners actively exercise those response plans throughout the region. These exercises range from tabletop to full scale exercises and often include participation from state and local entities such as MN Department of Pipeline Safety, MN Pollution Control Agency, MN Department of Health, MN Department of Natural Resources, MN Homeland Security and Emergency Management, local county sheriff's office, local county public health, local county emergency management, and finally local police and fire departments.

It also should be noted that, for years – prior, during and after this program - independently pipeline operators have offered free hazmat responder training; training that was seemingly duplicated by this state program. Additionally, API helped create an online pipeline emergency response training program to respond in the event of a pipeline incident. Produced alongside the National Association of State Fire Marshals (NASFM), the online portal delivers pipeline-specific training free to first responders. Since inception of the program, as of February 2023, over nearly 9,000 first responders have completed at least one NASFM course, including 160 first responders from Minnesota, and the online course will continue to be a primary means of training well into the future.

Pipeline operators are committed to maintaining and promoting public safety and to working with state and local first responders to protect our communities. Our industry remains committed that first responders continue to operate at the highest level of readiness.

Thank you for the opportunity to share industry views on SF 3187. API stands ready to work with committee members and provide education on best practices by the industry. If we can be of any assistance on this or any other legislative matter, please do not hesitate to contact us.

Sincerely,

Mike Karbo
Associate Director – Midwest Region
American Petroleum Institute

**SENATE
STATE OF MINNESOTA
NINETY-THIRD SESSION**

S.F. No. 1962

(SENATE AUTHORS: DIBBLE)

DATE
02/20/2023

D-PG
922 Introduction and first reading
Referred to Taxes

OFFICIAL STATUS

1.1 A bill for an act
1.2 relating to taxation; property; authorizing a temporary deferral of
1.3 commercial-industrial property taxes; appropriating money; proposing coding for
1.4 new law in Minnesota Statutes, chapter 273.

1.5 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF MINNESOTA:

1.6 Section 1. **[273.129] TEMPORARY DEFERRAL OF COMMERCIAL PROPERTY**
1.7 **TAXES.**

1.8 Subdivision 1. **Definitions.** (a) For the purposes of this section, the following terms have
1.9 the meanings given.

1.10 (b) "Commissioner" means the commissioner of revenue.

1.11 (c) "Eligible commercial property" means property:

1.12 (1) classified as class 3a under section 273.13 for assessment years 2023 and 2024; and

1.13 (2) that was required to temporarily cease operation at any time during 2020, as required
1.14 pursuant to emergency Executive Order No. 20-99, or any preceding executive order, issued
1.15 in response to an outbreak of COVID-19.

1.16 (d) "Net tax" has the meaning given in section 273.1231, subdivision 6.

1.17 Subd. 2. **Application.** A taxpayer of an eligible commercial property may apply to the
1.18 commissioner for a deferral of all or a portion of the net tax assessed and due on the eligible
1.19 commercial property for property taxes payable in 2024 and 2025 only, as provided in this
1.20 section. For taxes payable in 2024, an application must be filed by January 15, 2024. For
1.21 taxes payable in 2025, an application must be filed by December 1, 2024. The application
1.22 must include the parcel identification number, name, address, and Social Security number

2.1 of the owner or owners, and any additional information the commissioner deems necessary
2.2 to determine eligibility.

2.3 Subd. 3. **Approval; payment of tax.** (a) Upon approval of an application, the
2.4 commissioner shall provide notice to the taxpayer and the treasurer of the county where the
2.5 property is located that the property shall receive a deferment of taxes as provided under
2.6 this section.

2.7 (b) On the date provided for payment of taxes under section 279.01, or any other date
2.8 as agreed to by the commissioner and the county treasurer, the commissioner shall pay to
2.9 each county treasurer the total amount of net tax due for all property receiving a deferment
2.10 of taxes under this section. The tax shall be collected and distributed by the county in the
2.11 manner provided by law for the collection and distribution of all property taxes.

2.12 Subd. 4. **Lien.** The total net tax deferred under this section for each eligible commercial
2.13 property shall be treated as a lien upon the property and collected as a special assessment
2.14 pursuant to chapter 429. Property taxes deferred for taxes payable in 2024 shall begin
2.15 repayment in 2034. Property taxes deferred for taxes payable in 2025 shall begin repayment
2.16 in 2035.

2.17 Subd. 5. **Appropriation.** An amount necessary to make payments as required under
2.18 subdivision 3 is appropriated from the general fund to the commissioner of revenue.

2.19 **EFFECTIVE DATE.** This section is effective beginning with taxes payable in 2024.



Office of Mayor Jacob Frey
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March 10, 2023

The Honorable Melissa Hortman
Speaker of the House of Representatives
Room 463 State Office Building
Saint Paul, Minnesota 55155

The Honorable Frank Hornstein
House Transportation Finance Chair
Room 563 State Office Building
Saint Paul, Minnesota 55155

The Honorable Kari Dziedzic
Senate Majority Leader
Room 3113 Minnesota Senate Building,
Saint Paul, Minnesota 55155

The Honorable Scott Dibble
Senate Transportation Finance Chair
Room 3107 Minnesota Senate Building,
Saint Paul, Minnesota 55155

Dear Legislative Leaders,

I am writing this letter to express support for Hennepin County's request for \$200 million for the Blue Line Light Rail Transit (LRT) Extension project.

The Blue Line Extension will serve communities that are among the most racially and economically diverse and transit-reliant in Minnesota. Communities along this corridor have a disproportionate number of people experiencing poverty and a greater percentage of people of color and have been historically subject to underinvestment in transportation and other public resources. This project will improve accessibility for residents with shorter travel times to work, school, healthcare, and resources, while also spurring long overdue economic development and building wealth for working families.

State funding is crucial to meet the transportation needs of the region's fast-growing population, address historic economic and racial inequality, spur economic development and benefit the residents, businesses, and commerce in our state. The state's investment will help leverage hundreds of millions in federal matching dollars from the historic Bipartisan Infrastructure Law, bringing significant federal resources to Minneapolis, the region and the state of Minnesota.

Sincerely,

Jacob Frey
Mayor, City of Minneapolis