

Governor Tim Walz  
Lt. Governor Peggy Flanagan  
130 State Capitol  
75 Rev Dr. Martin Luther King Jr. Blvd.  
St. Paul, MN 55155

Commissioner Laura Bishop  
Minnesota Pollution Control Agency  
520 Lafayette Rd.  
St. Paul, MN 55155

September 10, 2020

Dear Governor Walz, Lieutenant Governor Flanagan, and Commissioner Bishop:

In these challenging times, we write to thank you for your leadership in the Midwest to moving forward with Clean Cars Minnesota. We are strong supporters of clean car standards and represent a diverse coalition of business leaders, consumer groups, social justice, labor representatives, science and public health advocates, faith communities, and conservationists. We share a commitment to improving air quality and addressing climate change, spurring domestic manufacturing and job growth, and creating a more equitable and inclusive future in Minnesota and across the country.

The program is critical to protecting Minnesotans in the face of recent rollbacks by the federal government to vehicle pollution standards while also jump-starting the deployment of cleaner technologies including zero-emission vehicles. We are excited by Minnesota's commitment to grow the clean vehicle and technology production in America and look forward to discussing the many benefits of these standards during the public rulemaking process. By moving forward, Minnesota will be joining over a dozen other states that have already adopted or committed to state clean car programs and collectively represent over one third of the U.S. market.<sup>i</sup>

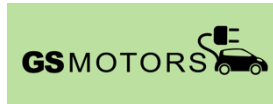
The transportation sector is a major contributor to air pollutants in Minnesota and is the largest source of greenhouse gas emissions in the state.<sup>ii</sup> Pollution from vehicles exacerbates health problems for Minnesota's communities of color and its vulnerable citizens, including children, the elderly, and people with respiratory diseases.<sup>iii</sup> Early studies indicate polluted air can be associated with higher COVID-19 death rates, which underscores the importance of clean air to public health and resilience.<sup>iv</sup> A Clean Cars Minnesota program will reduce this dangerous air pollution and ensure that Minnesotans will have a greater selection of cleaner vehicles -- including electric vehicles. These vehicles will save money for households and businesses alike, saving Minnesotans' billions of their hard-earned dollars in avoided gasoline expenditures.<sup>v</sup> At a time when Minnesotans are hurting, this program would be a significant way to start reducing transportation costs for households across the state and to help build a stronger economy.

Minnesota needs to take action now to at minimum achieve the targets set forth in the Next Generation Energy Act, let alone reach emission reduction levels consistent with latest IPCC recommendations of 45 percent from 2005 levels by 2030 and achieving net-zero emissions by mid-century.<sup>vi</sup> By moving forward with a Minnesota Clean Cars program, your administration would help improve clean vehicle options available to Minnesotans, including plug-in electric

vehicles. Automakers produce more than 40 electric makes and models, but only 18 models were readily available in Minnesota dealership inventories in 2019 in the Minneapolis–Saint Paul–Bloomington area, 3 models in Rochester, and no models in Duluth.<sup>vii</sup> Clean transportation options would complement even more comprehensive efforts to reduce air and climate change pollution across the economy.

We look forward to supporting your administration in the upcoming rulemaking as you work to ensure Minnesotans have access to affordable clean cars that save money and keep our air clean and our climate stable for generations to come.

Respectfully, the undersigned organizations:





<sup>i</sup> Based on sales data from IHS Polk including 11 states that have adopted ZEV and 4 states considering.

<sup>ii</sup> MPCA (2017), *The air we breathe: the state of Minnesota's air quality 2017*; MPCA & DOC (2019), *Greenhouse gas emissions in Minnesota: 1990-2016*.

<sup>iii</sup> MPCA (2017), pp. 14-17.

<sup>iv</sup> *Emerging research from across the globe, including Harvard as well as other studies coming out of Europe and China. For a summary of some of these studies see [here](#).*

<sup>v</sup> Chris Harto & Shannon Baker-Branstetter, The Un-SAFE Rule Update, Consumer Reports (Nov. 2019), <https://advocacy.consumerreports.org/wp-content/uploads/2019/11/UnSAFE-Addendum-11.13.19.pdf>

<sup>vi</sup> IPCC, *Summary for Policymakers of IPCC Special Report on Global Warming of 1.5°C approved by governments*, October 8, 2018. <https://www.ipcc.ch/2018/10/08/summary-for-policymakers-of-ipcc-special-report-on-global-warming-of-1-5c-approved-by-governments/>

<sup>vii</sup> Survey of Cars.com on dealership inventories by EV model within a 50-mile range of cities in August of 2019.