

February 28<sup>th</sup>, 2021

Office of Administrative Hearings  
ATTN: Denise Collins  
PO Box 64620  
St. Paul MN 55164 – 0620

09H MAR 4 '21 AM 8:00

Dear Denise,

As a leader in Agriculture and a resident of a Northwest Minnesota border community I am writing to implore those with authority of this California Cars Rulemaking process to stop this terrible policy from becoming a reality. This new rule is not needed and it is totally unreasonable.

We are operating on the Minnesota/North Dakota border where we are seeing our most talented job creators and workers fleeing across the border to escape Minnesota regulatory and tax burdens. We are in the midst of a global pandemic and our economy has taken a huge hit. It would be completely unreasonable in good times to hand our regulatory authority over to an unelected California Bureaucracy. It is worse now when our communities are hurting. For whatever reason, over the years, States have been allowed to have their vehicle emissions rules governed by either the Federal Government or California (and by default the California Air Resources Board). At least with the Federal standards, we have two US Senators, members of Congress and a Governor who can be a direct advocate. We don't even know what California's next set of standards will be (aside from news reports that the Governor wants to ban the sale of any gas powered new vehicles in the near future). It is totally unreasonable to subject Minnesota to this uncertainty.

It is also unnecessary. Minnesota has clean air. We are on the forefront of fueling our transportation in a bigger and bigger way with biofuels. All the while, those who want to buy electric can and do purchase electric vehicles. Why, when we have the choice of a wide selection of vehicles, would we make Minnesota an island in the Midwest. This is particularly bad for border regions like I live in. Our dealers and small businesses are already struggling during this pandemic. To add such a significant cost to our consumers and make things more challenging for our local businesses it terrible policy. It is unnecessary and it is harmful. I listened to proponent after proponent speak during the public hearing about their support for Electric Vehicles and desire to have more of them here in Minnesota. The problem is, that isn't relevant to this discussion. We are discussing whether it is necessary and reasonable to place the regulation of our Minnesota Motor Vehicle emissions into the hands of an unelected bureaucracy of another state. It is not necessary or reasonable. That is clear.

Governor Walz and his team should really pull this from consideration immediately. They shouldn't have even started to enact this large a policy change without passing this through our legislature to begin with, but they now would serve our state well by pulling this from consideration. Short of that, this Rule Making Proceeding should be ruled unnecessary and unreasonable. Allow this discussion to come to the floors of the House and Senate.

Thank you in advance

*Mark Harless*

Mark Harless

Clay County Farm Bureau

5230 Dupont Ave. N.  
Minneapolis, MN 55430  
March 3, 2021

Administrative Law Judge Jessica Palmer-Denig  
PO Box 64620  
St. Paul, MN 55164-0620

ORH MAR 5 '21 AM 9:04

Judge Palmer-Denig:

I am contacting you regarding the Clean Cars MN standards being proposed by the MN Pollution Control Agency. I am concerned about the levels of air pollution caused by cars and the impact on climate change. I understand that the transportation sector is the largest contributor to greenhouse gasses in Minnesota and that Minnesota is not on track to meet its greenhouse gas reduction goals as outlined in the Next Generation Energy Act of 2007. I feel that it is crucial to take steps to control emissions and to work to reduce climate change. These proposed emission standards will help us to reach these goals. I think that they will also assist in the transition to greener technology by increasing the availability of electric and hybrid vehicles in Minnesota and the development of the necessary infrastructure. I am personally looking forward to purchasing an all-electric vehicle in the next year.

Thank you for your consideration,

A handwritten signature in cursive script that reads "Suzanne Reedy".

Suzanne Reedy



March 5, 2021

Ms. Sheena Denny  
Office of Administrative Hearings  
600 North Robert Street  
St. Paul, Minnesota 55164-0620

ORH MAR 8 '21 AM 9:23

Re: Proposed Clean Cars Minnesota rulemaking

Dear Ms. Denny,

Thank you for the opportunity to provide comment on the proposed Clean Cars Minnesota rulemaking. As leaders in the Moorhead, Minnesota region, we respectfully request that the MPCA not proceed with the proposed rulemaking. We are deeply concerned by the economic impact of the rule, as well as the process to make such a significant decision without the consultation of the Minnesota Legislature.

Adopting the rules to completely conform to emissions standards dictated by the California Air Resources Board (CARB) will increase costs of new vehicles and lead to less consumer choice. The proposed regulations on Minnesota will add between \$800 and \$2,500 to the cost of all vehicles sold in Minnesota. The cost increase will most impact those individuals and families who are least able to afford the rise in costs. In addition, the regulation will result in fewer buying options for Minnesota's most popular vehicles, like trucks, SUVs, and minivans. Our citizens will only have the choice of vehicles that CARB deems acceptable.

The aforementioned price increase for all vehicles will have considerable impact on Minnesota's border cities. In speaking with area dealerships, some noted that 40% of their current new vehicle sales are to residents of surrounding states. This decision would be devastating to their business, since customers from neighboring states would no longer purchase from them due to the unparalleled price mark-up forced on Minnesota car dealers. In addition, the ability to trade vehicles with dealers from neighboring states would be unrealistic, as the cars would cost considerably more in Minnesota. The combination of these barriers would be detrimental to our area businesses, and to those in other border cities across the state as well.

Finally, we are concerned with the process by which the Walz administration is going about this mandate, using rulemaking ability instead of consulting the Legislature. We worry that this could set a dangerous precedent for the future, jeopardizing the integrity of policy making. The proposed process bypasses any legislative input, which we believe is crucial to decisions such as this in order to truly consider all perspectives and provide an opportunity for average Minnesotans all across the state to voice their opinions.

We hope these concerns and our request that the MPCA not proceed with the proposed rulemaking are taken into serious consideration.

Sincerely,

Shannon Full  
President/CEO  
FMWF Chamber of Commerce

Derrick LaPoint  
President/CEO  
Downtown Moorhead Inc.



*A joyful, inclusive, compassionate community  
seeking to do justice, act mercifully  
and walk humbly with God.*

**OAK GROVE**  
PRESBYTERIAN CHURCH  
*Loving God... Changing Lives!*

ORA MAR 8 '21 AM 9:22

March 5, 2021

Office of Administrative Hearings  
Attn. Denise Collins  
PO Box 64620  
Saint Paul MN 55164-0620

Dear Denise,

Oak Grove Presbyterian Church in Bloomington, Minnesota is a congregation of approximately 500 people. We have a strong commitment to fighting climate change as shown by our use of renewable energy to get over 200% of our electrical consumption from wind (WindSource) and solar (rooftop solar and community solar garden).

We have sponsored **EV Expos** at our church to teach our congregation and community about EVs, chargers, e-scooters, e-bikes, electric mowers and different ways they can stop burning fossil fuels in their daily lives. At last count, 10 members of our congregation drive EVs or PHEVs. We have installed two level 2 chargers in our parking lot that are available to members and the general public.

Oak Grove Presbyterian strongly favors adoption of the Minnesota Clean Car Standards for five reasons, including:

- Taking action to curb climate change
- Improving health outcomes through cleaner air
- Making cleaner cars (LEVs) and EVs (ZEVs) more widely available
- Promoting affordability
- Fostering sustainable economic development and equity in Minnesota

#### **Taking action to curb climate change**

Minnesota is not meeting our climate goals. Fossil fuel burning cars are our state's biggest carbon emitters producing approximately one-third of all GHG emissions. In addition, our refining of oil to make gasoline is another major source of emissions. Switching to more fuel-efficient cars and to EVs is the only way we can possibly get back on track to fight climate change in time to avert catastrophic, out-of-control effects.

Adoption of the Minnesota Clean Car rules will make more high mileage cars and EVs available for people to test drive and buy. Coupled with the “greening” of Minnesota’s electrical grid and with green energy programs such as WindSource, these standards will enable millions of Minnesotans to immediately and dramatically cut our carbon footprints.

### **Improving health outcomes through cleaner air**

Harvard University recently published a study showing that 1 in 5 deaths worldwide are due to burning fossil fuels. We don’t have to look very far to see this happening in Minnesota. Just go out on I-35 or I-94 on a hot day during rush hour and breathe the fumes. The most congested routes of our interstates and other major highways go through marginalized, segregated low-income areas and communities of color, forcing people to breathe nitrogen oxide, particulate matter and carbon monoxide, which have terrible health impacts from slow development of infants, to increased learning problems of youngsters, to increased respiratory disease, heart disease, cancer and premature death. The human costs of this air pollution are shameful and appalling! Adoption of the Minnesota Clean Car rules will help cut this pollution and help our communities enjoy better health outcomes.

### **Making cleaner cars (LEVs) and EVs (ZEVs) more widely available**

The 14 states and the District of Columbia that have joined California in adopting the Clean Car Standards proposed by the MPCA currently have far more EVs and PHEVs available on dealer lots than we do. If Minnesota fails to adopt the proposed Clean Car Standards, this disparity will grow even worse. With the Federal Government’s commitment to change its entire vehicle fleet of 650,000 vehicles over to EVs and with the commitment of many auto manufacturers to offer more and more EV models, first preference will be given to those states that have adopted the Clean Car Standards. The same logic will also apply to building (or not building) high-speed EV charging networks that will be critical to the future of Minnesota’s tourist and hospitality industries.

### **Promoting affordability**

The best way of promoting affordability is through competition. Studies have shown that the total cost of ownership over five years for a Tesla Model 3 is less than the costs of a Toyota Camry. This cost gap will only widen as battery technology develops rapidly and EVs become cheaper and have longer and longer ranges. Tesla has committed to bringing the cost of its next generation Model 2 SUVs down to \$25K with a range of approximately 400 miles by 2024, which is, incidentally, the first year that the Minnesota Clean Car rules would go

into effect. General Motors and other manufacturers have made similar commitments for their EV programs.

Eighty percent of EV charging is done at home for costs of approximately 86 cents to \$1.10 per gallon equivalent. (Some utilities in Minnesota such as Great River Energy offer customers free charging at night). This compares to \$2–\$3 per gallon cost for gasoline. Maintenance costs are far less for EVs than for internal combustion engine cars. By adopting the Minnesota Clean Car standards these competitive advantages of EVs and other high mileage cars can be clearly shown on dealers' lots for Minnesota consumers to judge for themselves.

### **Fostering sustainable economic development and equity in Minnesota**

Minnesota imports billions of dollars' worth of fossil fuels every year from other states and countries.... Wyoming, Oklahoma, Texas, Louisiana, North Dakota, Alaska, Alberta, the Middle East. It is time to cut back on these because, increasingly, the cheapest sources of energy are the cleanest- wind, solar and battery storage electricity generated right here in Minnesota.

By adopting the Minnesota Clean Car standards we will give consumers choices that will transform Minnesota's transportation and energy sectors from high carbon emissions, disease and water pollution to good-paying, locally-sourced clean energy jobs---installing charging networks throughout the state, developing software for autonomous vehicles, installing wind turbines and solar gardens, building distributed energy micro-grids with vehicle-to-grid capabilities (V2G), long duration battery storage technologies and green hydrogen.

Please adopt the proposed Minnesota Clean Car Standards to help move our state forward to a new, sustainable world for all.

Sincerely,

**Session, Oak Grove Presbyterian Church**  
2200 West Old Shakopee Road  
Bloomington MN 55431  
952-888-4621



## LYON COUNTY ADMINISTRATOR

607 West Main Street  
Marshall, MN 56258

March 5, 2021

The Honorable Judge Palmer-Denig  
Office of Administrative Hearings  
600 N. Robert St.  
St. Paul, MN 55101


RE: Clean Cars Minnesota  
Amendments adopting Low-Emission and Zero Emission  
Vehicle air pollution standards (Revisor's ID R-4626)

084 MAR 9 '21 AM 9:03

Dear Judge Palmer-Denig

On March 2, 2021, the Lyon County Board of Commissioners adopted Resolution 2021-10 in opposition to MPCA Rule Relating to the California Car Rule. This resolution was adopted by unanimous vote. The Lyon County Board also directed me to transmit a copy of this resolution to you to be included in the official rulemaking record. Enclosed is a copy of that resolution.

Sincerely,

  
Loren Stomberg  
Lyon County Administrator

**RESOLUTION 2021-10**  
**OPPOSING MPCA RULE**  
**RELATING TO THE CALIFORNIA CAR RULE**

**WHEREAS**, Lyon County works tirelessly to be good stewards of our tax dollars and provide these programs in a cost-effective and efficient manner; and

**WHEREAS**, the Minnesota Pollution Control Agency (MPCA) is in the process of adopting California's Low-Emission Vehicle (LEV) and Zero-Emission Vehicle (ZEV) mandates, which are expected to phase-out the sale of fuel-powered passenger vehicles by 2035; and

**WHEREAS**, the adoption of these rules is being conducted by rulemaking, which limits the scope of the discussion to a narrow set of issues, precluding a broader policy debate on the economic development, transportation, energy, and waste disposal impacts of the policy. The proposed rule and process for adopting it also fail to address many of the Minnesota-specific concerns related to our county's demographics and climate; and

**WHEREAS**, the MPCA's own documents show that the plan to mandate California's LEV and ZEV standards is likely to increase the cost of all light- and medium-duty vehicles sold in Minnesota by at least \$1,139; and

**WHEREAS**, the MPCA estimates the rule will displace 674 million gallons of fuel by 2034, before the phasing out of fuel-powered vehicles, but the MPCA's documents do not address the long-term consequences on our county's transportation revenues (gas tax), negative impacts on our local ethanol plant/biofuels industry and likely lower prices for corn and soybeans produced on local farms; and

**WHEREAS**, batteries in electric vehicles weigh ten-times as much as batteries in vehicles with internal combustion engines and include more toxic elements and electronic circuitry, exposing our county to increased disposal costs and liabilities; and

**WHEREAS**, electrical consumption will approximately double to support and all Electric Vehicle society on an already capacity limited system; and

**WHEREAS**, many jobs will be affected and lost across many sectors that support fuel production and fuel powered engines.

**NOW, THEREFORE, BE IT RESOLVED** that Lyon County opposes the MPCA's attempt to adopt California's mandates through rulemaking without consulting the Legislature; and

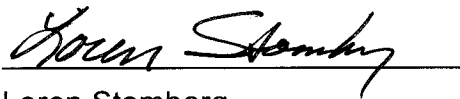
**BE IT FURTHER RESOLVED** that Lyon County encourages the Walz administration to withdraw its proposed rulemaking and bring a proposal to the Legislature where a more comprehensive policy can be considered; and

**BE IT FURTHER RESOLVED** that Lyon County stands ready to advise the Governor, his administration, and our regional Legislators on proactive methods to achieve the goals raised by Governor Walz without adversely impacting our ability to provide public services; and



**BE IT FINALLY RESOLVED** that Lyon County will advocate against this rulemaking to ensure that our concerns about increased costs, lost transportation revenues, and battery production and waste/recycling are contemplated and mitigated.

I certify that this is a true and exact copy of the original document that I have personally examined

A handwritten signature in cursive script, reading "Loren Stomberg", is written over a horizontal line.

Loren Stomberg

Lyon County Administrator

**dakota county** regional  
CHAMBER OF COMMERCE

March 5, 2021

Governor Tim Walz  
130 State Capitol  
75 Rev Dr. Martin Luther King Jr. Boulevard  
Saint Paul, MN 55155

ORH MAR 9 '21 AM 8:48

Dear Governor Walz:

I submit this letter on behalf of our members of the Dakota County Regional Chamber of Commerce (DCR Chamber). Our mission is to be a regional voice that champions promotion and improvement of the business environment, cultivating vibrant regional and local communities.

As you are well aware, the past year has been challenging for many Minnesota businesses. The DCR Chamber has appreciated the opportunities to engage with DEED on safe business reopening strategies and partner in mask distribution efforts. Given the fact that we are only now just beginning to see the light at the end of the pandemic tunnel, it is surprising and disappointing to see the Administration pursuing "Clean Cars" rulemaking.

Fundamentally, we disagree with enacting the environmental policies of another, very different and more polluted state. We are further concerned that these rules will put Minnesota's auto dealers at a competitive disadvantage, both in terms of acquiring vehicles in the market and losing business to neighboring states. The MPCA itself is estimating that the "Clean Cars" rule will increase the price of every vehicle sold in Minnesota by \$1,100. Just when businesses are hoping to rebound from COVID-19, adding significant costs to operating their fleet only increases stressors in an already difficult time.

As concerned as we are about the underlying policy, we are equally concerned about the process being used. Creating sweeping air quality changes and business mandates should be debated by the State Legislature elected by the people of Minnesota. Though Minnesota may be the only divided legislature in the country, that does mean they can or should be ignored to achieve a policy objective. I fear that doing so sets a troubling precedent for future unilateral gubernatorial actions.

The DCR Chamber respectfully asks that you direct the Minnesota Pollution Control Agency to suspend this rulemaking effort. It is simply not the appropriate time or means to pursue such massive business mandates and environmental policy.

Sincerely,



Maureen Scallen Failor  
President  
Dakota County Regional Chamber of Commerce

MSF/bjl

1895 Plaza Drive | Suite 110 | Eagan, Minnesota 55122  
P: 651.452.9872 | F: 651.452.8978 | E: info@dcrchamber.com | www.dcrchamber.com





RCVD OAH \*21 MAR 18

March 9, 2021

**Comment on proposed rules adopting Vehicle Greenhouse Gas Emissions Standards—Clean Cars Minnesota, *Minnesota Rules*, chapter 7023; Revisor's ID Number 04626, OAH docket number 71-9003-36416**

On behalf of the Minnesota School Bus Operator's Association, and the member operators we represent, I am writing to provide the following comments regarding the proposed Clean Cars Minnesota proposed rules.

School districts and private bus operators currently have 5,319 Type III School Buses (cars, vans, SUVs) registered in the State of Minnesota, which represents about 35 percent of the total school bus fleet across Minnesota. These vehicles are classified as "Medium-duty passenger vehicles" under the proposed Clean Cars Minnesota, and would be subject to the Low-Emission Vehicle Standards if these rules are adopted.

Based on our industry partners experience in states that have adopted similar standards, the Low-Emission Vehicle standards proposed would add approximately \$2,500 to the cost of a new Type III vehicle. Over the next 12 years, the currently registered 5,319 Type III vehicles will need to be retired and/or replaced per Minnesota Department of Public Safety regulations. Assuming an equal number of vehicles are replaced each year, the Low-Emission Vehicle Standard will require an additional \$1.1 million per year in capital expense that will be paid for by local school districts. This funding will come from one of three sources: increased state funding to address the increased expense, increased local funding through property tax levies, or reduced expenditures in other areas such as classroom education.

The most common use of a Type III vehicle is to provide transportation services for students with special needs, as required by state and federal regulations. As a result of these service requirements, it is often necessary for a school district or private bus operator to add a Type III vehicle to their fleet on short notice in order to provide the specific services based on an individual student's needs. Under current circumstances, it is not uncommon for a district or operator to have to purchase a vehicle from a dealer in a different state if an appropriate vehicle is not available locally. Adoption of this rule would all but eliminate this as an option for Minnesota school districts or Minnesota-based operators because none of the neighboring states have similar emission standards, and these markets will likely not have the required vehicles available. As a result, it may be impossible for us to provide state and federally required special needs services due to our inability to obtain an appropriate vehicle for the service needed while also meeting the proposed emission standard.

This proposed rule, if adopted, will place a significant burden on our school districts and our student transportation system.

Respectfully submitted,

Garrett Regan  
President

Pipestone County  
Pipestone MN 56164  
507-825-1200  
507-825-6843  
www.pipestone-county.com

**Pipestone County**

# Fax

<b>To:</b>	Honorable Jessica Palmer-Denig	<b>From:</b>	Steve Ewing
<b>Fax:</b>	651-539-0310	<b>Pages:</b>	2
<b>Phone:</b>		<b>Date</b>	3/9/2021
<b>Re:</b>	Docket #71-9003-36416	<b>cc:</b>	

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☐ Urgent    ☐ For Review    ☐ Please Comment    ☐ Please Reply    ☐ Please Recycle

Judge Palmer-Denig

Please accept the attached letter for comment regarding the Clean Cars MN proposed rule.

The Pipestone County Commissioners wish to convey their thanks for the opportunity for convey their concerns.

Thank you,

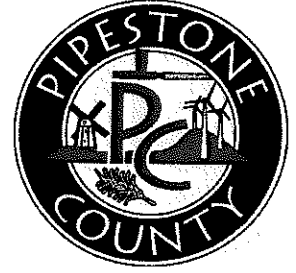
Steve Ewing

County Administrator

# RECEIVED

By: OAH on 3/9/2021 3:58 PM

Pipestone County Commissioners  
416 Hiawatha Ave. South Pipestone, Minnesota 56164-1566  
507-825-1200  
Fax 507-825-6843



District 1- Luke Johnson  
District 2- Les Nath  
District 3- Dallas Roskamp  
District 4- Dan Wildermuth  
District 5- Chris Hollingsworth

March 9, 2021

Docket Number 71-9003-36416

The Honorable Jessica Palmer-Denig,


These comments are written to express our opposition to the Clean Cars Minnesota proposed rule and to convey the following concerns:

The Clean Cars MN (CCM) rule proposes to reduce air-pollution from vehicles in the state by linking Minnesota standards to the California regulatory code, thereby affecting the type of vehicles allowed to be sold in the state.

**Self-Governance:** Minnesotans have a long history of successful self-governance, and very little in common with California. One certainty about the California rules CCM is asking Minnesotans to adopt is that they will include Governor Newsom's total ban on gas-powered vehicles by 2035, and that the rules can't be changed or amended in any way.

**Jurisdiction:** These are sweeping changes with the potential to bring significant, long-term impacts to rural citizens, businesses and local governments, and that demand the deep review, broad input and public scrutiny that can only be afforded through the legislative process.

Sincerely:



Luke Johnson  
Board Chairman

March 8, 2021

Honorable Judge Jessica Palmer-Denig, Administrative Law Judge  
Office of Administrative Hearings  
Attn: Denise Collins  
600 N. Robert Street  
P.O. Box 64620  
St. Paul, MN 55164-0620



OFC 952 949 8300  
FAX 952 949 8390  
TDD 952 949 8399

8080 Mitchell Rd  
Eden Prairie, MN  
55344-4485

edenprairie.org

**RE: Proposed Rules Adopting Vehicle Greenhouse Gas Emissions Standards – Clean Cars Minnesota, Minnesota Rules, chapter 7023; Revisor's ID Number 04626. Docket No. 71-9003-36416.**

Honorable Judge Palmer-Denig,

08M MAR11 '21 AM 9:33

As Mayor of Eden Prairie I am writing in support the proposed amendments adopting low-emission and zero-emission vehicle air pollutions standards which would deliver vehicles to Minnesota that produce lower greenhouse gas emissions and air pollutants.

In 2020, the City of Eden Prairie passed a Climate Action Plan with an overall goal of carbon neutrality in the community by 2050. In 2019, travel-related emissions were 37% of our total community-wide emissions. To reduce travel-related emissions the Climate Action Plan has a goal of 30% of passenger vehicles that drive within City boundaries to be electric by 2030, 50% by 2040, and 100% by 2050.

Reducing emissions from internal combustion vehicles and increasing the use of electric vehicles is an essential step toward Eden Prairie meeting its climate goals. The Clean Car Standards would allow our residents more options in lower emission and zero emission vehicles. It will also help improve air quality and public health by reducing tailpipe pollution, which disproportionately impacts communities of color and lower income Minnesotans. By adopting Clean Car Standards the State of Minnesota will be using a balanced approach that has been successful in several other states across the country and will make Minnesota a leader in the Midwest in protecting the environment and reducing vehicle emissions.

Sincerely,

Ronald A. Case, Mayor  
City of Eden Prairie