

Comprehensive Climate Action Plan Update

Metropolitan Council

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CPRG Overview



Climate Pollution Reduction Grant

- EPA Grant
- Timeline: July, 2023 – July, 2027
- Priority Climate Action Plan submitted spring 2024
- Comprehensive Climate Action Plan due December 1, 2025, draws from:
 - [Priority Climate Action Plan](#)
 - [Imagine 2050](#)
 - Community Climate Collaboration

Comprehensive Climate Action Plan

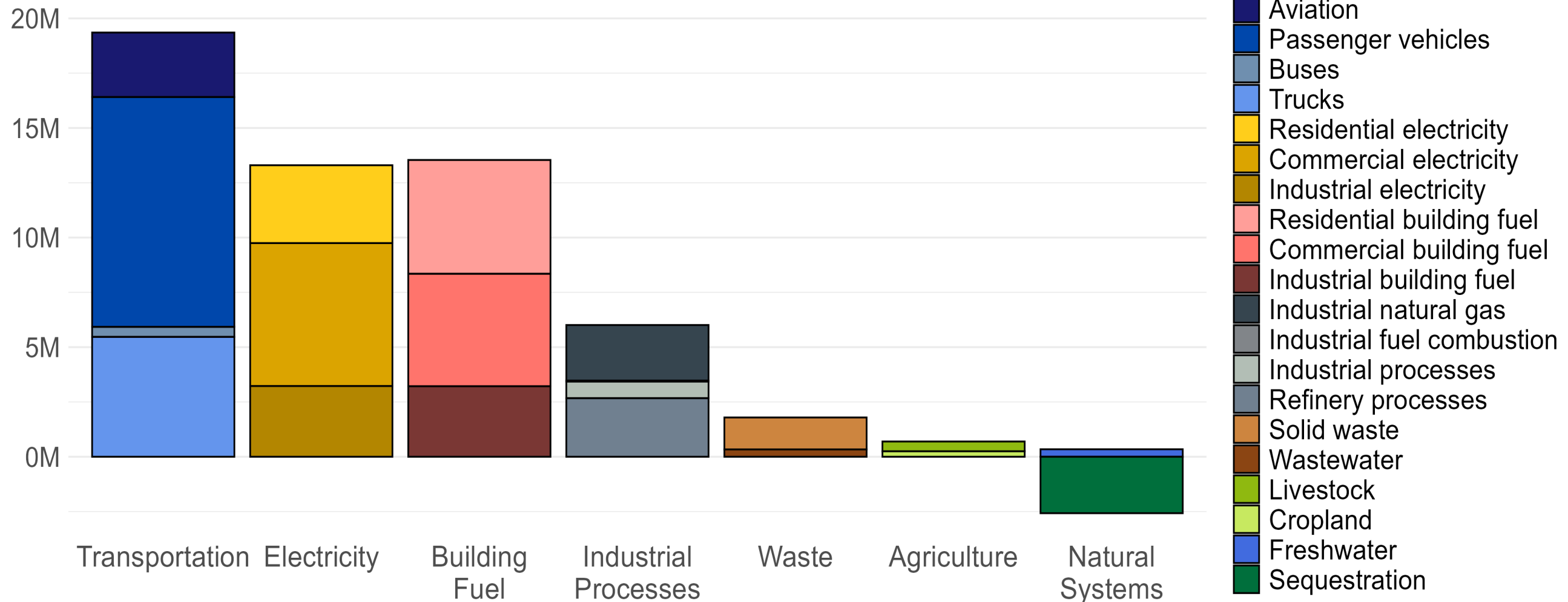
Required Elements

- GHG Inventory
- GHG Emissions Projections
- GHG Reduction Targets
- Quantified GHG Reduction Measures
- Benefits Analysis
- Review of Authority to Implement
- Intersection with Other Funding Availability
- Workforce Planning Analysis



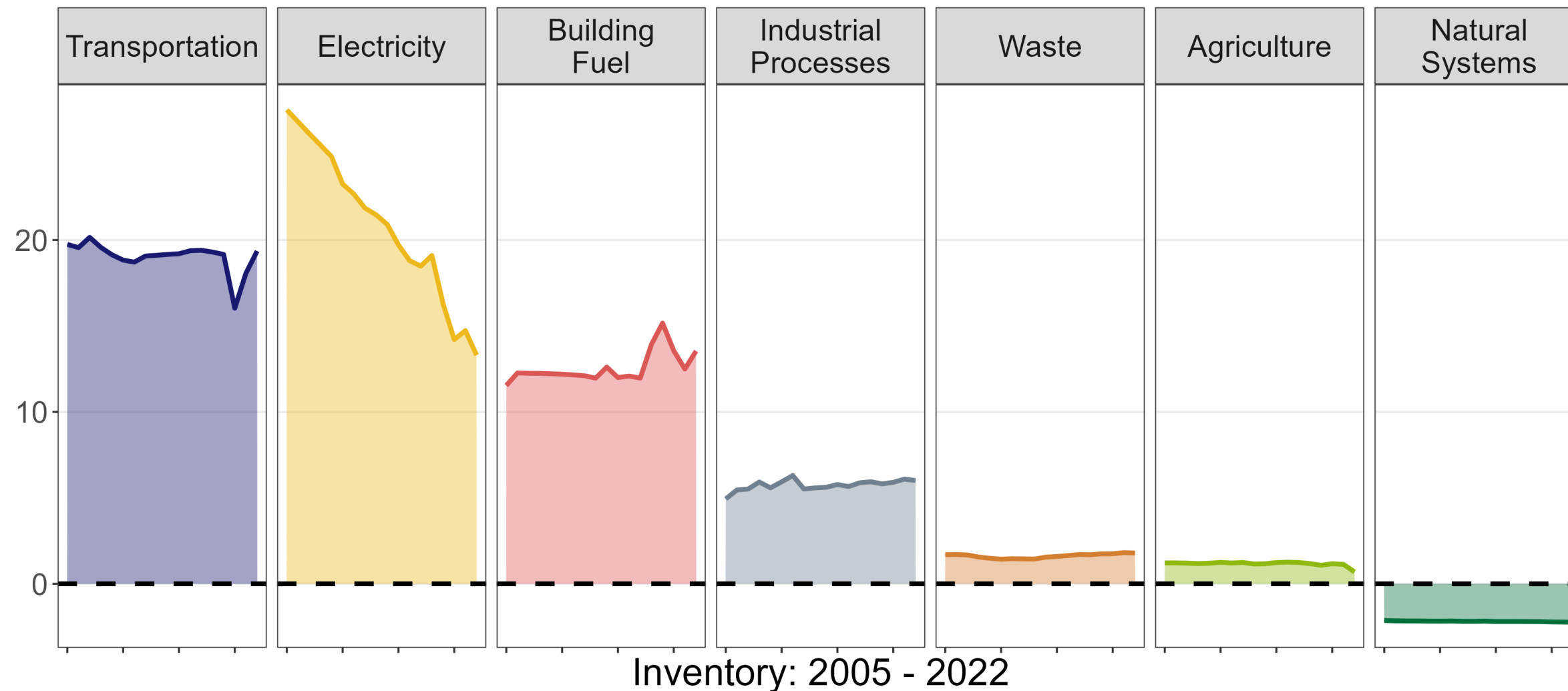
11-County GHG Inventory (2022)

2022 Regional Emissions Profile
(Million metric tons of CO₂e)

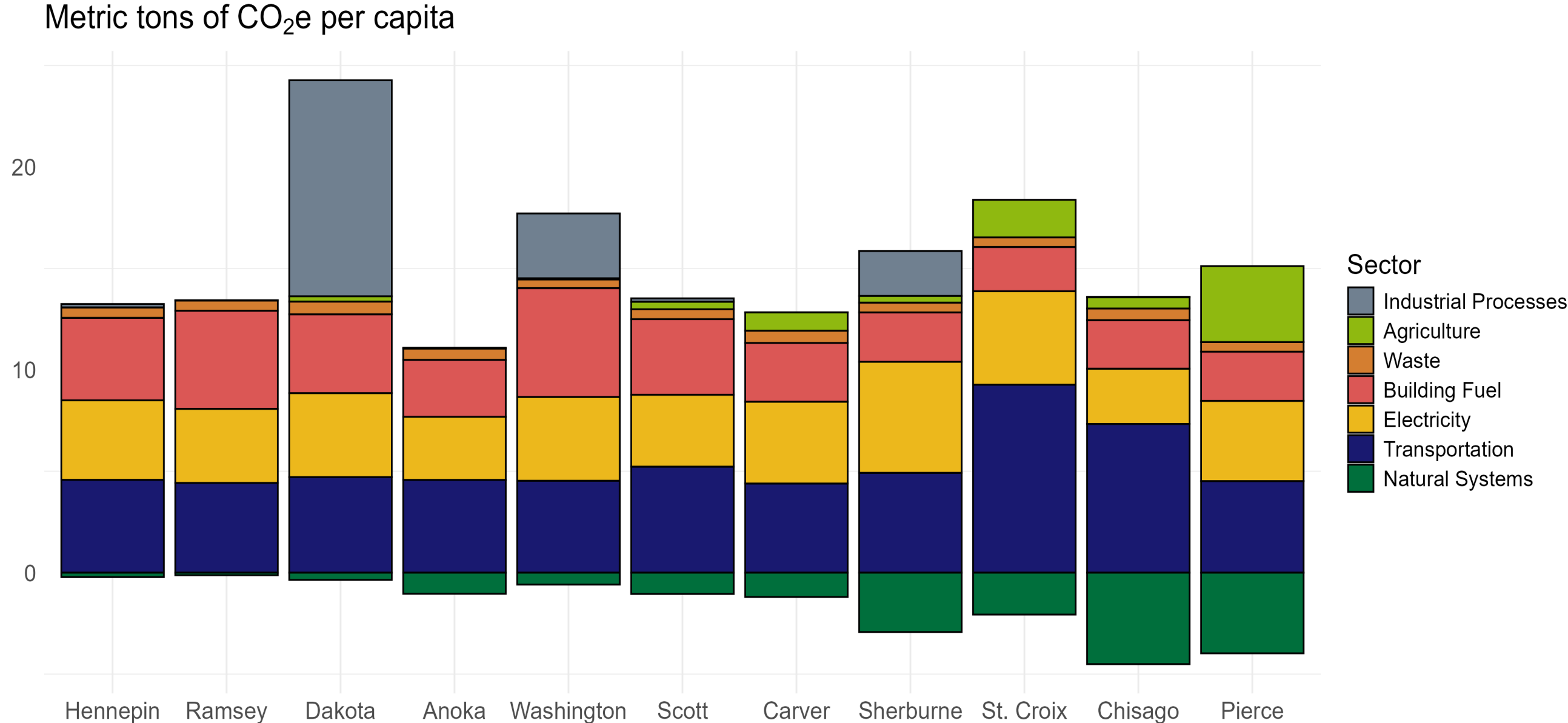


2005 - 2022 GHG Inventory

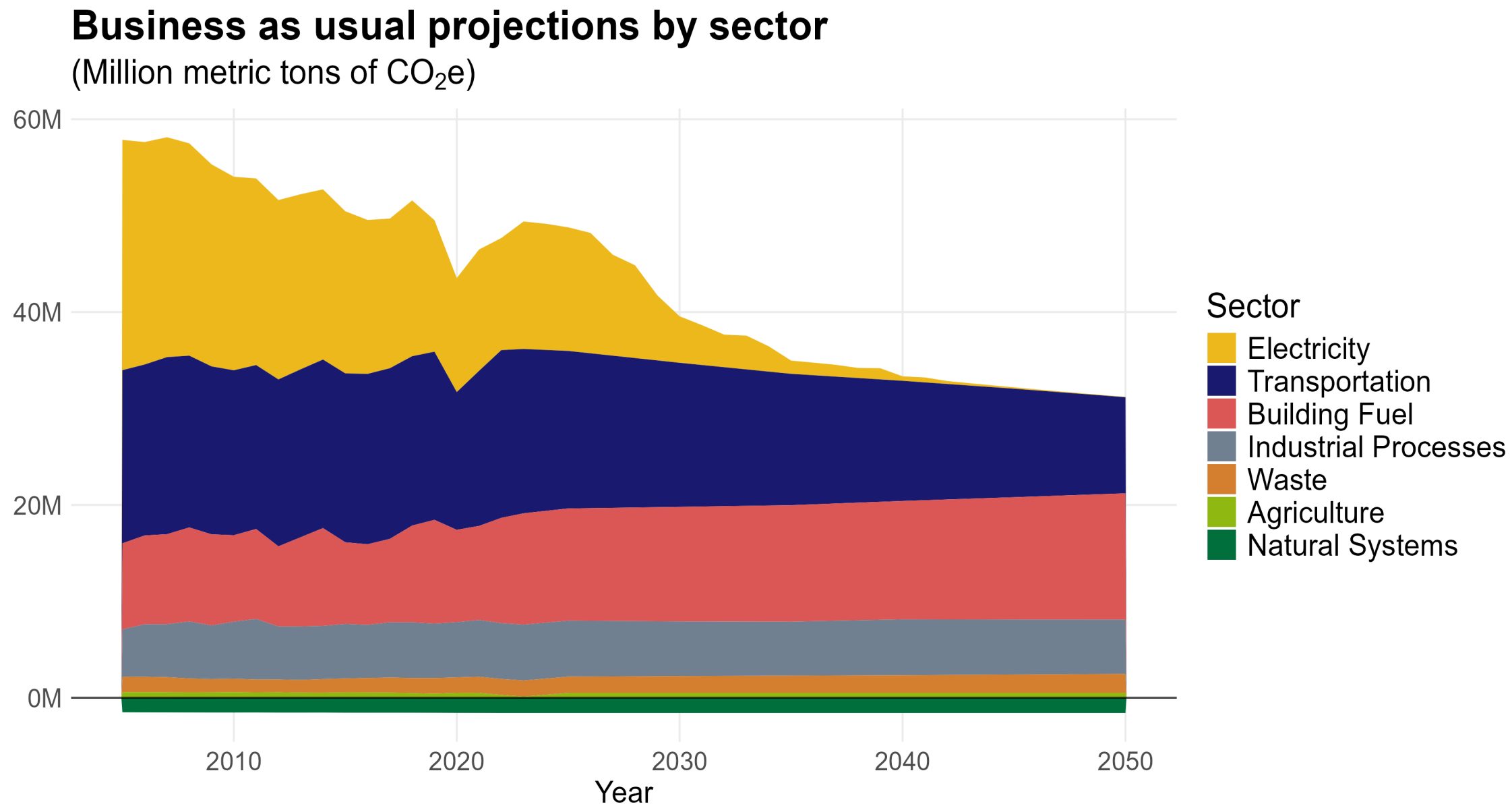
Eleven-County Regional Emissions Inventory (Million metric tons of CO₂e)



2022 Per Capita County Inventories

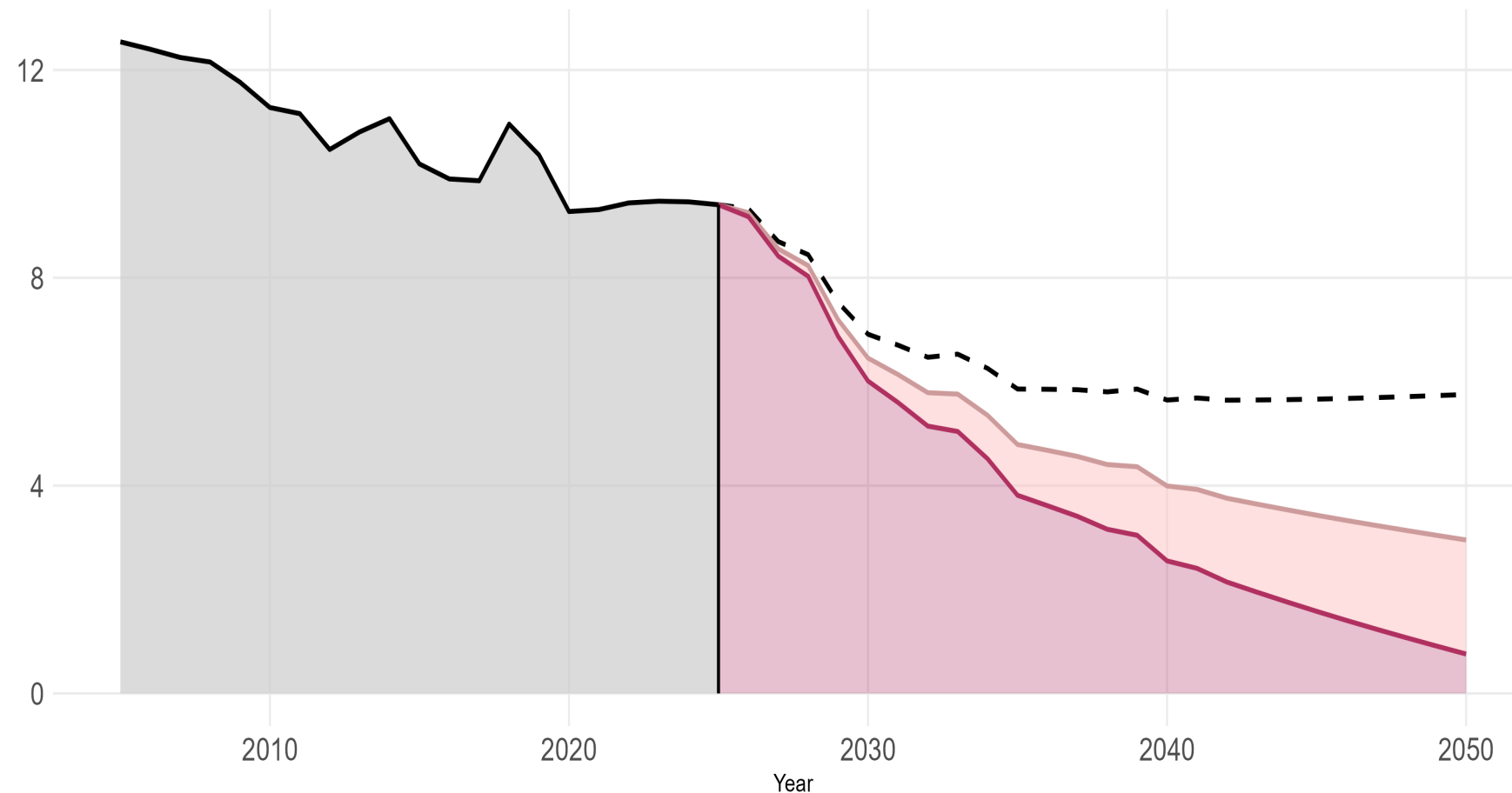


Business as Usual Projections



Reduction measures: Residential decarbonization example

Residential Building Emissions
(Millions of CO₂-equivalency)

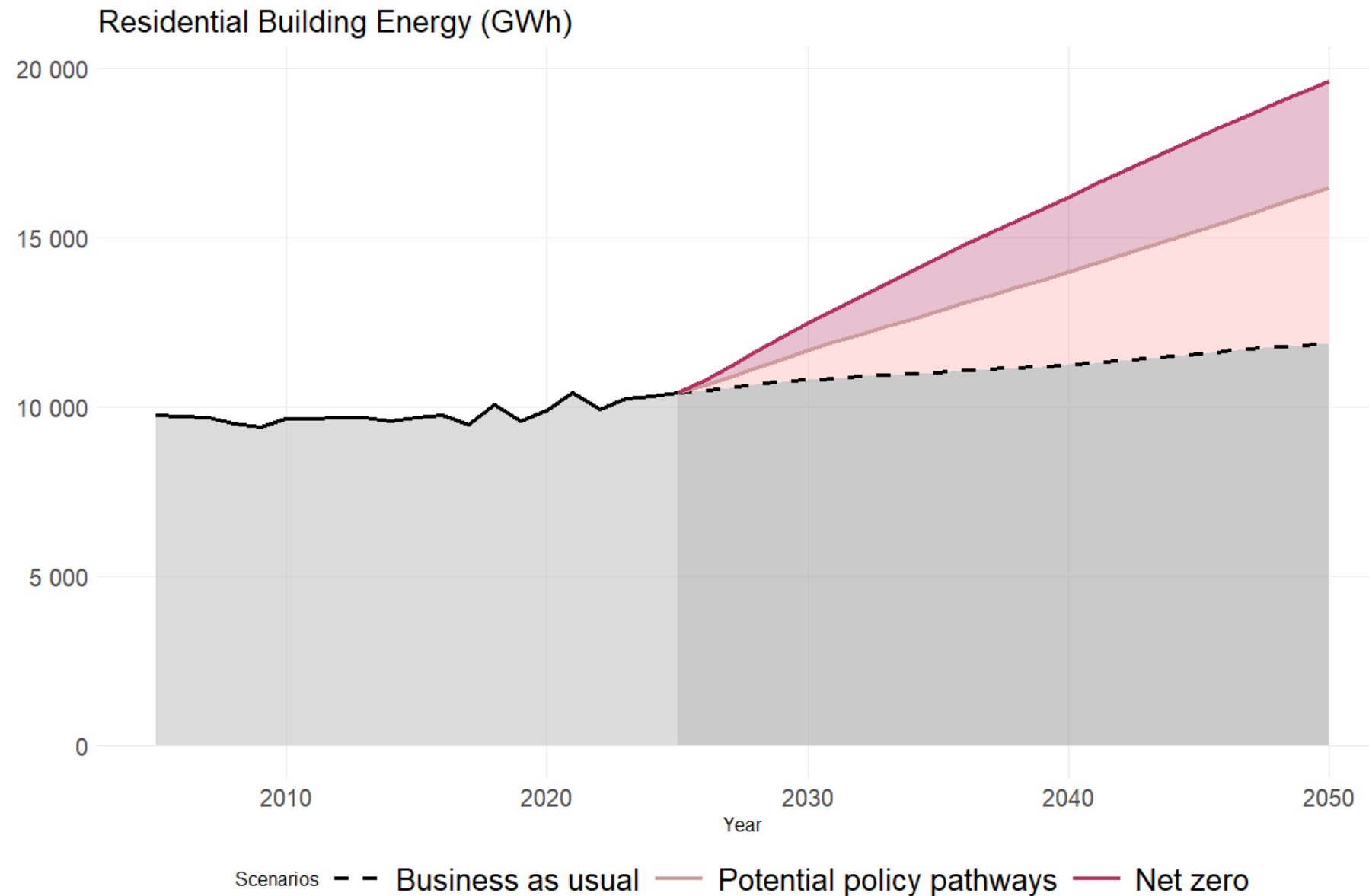


Scenarios - - Business as usual — Accelerated policy pathways — Net zero

Scenarios will be matched to Minnesota Climate Action Framework models.

- Business as usual reflects current state policies
- Net-zero shows the necessary policies to achieve emissions offset by sequestration
- Accelerated policy pathway shows an intermediate pathway reflecting the current changes at the federal level and state and local actions that could still be taken to reduce emissions

Reduction measures: Residential decarbonization example



Engagement

CPRG Steering Committee

- City, county, and tribal staff
- Ensures plan supports and aligns w/ local efforts
- Reviewed and refined inventory and reduction measures
- Advised on engagement plans

Community Climate Collaboration

- Partnership with 8 organizations to host workshops with community members
- Explored climate actions and community impacts
- Developed community priorities

Workforce Work Group

- Representatives from cities, counties, non-profits, labor, and private sector
- Providing feedback on DEED-led workforce analysis

GHG Reduction Measures



1. Accelerate the transition to low- and no-carbon fuels in vehicles and equipment
2. Increase public transit and shared mobility options
3. Increase infrastructure for walking, rolling, and biking
4. Implement land use policies that support compact and multimodal-oriented development



5. Encourage energy infrastructure investments aligned with the state's 2040 Clean Electricity Standard



6. Improve residential building efficiency
7. Electrify homes
8. Improve commercial and public building efficiency
9. Electrify commercial and public buildings



10. Encourage industrial adoption of energy efficiency and low-carbon technologies

GHG Reduction Measures (cont.)

Waste

- 11.Promote waste prevention, waste reduction, and recycling
- 12.Manage wastewater efficiently

Agriculture

- 13.Encourage climate-smart agriculture practices that improve soil health and soil organic content
- 14.Manage fertilizer and manure to reduce emissions
- 15.Invest in emerging localized and urban agriculture

Natural Systems

- 16.Invest in a robust, resilient tree canopy
- 17.Restore and protect natural land and water

GHG Reduction Measure

Content Format

- Measure description and geographic scope
- Implementing Authority and Roles
 - State Government
 - Regional Government
 - Local Government
 - Other Actors
- Implementation Timeline and Milestones
- Metrics for Tracking Progress
- GHG Emissions Reduction
- Measure Costs
- Intersection with Funding Availability
- Benefits Analysis

Measure 1: Accelerate the transition to low- and no-carbon fuels in vehicles and equipment

Description

Increasing the use of low- and no-carbon vehicles is important to reducing emissions from the transportation sector. While land use and infrastructure may change over the coming decades, personal vehicles will still be integral in many parts of the region for getting around. Transitioning passenger vehicles to technologies including hybrid and battery electric is required to reduce GHG emissions.

It is also necessary to transition fossil-fueled medium-duty, heavy-duty, and off-road vehicles and engines to low- and no-carbon-fueled alternatives. Vehicles and equipment in this category include transit and school buses, heavy-duty and medium-duty trucks, terminal tractors, construction equipment, agricultural equipment, short haul locomotives, and ground and maritime freight equipment. Technology has begun to provide and will continue to increase options for low- and no-carbon fuels including electricity and green hydrogen for these types of vehicles. This measure applies to the whole region.

Community Benefits Analysis

"[Electric cars] are more expensive. We want to make the earth better but how are we supposed to access them if they're expensive? It's hard for us. ¿Como podemos mejorar si las cosas están caras?" [How can we make things better if things are expensive?]

Switching to low- and zero-emission vehicles reduces harmful exhaust pollutants, improving air quality and public health in communities near major roads, freight, and industrial zones. Decarbonizing municipal fleets, heavy-duty trucks, school buses, equipment, and more, can yield benefits especially for residents in high-exposure areas. Equitable implementation requires prioritizing communities most affected by transportation emissions, ensuring accessible charging infrastructure for underserved communities, offering technical assistance, and addressing cost barriers by providing incentives.

Implementation Authority and Responsibilities

- State Government: State agencies including the Department of Transportation, Pollution Control Agency, Department of Administration, Department of Agriculture and have authority and/or influence over the adoption of low- and no-carbon vehicles and equipment.
- Regional Government: The Met Council has several roles related to the availability, visibility and accessibility of electric vehicles including:
 - Planning for regional private and shared electric vehicle charging needs including establishing an approach to define charging infrastructure priorities.
 - Funding, researching, developing, and sharing resources with local agencies to engage and educate residents on vehicle electrification and charging
 - Developing and implementing low/no-emission fleet transition plans, including service and support vehicles
 - Identifying methods and processes to prioritize targeted charging and fueling infrastructure funding with a focus on historically disadvantaged and rural communities

CCAP Connections to Climate TA

Required Elements

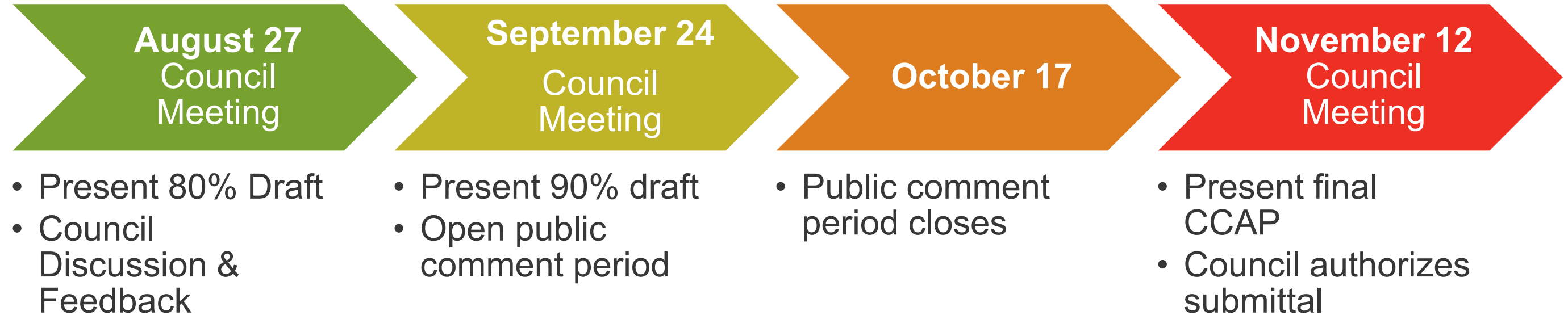
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Local Climate Planning Tools

GHG Strategy Planning Tool

Climate Action Toolkit

Timeline



Timeline

August 27
Council
Meeting

- Present 80% Draft
- Council Discussion & Feedback

September 24
Council
Meeting

- Present 90% draft
- Open public comment period

October 17

- Public comment period closes

November 12
Council
Meeting

- Present final CCAP
- Council authorizes submittal

August 18:
CPRG
Steering
Committee
meeting
August 27:
Workforce
Work Group
meeting

**Late Sept/
Early
October:**
Re-
engagement
with
community
organizations

Late October:
CPRG
Steering
Committee
meeting

Discussion

Questions and Reflections

- What questions do you have about the plan content, process, or related tools?
- What reflections or feedback do you have on the GHG Reduction Measures?





Thank you

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