State GHG Legislation Implementation

TAB

As our VMT increased 40%, our Minnesota population only grew 23%. VMT has increased almost twice as fast as our population.
**Section 28:** GHG Emissions Impact Assessment and Interlinking/Mitigation management plan for expansion projects for both MnDOT + Locals if project build emissions and reduction target is not in *conformance*.

**Section 64:** Amends MnDOT Statute of goals to include GHG targets for transportation sector in Minnesota and development of a *sub-allocation* for reduction across the state.

**Section 125:** Creates Greenhouse Gas Emissions Impact Mitigation *external Working Group* to assist MnDOT.
Emissions + VMT Reduction Targets for Transportation

VMT Per Capita Reduction Target

From 2019 baseline:
- ≤ 10,263 by 2025 (-4%)
- ≤ 9,835 by 2030 (-8%)
- ≤ 9,515 by 2035 (-11%)
- ≤ 9,195 by 2040 (-14%)

MnDOT Transportation GHG Reduction Target

From 2005 baseline:
- ≤ 29.5 million metric tons CO2e by 2025 (-30%)
- ≤ 20.1 million metric tons CO2e by 2030 (-50%)
- ≤ 14.1 million metric tons CO2e by 2035 (-65%)
- ≤ 8.0 million metric tons CO2e by 2040 (-80%)
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Major Milestones

1st Initial Stakeholder Outreach

Potential Legislative Action

Work Group Submits (Feb 1, 2024)
Findings + Recommendations Report to the Mn Legislature

Draft Assessment Approach Published (June 2024)

Assessment Approach Published Sec. 28 (End of Summer 2024)

Approach in place (February 1, 2025)

2nd Public + Stakeholder Outreach
Capacity Expansion Assessment Options (Sec. 28)
Sector sub-allocation Scenario Development (Sec. 64)

2nd

3rd Public + Stakeholder Outreach
Capacity Expansion Assessment Approach (Sec. 28)
Sector sub-allocation Scenario Feasibility (Sec. 64)

3rd

Capacity Expansion Assessment Published (Sec. 28)
Share Communication + Technical Support (Sept ‘24 – Ongoing)

Establish Sub-allocation Targets (Sec. 64)

Submit Initial FHWA GHG Target (Feb 1, 2024)

Submit Revised FHWA GHG Target based on MPO + Public Outreach (Oct 1, 2024)

GHG Federal Measure
New lanes or new grade separation

Definitions
(d) "Capacity expansion project" means a project for trunk highway construction or reconstruction that:
(1) is a major highway project (5M in rural areas, 15M in metro), as defined in section 174.56, subdivision 1, paragraph (b); and
(2) adds highway traffic capacity or provides for grade separation at an intersection, excluding auxiliary lanes with a length of less than 2,500 feet.
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<th>Steps</th>
<th>Overview</th>
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<td>1</td>
<td>Determine whether proposed action qualifies as a capacity expansion project. New lanes or new grade separation.</td>
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<td>2</td>
<td>Select an Analysis Model(s) (Forecast Method)</td>
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<td>3</td>
<td>Project Assessment + Method(s) (Area of analysis and determination of current and future speeds, traffic volume, etc.)</td>
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<td>4</td>
<td>Compare Impacts to Targets (Determining net change in VMT and carbon emissions)</td>
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<td>5</td>
<td>Mitigation/Offset Evaluation</td>
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<td>6</td>
<td>Mitigation/Offset Management Plan (Conformance Determination GHG + VMT Reduction Targets)</td>
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What qualifies as a mitigation/offset? (currently)

1. Transit expansion,
2. Transit service improvements,
3. Active transportation infrastructure (biking and walking)
4. Micromobility infrastructure and service
5. Transportation demand management
6. Parking management
7. Land use density increases
8. Infrastructure improvements related to traffic operations
9. Natural systems
Section 64
Allocation of GHG Reduction Target across Transportation Sector

(1) establishment of proportional emissions reduction performance targets for the transportation sector;

(2) specification of the performance targets on a five-year or more frequent basis; and

(3) allocation across the transportation sector, which:

(i) must provide for an allocation to the metropolitan area;

(ii) must account for differences in the feasibility and extent of emissions reductions across forms of land use and across regions of the state; and

(iii) may include performance targets based on Department of Transportation district, geographic region, a per capita calculation, or transportation mode, or a combination.
What are the questions you have?