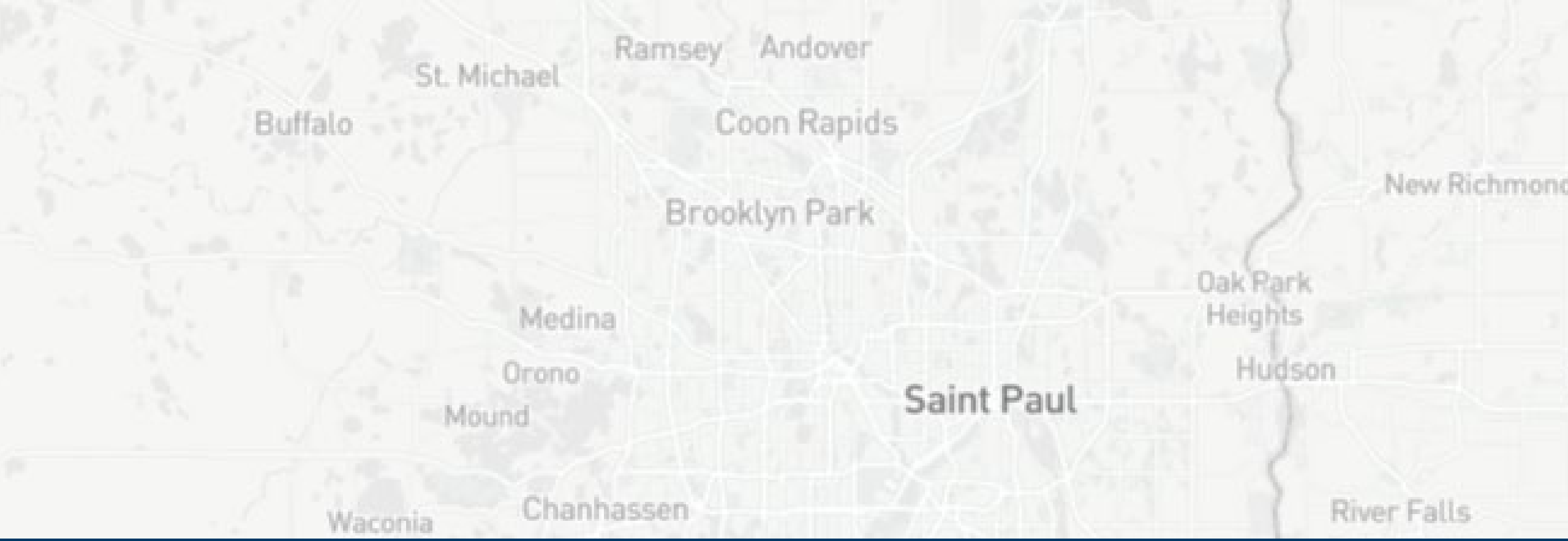


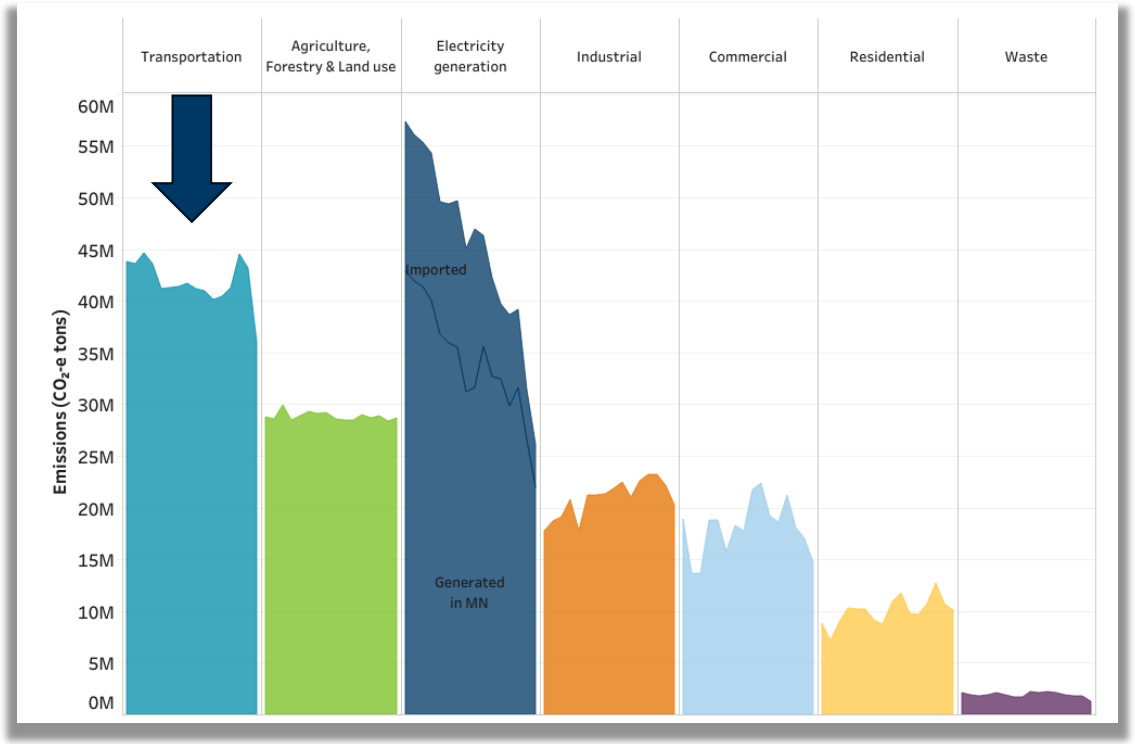
State GHG Legislation Implementation

TAB

https://www.dot.state.mn.us/sustainability/greenhouse-gas-emissions-impact-mitigation-working-group.html

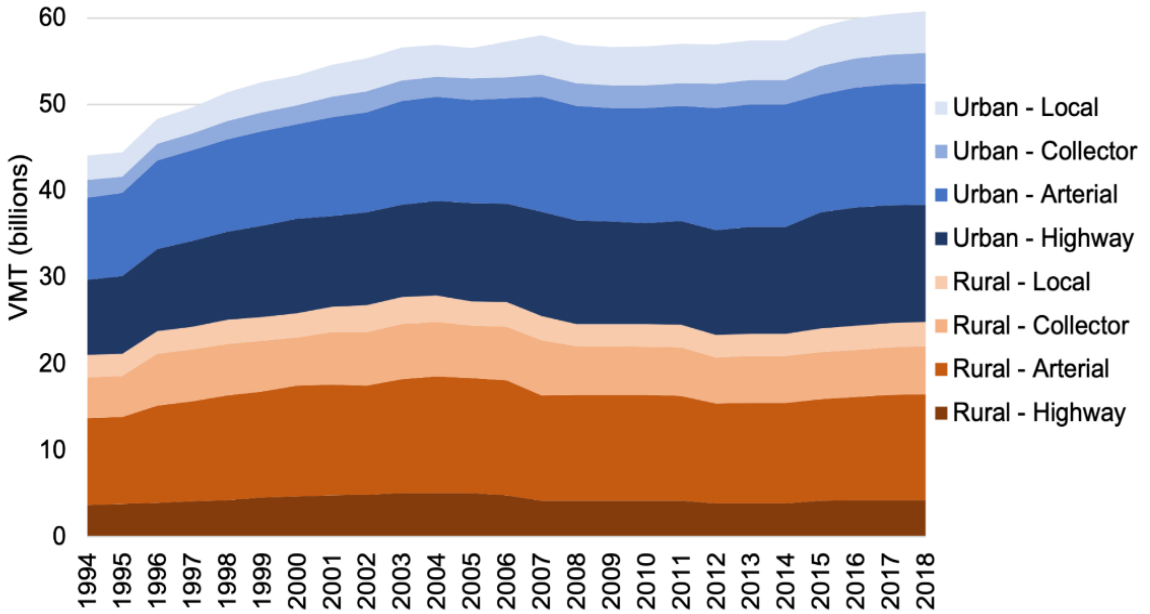
GHG Overview of Legislation
Background

Carbon Emissions in Minnesota by Sector



Transportation sector is contributing the most to emissions in Minnesota

VMT in Minnesota (1994-2018)



As our VMT increased 40%, our Minnesota population only grew 23%. VMT has increased almost twice as fast as our population

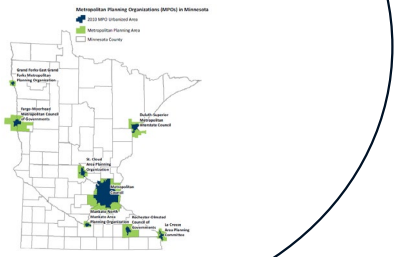
Overview of Legislation
Sections

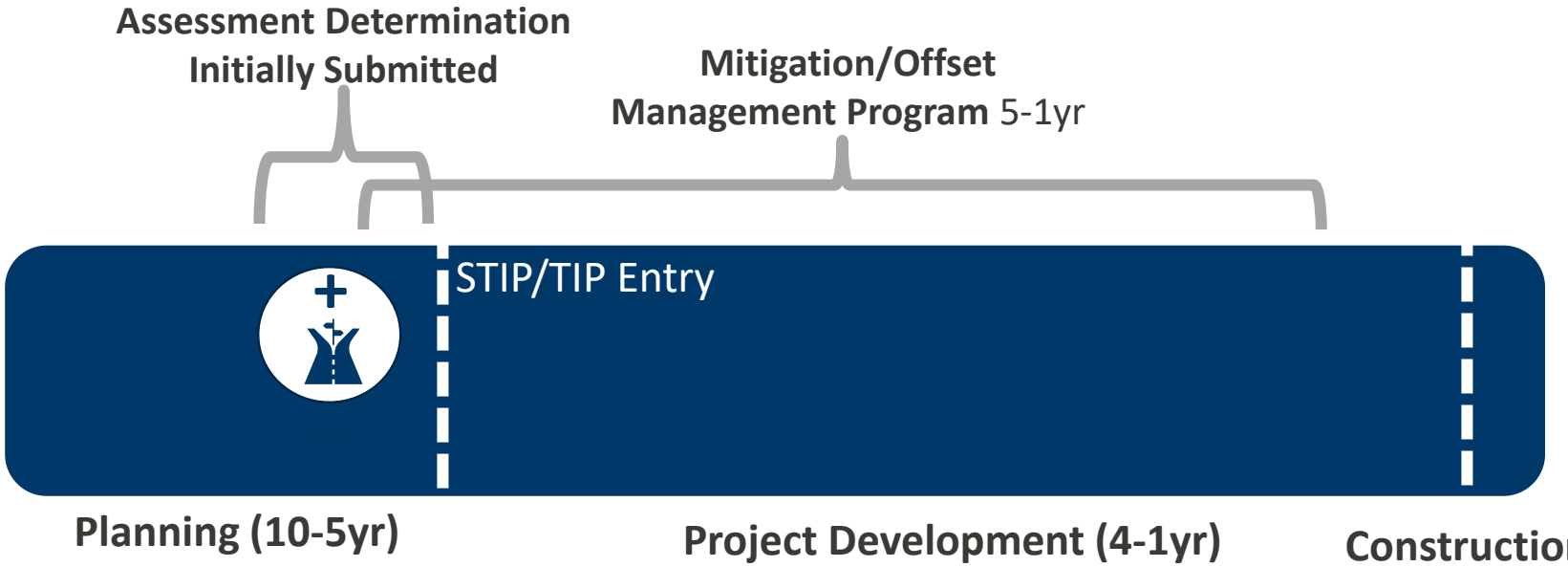
Section 28: GHG Emissions Impact Assessment and Interlinking/Mitigation management plan for expansion projects for both MnDOT + Locals if project build emissions and reduction target is not in conformance

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

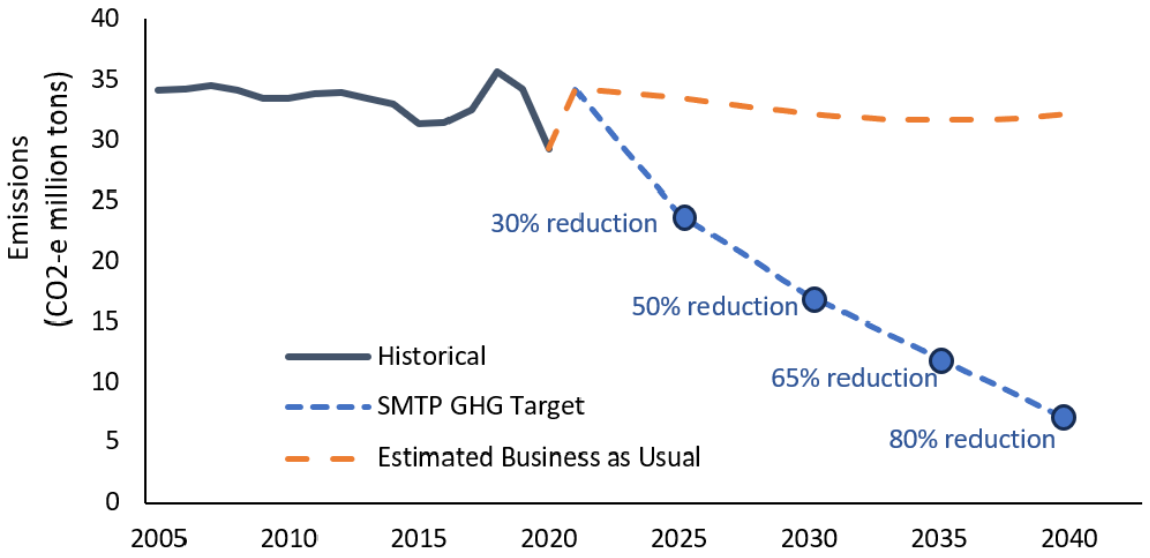
Section 125: Creates Greenhouse Gas Emissions Impact Mitigation external Working Group to assist MnDOT

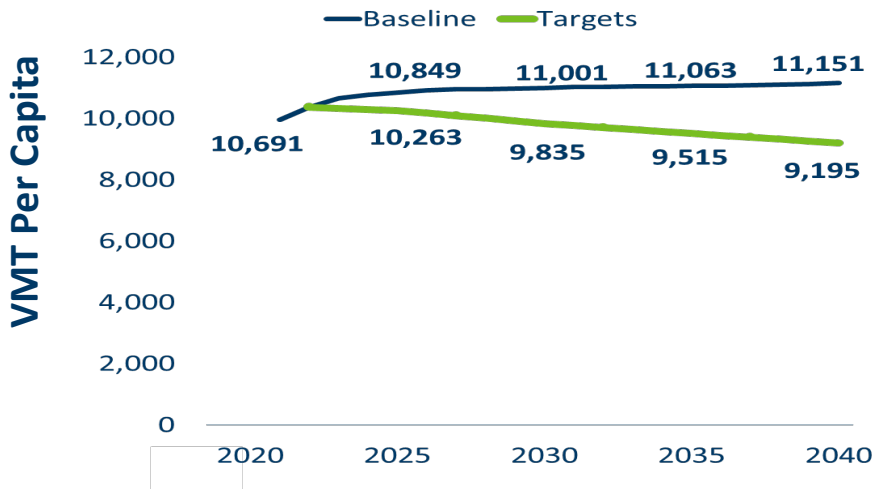
Section 64
Sub-allocation





Emissions + VMT Reduction Targets for Transportation





MnDOT Transportation GHG Reduction Target

From 2005 baseline:

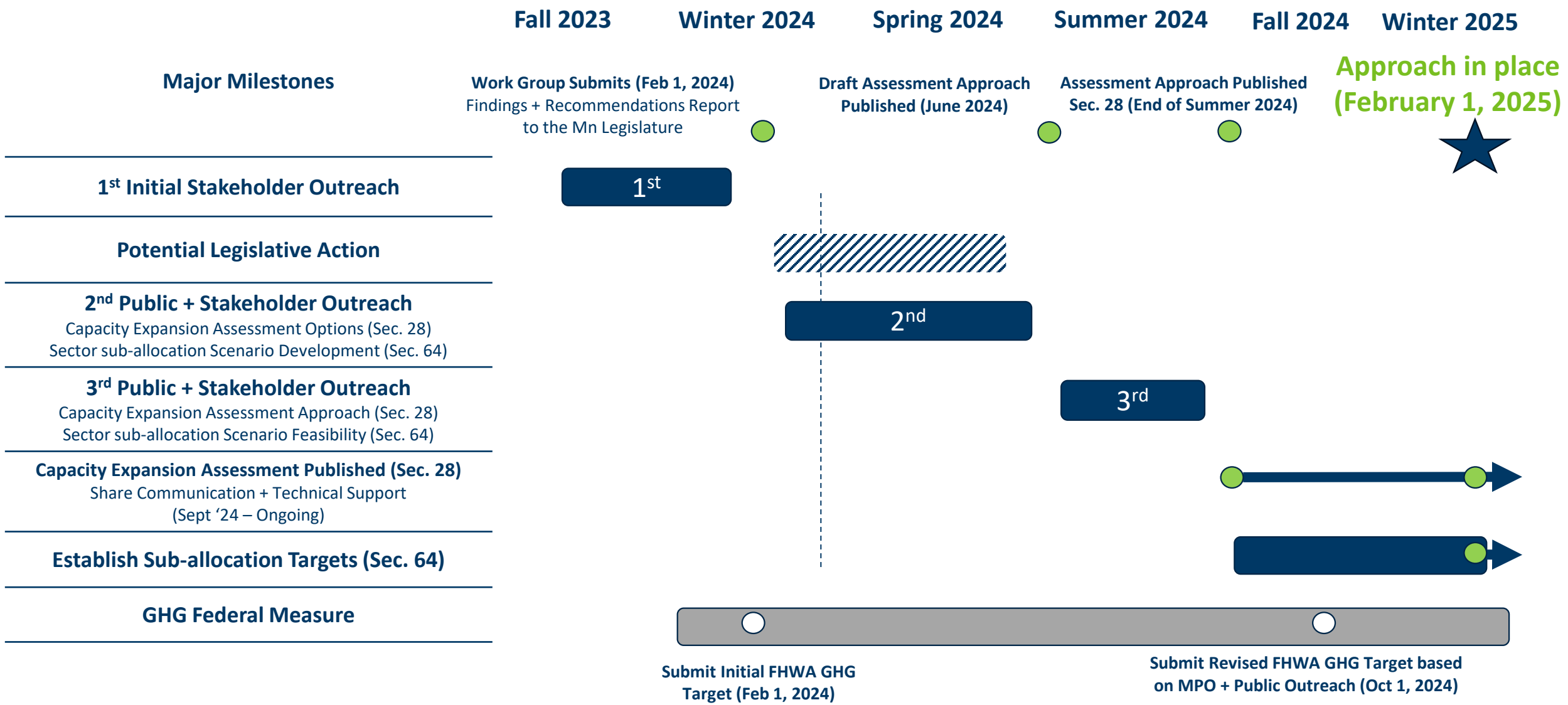
≤ 29.5 million metric tons CO2e by 2025 (-30%)
≤ 20.1 million metric tons CO2e by 2030 (-50%)
≤ 14.1 million metric tons CO2e by 2035 (-65%)
≤ 8.0 million metric tons CO2e by 2040 (-80%)

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%)

State GHG Legislation Implementation



State GHG Reduction Legislation
Capacity Expansion Definition

New lanes or new grade separation

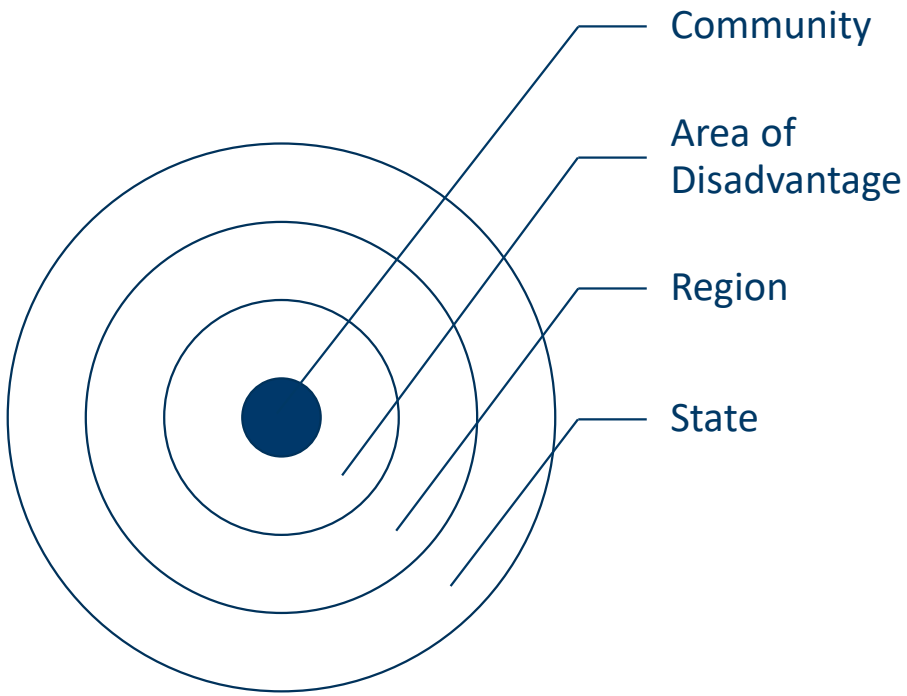
Definitions
(d) "Capacity expansion project" means a project for trunk highway construction or reconstruction that:
(1) is a major highway project (5M in rural areas, 15M in metro), as defined in section 174.56, subdivision 1, paragraph (b); and
(2) adds highway traffic capacity or provides for grade separation at an intersection, excluding auxiliary lanes with a length of less than 2,500 feet.

GHG/VMT Assessment Procedure
Draft Steps

	Steps	Overview
1	**Determine whether proposed action qualifies as a capacity expansion project**	New lanes or new grade separation
2	**Select an Analysis Model(s)** (Forecast Method)	Metro: Regional Model and associated project forecast GM MPO: MPO Model and associated project forecast Non-MPO Area: Project corridor forecast
3	**Project Assessment + Method(s)** (Area of analysis and determination of current and future speeds, traffic volume, etc.)	Affected network of project is analyzed using currently available travel demand forecasts for a project area to determine build/no build impacts
4	**Compare Impacts to Targets** (Determining net change in VMT and carbon emissions)	• Minnesota Infrastructure Carbon Estimator (MICE) OR Motor Vehicle Emission Simulator (MOVES) project level tool • (In development) Non-emissions VMT impacts
5	**Mitigation/Offset Evaluation**	**1. Project –** Program a project(s) within the community experiencing GHG/VMT increase **2. Setaside** – Program a setaside at the amount of GHG/VMT increase into STIP/TIP. To be converted to a transportation project. **3. Land Use Change** – Voluntary, measurable change in land use density that would support emission and VMT reduction in the community
6	**Mitigation/Offset Management Plan** (Conformance Determination GHG + VMT Reduction Targets)	Project proposer develops offsetting mitigation management plan/projects Conformance Determination: Project build results in a reduction of total emissions and per capita VMT over the 20 years of the project

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;

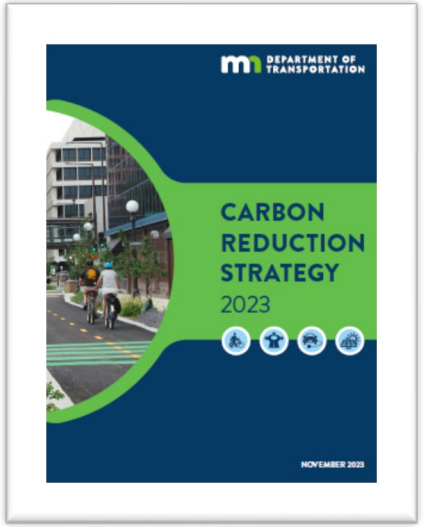
(2) specification of the performance targets on a five-year or more frequent basis; and

(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?