



GREENHOUSE GAS EMISSIONS REDUCTION

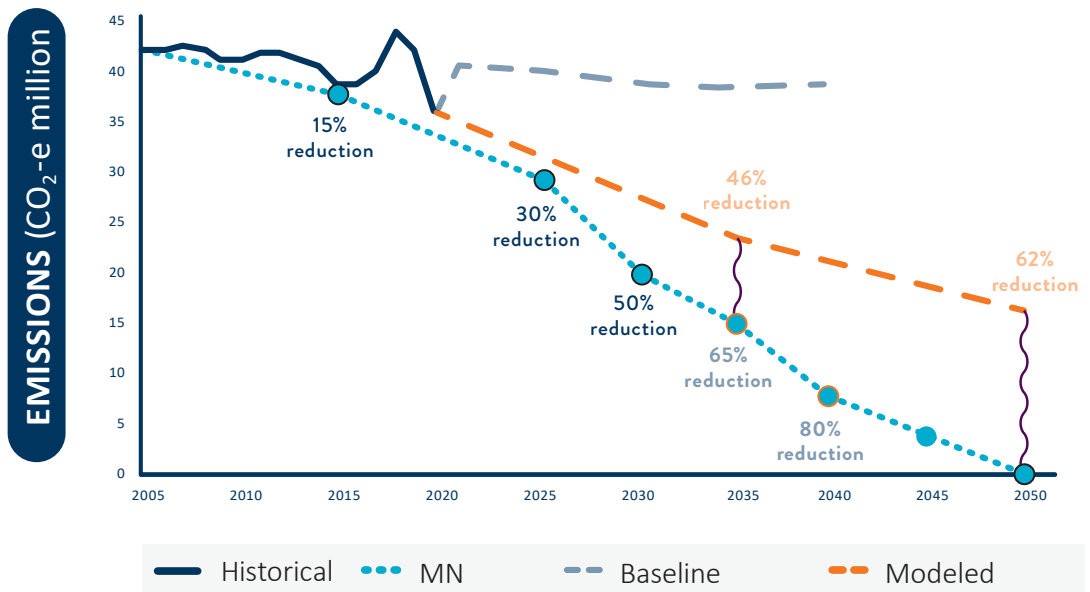
STATE LEGISLATION BACKGROUND

The Minnesota Legislature passed updates to state statute in 2023 and 2024 to reduce greenhouse gas (GHG) emissions. These changes include a goal to reach net zero GHG emissions by 2050 and require the commissioner of transportation to set emission reduction targets for transportation.

Transportation is the largest source of carbon emissions in Minnesota. The state is seeing more frequent extreme weather events, drought, forest fires smoke and the potential loss of several species due to warming waterways. To reduce the impacts of GHG emissions, the law requires Minnesota Department of Transportation (MnDOT) to 1) mitigate GHG emissions impacts of capacity expansion projects on Interstate, US highway, state highway, and business highway routes and 2) establish targets to meet the state GHG emissions reduction goal. MnDOT must specify a target for the Twin Cities Metro region’s seven-county area and may set other regional targets.

MEETING THE STATE EMISSIONS GOAL

To mitigate the impacts of climate change, MnDOT set interim GHG emissions targets in the Statewide Multimodal Transportation Plan (SMTP) for 2025, 2030, 2035 and 2040. The legislature updated the state goal to include interim targets, which align with the SMTP and the state Climate Action Framework. These interim targets will help Minnesota reach net zero emissions by 2050. MnDOT is tasked with allocating the gap between projected emissions and the goal across the state by February 1, 2025.



NOTE: The 'zero' at the right hand side represents a net value of zero GHG emissions from the transportation sector above those that existed in 2005 (43,557,058 tons), and net of any mitigation efforts that get counted as 'offsets' to GHG emissions.

Figure 1. Illustration of the gap that must be subdivided into targets per Minnesota state legislation

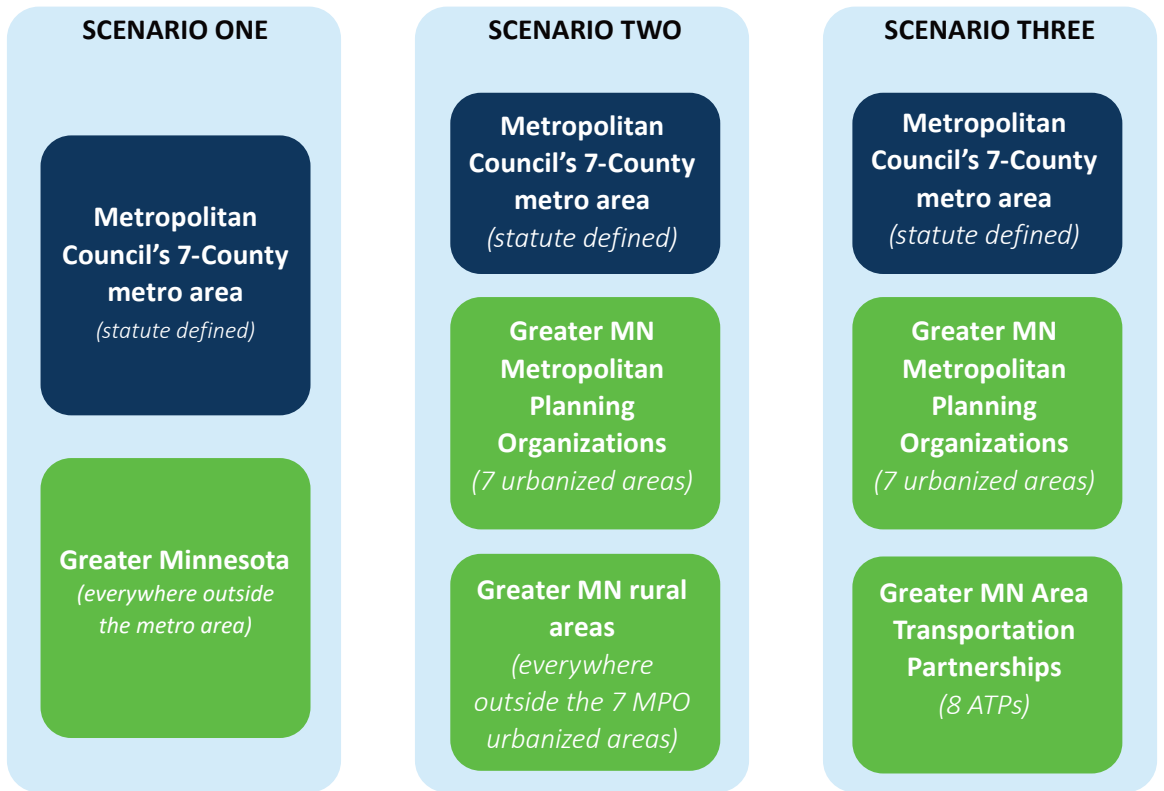


ALLOCATING THE EMISSIONS GOAL ACROSS MN

MN state statute requires MnDOT to include a specific allocation for the Metropolitan Council’s seven-county metro area, as defined in state statute 473.121, and to account for regional differences in allocating the emissions target. The law allows MnDOT to further allocate the interim GHG emissions reduction targets in other ways across the state. MnDOT has identified two potential approaches to allocating the reduction targets:

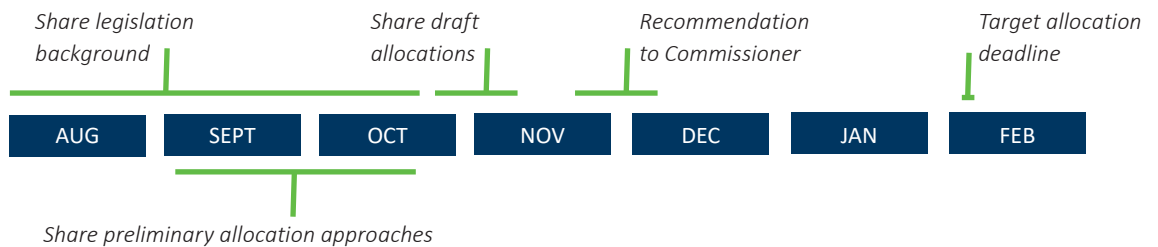
1. **Per capita**, based on the projected population in each region in the target years, and
2. **Per capita plus regional priorities**, which accounts for population and regional differences in approaching GHG emissions reduction.

MnDOT has identified **three potential scenarios** for allocation that have different levels of detail for the areas of Minnesota outside the required allocation to the Metropolitan Council’s seven-county region.



Partner Outreach Timeline for Setting Emissions Targets

During the fall of 2024, MnDOT is conducting outreach to implementation partners to share information about the law’s requirement to set emissions targets and MnDOT’s approach to meet this requirement.





EMISSION REDUCTION STRATEGIES

MnDOT has identified three priority categories to reduce GHG emissions that it and its transportation partners can influence, which will be reflected in the regional priorities scenarios:



**Electrification
and Low**



Emission Fuels



**Low Carbon
Infrastructure and
System Management**

Once the allocation of GHG emissions targets is complete, MnDOT will work with partners to support these strategies to meet the legislation's emissions reductions goals. The details of these strategies will differ based on local context and priorities. Meeting the targets will require collaboration among public and private partners to shift development and transportation patterns to reduce carbon emissions, including private vehicle trips and commercial freight deliveries.



WHAT DOES THE NEW LEGISLATION MEAN FOR...

Many GHG emissions reduction strategies focus on creating more travel options, supporting cleaner air and an increased quality of life. GHG emissions reduction projects could include adding electric vehicle charging stations, supporting walking and biking on local roadways or shaping future development so that it is easier to travel between homes and destinations by multiple transportation options.

Transportation Partners

Metropolitan Planning Organizations (MPOs), Regional Development Organizations (RDOs) and Area Transportation Partnerships (ATPs) are critical implementers of this legislation:

- MPOs, RDOs and ATPs play a specific role in selecting transportation projects to fund. They are partners in reducing GHG emissions from projects.
- MPOs, RDOs and ATPs may support implementation by funding strategies such as multimodal transportation projects, local land use policies and electric vehicle infrastructure. These partners can also coordinate with local governments to prioritize projects that support the reduction of GHG emissions in combination with other benefits, such as safety, economic vitality, health, equity and access.

Tribes

MnDOT will work in collaboration with Minnesota's Advocacy Council for Tribal Transportation, to seek feedback on how Minnesota's 11 Tribal Nations would like to be involved in the implementation of the legislation.

The Public

Local governments and communities are important partners in reducing GHG emissions. The public can encourage their community leaders to select and fund projects that reduce emissions and improve air quality and provide more travel options.



LEARN MORE AND GET INVOLVED AT:
dot.state.mn.us/sustainability/ghg-legislation.html