



Greenhouse Gas Performance Measure Target

TAC Planning



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metro council.org

Federal Transportation Performance Management (TPM) Performance Measures



System Performance

- Percent of person-miles traveled on the Interstate that are reliable
- Percent of person-miles traveled on the non-Interstate National Highway System (NHS) that are reliable
- *Percent change in tailpipe carbon dioxide (CO₂) emissions on the NHS compared to the reference year (calendar year 2022)*

Greenhouse Gas PM Target

Background Information and Requirements

- All states and Metropolitan Planning Organizations (MPOs) must adopt targets for this performance measure
- Four-year declining target; initial performance period is January 1, 2022 to December 31, 2025
- MPOs have the option to either support the state target or establish a unique quantifiable target for the Metropolitan Planning Area
- MnDOT adopted target for the state February 1; Council must adopt a target by July 30, 2024
- No specific penalties for failing to achieve the target



GHG Metric and Measure [§ 490.511(a)(2), § 490.507(b)]

GHG Metric

Annual total tailpipe CO₂ emissions on the NHS

Purpose

Metric used to calculate measure

GHG Measure

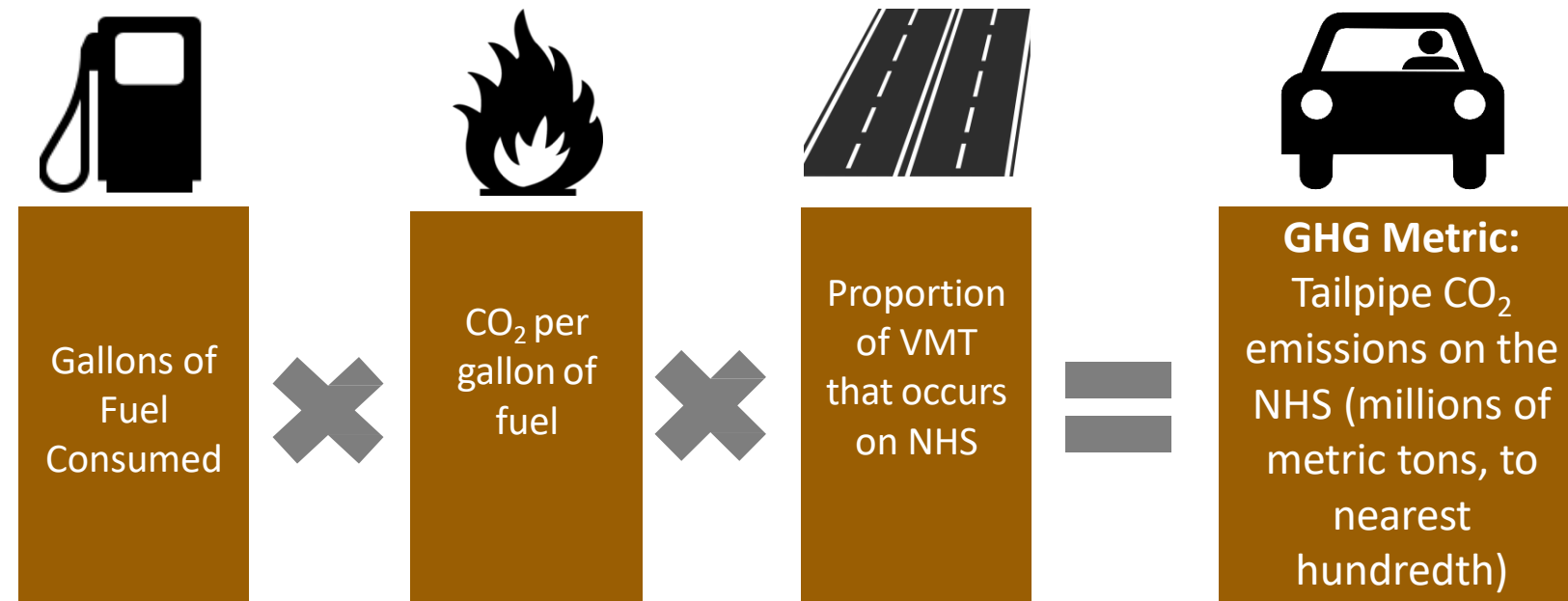
Percent change in tailpipe CO₂ emissions on the NHS, compared to the reference year – (Calendar Year (CY) 2022)

Purpose

State DOTs and MPOs report on progress toward targets



§ 490.511: Calculating the GHG Metric – Annual Tailpipe CO₂ Emissions on the NHS

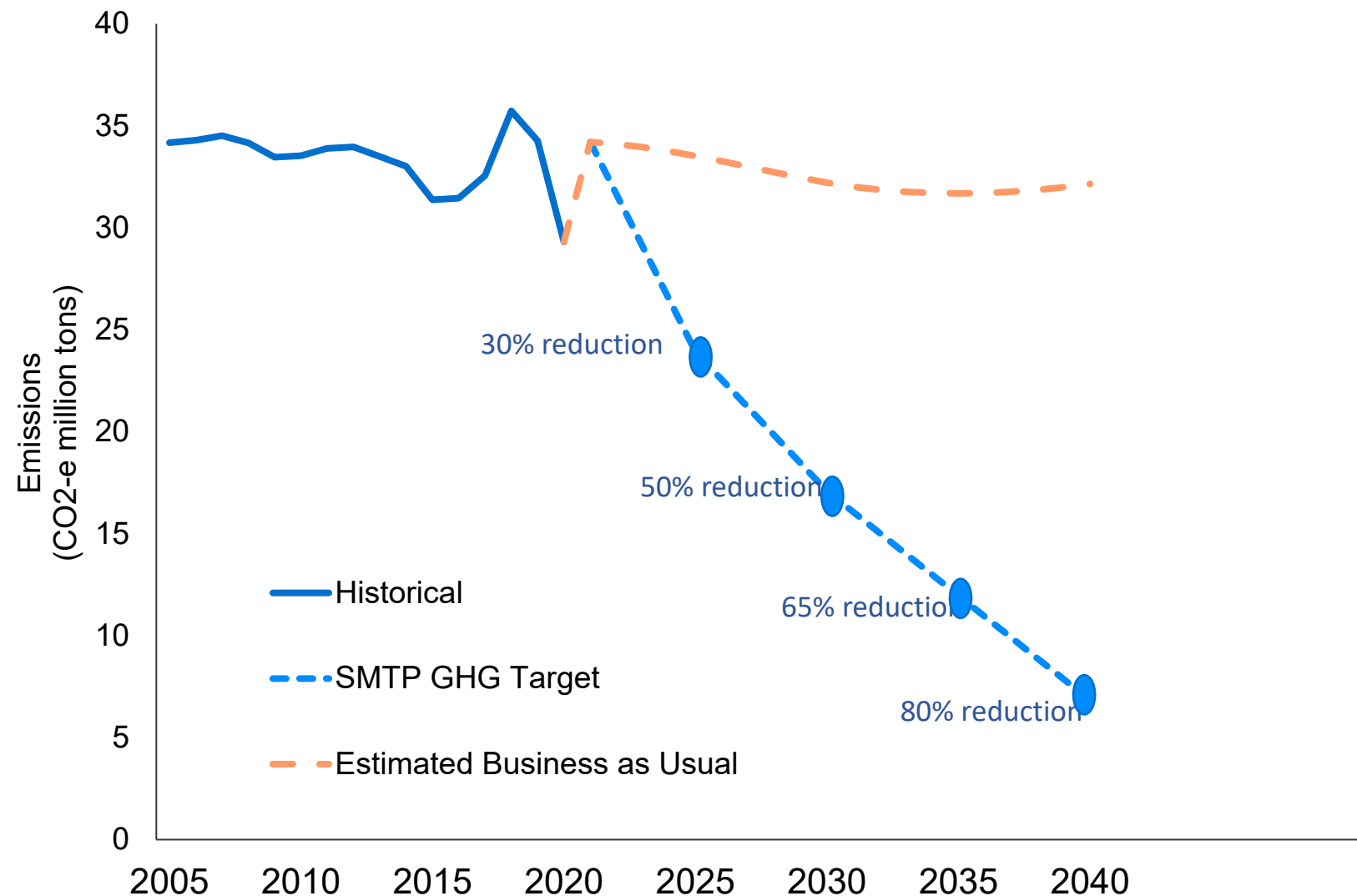


- Simple calculation.
- Data readily available from all states and already reported.
- Nationally consistent for States.
- Proportion of VMT on NHS is proxy for proportion of CO₂ on NHS.
- MPOs may use other methods to calculate the metric.

MnDOT Approach

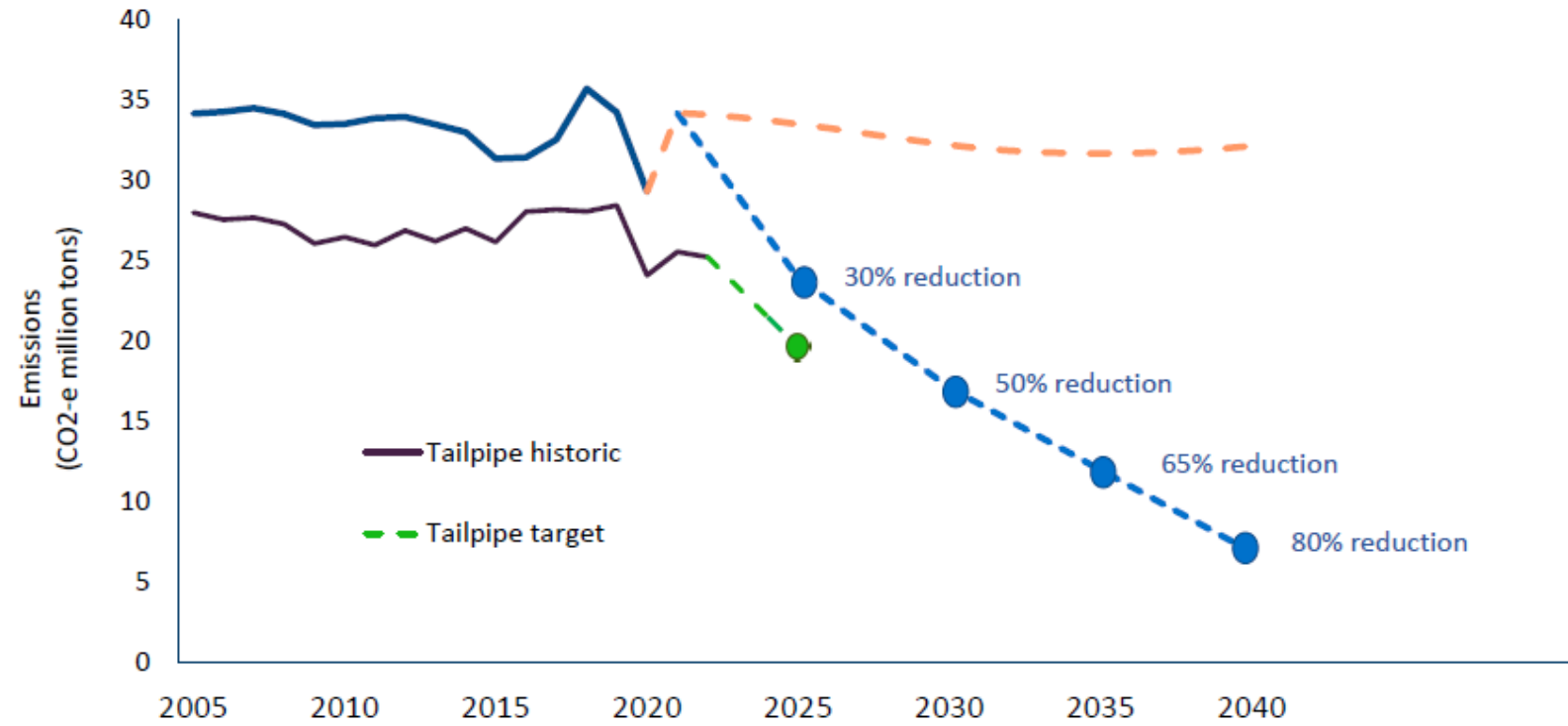
- MnDOT target aligns with the 2025 greenhouse gas target within the Statewide Multimodal Transportation Plan (SMTP)
- SMTP target is 30% reduction in emissions from 2005 levels by 2025 with a net zero emissions target by 2050
- Aspirational, not an expected outcome
- Based on Minnesota Statute 216H.02

Greenhouse Gas Emissions from the Transportation Sector, 2005 to 2040



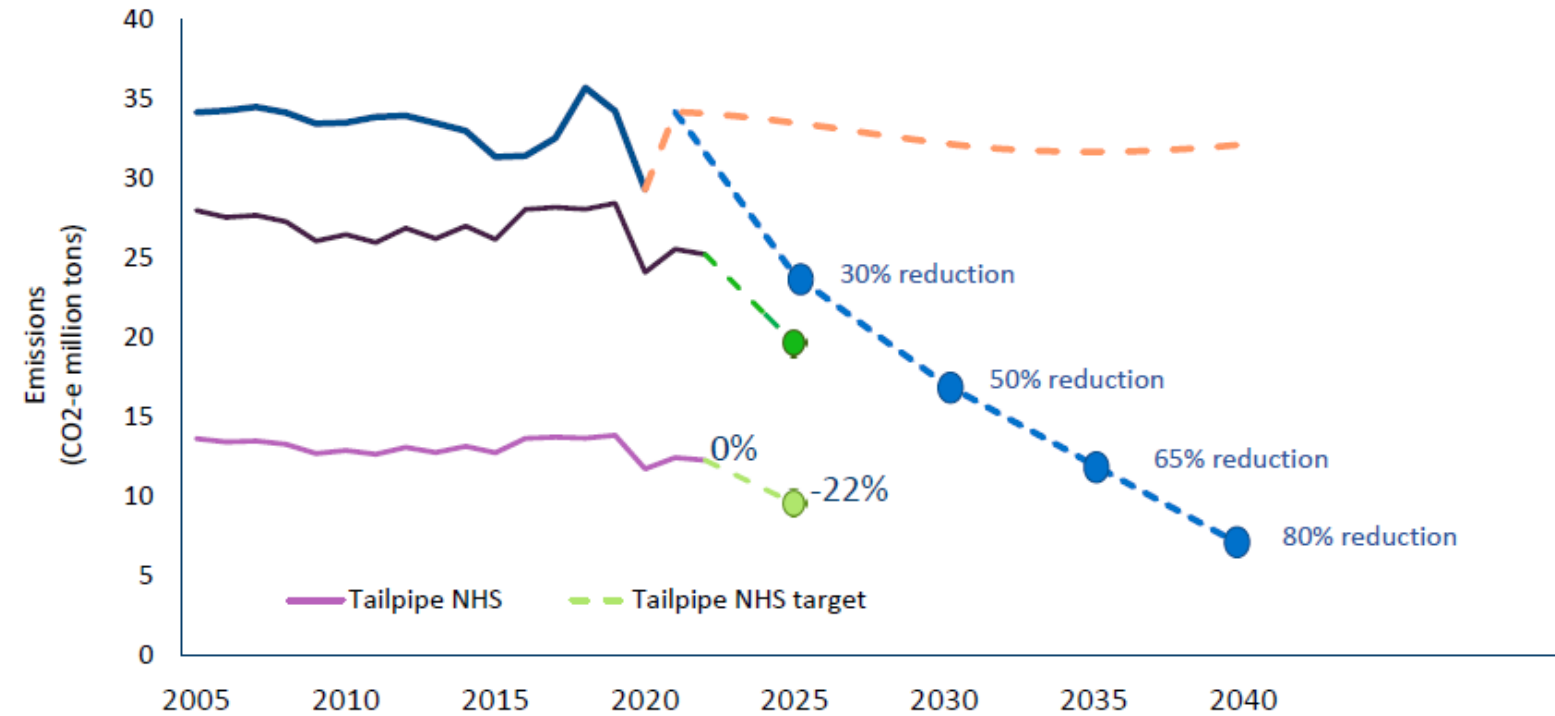
- Tailpipe emissions contribute to more than 70% of all greenhouse gas emissions from the transportation sector

Greenhouse Gas Emissions from the transportation sector



- In order to achieve the 30% reduction from 2005 to 2025, a 22% reduction from 2022 would be required

Greenhouse Gas Emissions from the transportation sector



Proposed Target

- Achieving a 30% reduction goal of the SMTP would require a 22% reduction from 2022 to 2025
- Initial target is thus **-22%** in order to align with the SMTP

Measure	Two-Year 2023 Target	Four-Year 2025 Target
Percent change in tailpipe CO2 emissions on the National Highway System (NHS), compared to reference year (calendar year 2022)	N/A	-22%

Summary

- Council must adopt target by July 30, 2024
- Statewide target is aspirational but aligns with the policy articulated in the Statewide Multimodal Transportation Plan
- MnDOT likely to revise initial target by October 1, 2024 to more closely reflect an expected outcome
- The Council will have 180 days from MnDOT target adoption to adopt a new target or support the new statewide target



Thank you

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