

1.1 Senator ..... moves to amend the delete-everything amendment (SCS3157A-1)  
1.2 to S.F. No. 3157 as follows:

1.3 Page 149, delete section 32 and insert:

1.4 "Sec. 32. **CLEAN TRANSPORTATION FUEL STANDARD WORKING GROUP;**  
1.5 **REPORTS REQUIRED.**

1.6 Subdivision 1. **Definitions.** (a) For purposes of this section, the following terms have  
1.7 the meanings given.

1.8 (b) "Carbon intensity" means the quantity of lifecycle greenhouse gas emissions  
1.9 associated with the fuel pathway and use of a unit of a specific transportation fuel, expressed  
1.10 in grams of carbon dioxide equivalent per megajoule of transportation fuel, as calculated  
1.11 by the most recent version of Argonne National Laboratory's GREET model adapted to  
1.12 Minnesota, as determined by the commissioner of the Pollution Control Agency.

1.13 (c) "Fuel provider" means an entity that supplies a transportation fuel for use in  
1.14 Minnesota.

1.15 (d) "Sustainable aviation fuel" means liquid aviation fuel that meets the technical and  
1.16 certification requirements for use in commercial aircraft and is derived from biological  
1.17 resources such as feedstock, biomass, plant oils, seed oils, or any other raw material as an  
1.18 alternative to crude oil.

1.19 (e) "Transportation fuel" means electricity or a liquid or gaseous fuel that is blended,  
1.20 sold, supplied, offered for sale, or used to propel a motor vehicle, including but not limited  
1.21 to a train, light rail vehicle, ship, aircraft, forklift, or other road or nonroad vehicle in  
1.22 Minnesota. Transportation fuel includes but is not limited to electricity used as fuel in a  
1.23 motor vehicle, gasoline, diesel, ethanol, biodiesel, renewable diesel, propane, renewable  
1.24 propane, natural gas, renewable natural gas, hydrogen, aviation fuel, and biomethane.

1.25 Subd. 2. **Creation; duties.** (a) A Clean Transportation Fuel Standard Working Group  
1.26 is established to analyze clean transportation fuel standards in Minnesota and make  
1.27 recommendations to the legislature and to the commissioners of transportation, commerce,  
1.28 agriculture, and the Pollution Control Agency on the process and policies needed to achieve  
1.29 a clean fuel standard based on the carbon intensity of transportation fuels.

1.30 (b) The working group must establish a subcommittee on sustainable aviation fuel. The  
1.31 subcommittee is created to analyze and evaluate proposals for the production of sustainable  
1.32 aviation fuel in Minnesota. The subcommittee consists of the members of the aviation  
1.33 industry appointed to the working group under subdivision 3, clauses (8) to (10), the

2.1 commissioner of transportation or their designee, and the commissioner of agriculture or  
2.2 their designee.

2.3 (c) The working group, after reviewing and considering the best available scientific data  
2.4 and calculations, must calculate the baseline carbon intensity of transportation fuels by  
2.5 determining the relevant petroleum-only portion of transportation fuels in the 2018 calendar  
2.6 year. After the working group adopts the 2018 baseline level for carbon intensity, the working  
2.7 group must analyze and recommend a clean transportation fuel standard that can achieve  
2.8 the following aggregate carbon intensity reduction in transportation fuels:

2.9 (1) at least 25 percent below the 2018 baseline level for carbon intensity by the end of  
2.10 2030;

2.11 (2) at least 75 percent below the 2018 baseline level for carbon intensity by the end of  
2.12 2040; and

2.13 (3) 100 percent below the 2018 baseline level for carbon intensity by the end of 2050.

2.14 (d) The sustainable aviation fuel subcommittee established in paragraph (b), must analyze  
2.15 and draft proposed legislation on establishing a sustainable aviation fuel production incentive  
2.16 program in Minnesota and analyze the barriers to integrating Minnesota-sourced feedstock,  
2.17 biomass, plant oils, or seed oils into the program. The subcommittee must also analyze and  
2.18 recommend any economic development and tax incentives for blenders and producers of  
2.19 sustainable aviation fuels. The subcommittee must consult with aviation industry  
2.20 representatives to determine the production levels of sustainable aviation fuel needed to  
2.21 deliver net-zero emission reductions in aviation by 2050.

2.22 (e) The sustainable aviation fuel subcommittee established in paragraph (b) must also  
2.23 evaluate and propose technical specifications for sustainable aviation fuel blended, produced,  
2.24 or stored in Minnesota and propose a standard for the fuel to achieve at least a 50 percent  
2.25 lifecycle greenhouse gas emissions reduction in comparison with petroleum-based aviation  
2.26 gasoline, aviation turbine fuel, and jet fuel.

2.27 Subd. 3. **Members.** The working group consists of the following members:

2.28 (1) the commissioner of transportation or their designee;

2.29 (2) the commissioner of the Pollution Control Agency or their designee;

2.30 (3) the commissioner of commerce or their designee;

2.31 (4) the commissioner of agriculture or their designee;

3.1 (5) one representative from Minnesota's agricultural sector appointed by the commissioner  
3.2 of agriculture;

3.3 (6) one representative who is a biofuel producer appointed by the commissioner of  
3.4 agriculture;

3.5 (7) one representative who is a transportation fuel provider appointed by the commissioner  
3.6 of commerce;

3.7 (8) one representative who is an aviation fuel provider appointed by the commissioner  
3.8 of commerce;

3.9 (9) one representative from the aviation industry with technical expertise in sustainable  
3.10 aviation fuel and appointed by the commissioner of transportation;

3.11 (10) one representative from a commercial airline appointed by the commissioner of  
3.12 transportation;

3.13 (11) one representative from a Tribal government;

3.14 (12) one representative from electric utilities appointed by the commissioner of  
3.15 commerce;

3.16 (13) one representative from automotive manufacturers appointed by the commissioner  
3.17 of transportation;

3.18 (14) two representatives from an environmental advocacy organization appointed by  
3.19 the commissioner of the Pollution Control Agency;

3.20 (15) two representatives from a water quality advocacy organization appointed by the  
3.21 commissioner of the Pollution Control Agency;

3.22 (16) two representatives from an environmental justice organization appointed by the  
3.23 commissioner of the Pollution Control Agency; and

3.24 (17) one representative from an installer of electric vehicle charging infrastructure as  
3.25 appointed by the commissioner of transportation.

3.26 Subd. 4. **Administration.** (a) The commissioner of the transportation or the  
3.27 commissioner's designee must convene the initial meeting of the working group by August  
3.28 1, 2023. The Department of Transportation serves as host agency for the advisory council  
3.29 and must manage the administrative, technical, and operational aspects of the advisory  
3.30 council's activities.

4.1 (b) The members of the working group must select a chair from its membership. The  
4.2 chair must not be a commissioner or their designee.

4.3 (c) Members of the working group serve without compensation or payment of expenses.

4.4 (d) The appointments and designations authorized by this section must be completed by  
4.5 July 1, 2023.

4.6 Subd. 5. **Reports.** (a) By February 15, 2024, the working group must submit a report to  
4.7 the chairs and ranking minority members of the committees in the senate and house of  
4.8 representatives with jurisdiction over transportation finance and policy. The report must  
4.9 contain the working group's findings and highlight barriers to incorporating a carbon intensity  
4.10 standard. The report must propose legislation to achieve the aggregate reduction in carbon  
4.11 intensity in transportation fuel as set forth in subdivision 2.

4.12 (b) The report must also contain the subcommittee on sustainable aviation fuel's  
4.13 recommendations for creating a sustainable aviation fuel producer incentive program in  
4.14 Minnesota and suggest proposed legislation that determines the appropriate standard for  
4.15 determining a 50 percent lifecycle greenhouse gas emission reduction.

4.16 Subd. 6. **Expiration.** The working group expires on January 1, 2025, or upon submission  
4.17 of the report required under subdivision 5, whichever is earlier.

4.18 **EFFECTIVE DATE.** This section is effective the day following final enactment."