

This Document can be made available in alternative formats upon request

State of Minnesota

HOUSE OF REPRESENTATIVES

NINETY-FOURTH SESSION

H. F. No. 3280

05/01/2025 Authored by Hemmingsen-Jaeger and Rehrauer The bill was read for the first time and referred to the Committee on Environment and Natural Resources Finance and Policy

1.1 A bill for an act
1.2 relating to sustainable aviation fuel; requiring studies to estimate costs of producing
1.3 sustainable aviation fuel from captured carbon dioxide and green hydrogen;
1.4 requiring a report; appropriating money.

1.5 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF MINNESOTA:

1.6 Section 1. STUDIES; SUSTAINABLE AVIATION FUEL PRODUCTION.

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

1.9 (b) "Carbon dioxide capture technology" means a process used to capture carbon dioxide
1.10 emissions produced by an industrial facility before they are released to the atmosphere.

1.11 (c) "Commissioner" means the commissioner of the Pollution Control Agency.

1.12 (d) "Front-end engineering design study" means a study that estimates the cost of various
1.13 portions of a project, evaluates potential risks, and establishes construction timelines, before
1.14 a fixed-bid quote is developed.

1.15 (e) "Green hydrogen" has the meaning given in Laws 2023, chapter 60, article 12, section
1.16 76, paragraph (b), clause (3).

1.17 (f) "Jet fuel" has the meaning given in Minnesota Statutes, section 296A.01, subdivision
1.18 8.

1.19 (g) "Metropolitan area" has the meaning given in Minnesota Statutes, section 473.121,
1.20 subdivision 2.

2.1 (h) "Sustainable aviation fuel" means liquid fuel that is derived from gaseous carbon
2.2 dioxide and green hydrogen and whose lifecycle greenhouse gas emissions are at least 50
2.3 percent less than those of petroleum-based aviation gasoline, aviation turbine fuel, and jet
2.4 fuel, as determined by calculations using:

2.5 (1) the most recent version of Argonne National Laboratory's Greenhouse Gases,
2.6 Regulated Emissions, and Energy Use in Technologies (GREET) model; or

2.7 (2) the lifecycle methodology for sustainable aviation fuels adopted by the International
2.8 Civil Aviation Organization with the agreement of the United States, incorporating induced
2.9 land use change values.

2.10 Subd. 2. **Carbon capture; wastewater sludge incineration.** No later than, the
2.11 commissioner must contract with an entity with expertise in designing carbon dioxide capture
2.12 technology to design infrastructure to capture carbon dioxide emissions resulting from the
2.13 incineration of wastewater solids at the Metropolitan Water Resource Recovery Facility in
2.14 St. Paul and to transport the carbon dioxide to a facility described in subdivision 3.

2.15 Subd. 3. **Study; sustainable aviation fuel production.** No later than, the
2.16 commissioner must contract with an entity with relevant expertise to conduct a front-end
2.17 engineering design study for constructing a facility in the metropolitan area that is capable
2.18 of combining the carbon dioxide captured from the Metropolitan Water Resource Recovery
2.19 Facility in St. Paul, as described in subdivision 2, with green hydrogen generated on site to
2.20 produce sustainable aviation fuel.

2.21 Subd. 4. **Report.** No later than June 30, 2029, the commissioner must submit a written
2.22 report to the chairs and ranking minority members of the legislative committees with primary
2.23 jurisdiction over transportation and environment on the results of the contracts required
2.24 under this section, including, at a minimum:

2.25 (1) the capital and operating costs of:

2.26 (i) installing the carbon dioxide capture technology designed under subdivision 2;

2.27 (ii) transporting captured carbon dioxide from the Metropolitan Water Resource Recovery
2.28 Facility in St. Paul to the facility designed under subdivision 3;

2.29 (iii) producing green hydrogen at the facility designed under subdivision 3; and

2.30 (iv) producing sustainable aviation fuel at the facility designed under subdivision 3;

2.31 (2) the number of additional workers employed at each of the facilities described in
2.32 clause (1); and

3.1 (3) an estimate of the amount of sustainable aviation fuel that could be produced annually
3.2 and the proportion that the amount represents of current and future aviation fuel usage at
3.3 the Minneapolis-St. Paul International Airport.

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

3.5 Sec. 2. **APPROPRIATION.**

3.6 \$300,000 in fiscal year 2026 is appropriated from the general fund to the commissioner
3.7 of the Pollution Control Agency for the purposes of completing the contracts and report
3.8 required under section 1. This is a onetime appropriation and is available through June 30,
3.9 2029. The commissioner may use up to five percent of this appropriation for the reasonable
3.10 costs of administering section 1.