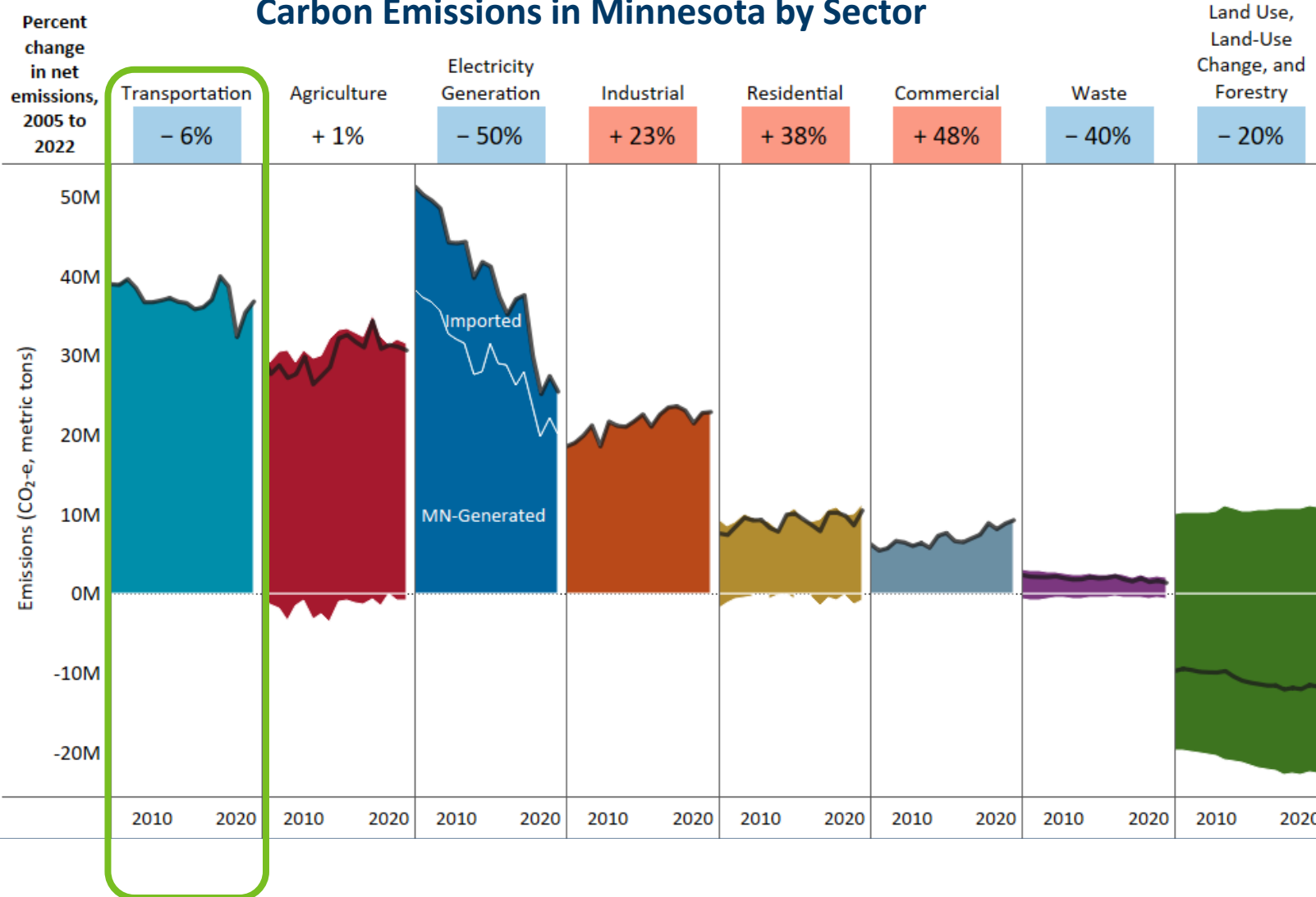




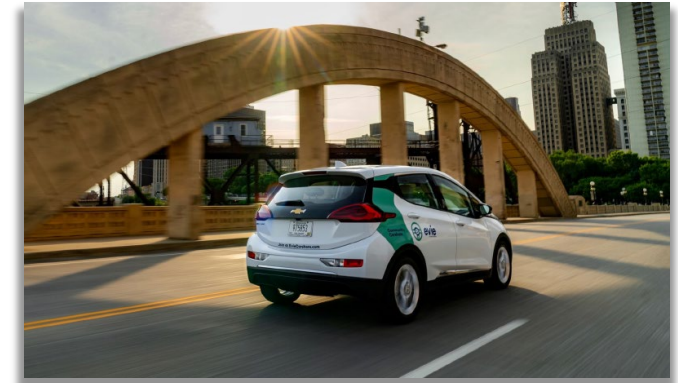
# GHG Impact Mitigation Assessment

# Emissions in Minnesota & Transportation

## Carbon Emissions in Minnesota by Sector



## Fuel Type



## Transportation options



Transportation sector is contributing the most to emissions in Minnesota.

# Key Dates

**2023 Session:** Legislature requires emissions impact assessment of highway capacity expansion and creates work group to address

**2024 Session:** Work group submits report with recommendations to effectively implement legislation. Legislature adopts recommendations and establishes Technical Advisory Committee

**2025:** New capacity expansion projects will need to assess impacts and offset

**Future:** Mature multimodal emissions analysis and assess portfolio outcomes



# Impact Assessment Technical Advisory Committee (TAC) Members

1. Department of Transportation
2. Pollution Control Agency
3. Metropolitan Council
4. County Member - Carver County
5. City Member - City of Brooklyn Park
6. University of Minnesota: Center for Transportation Studies
7. Metropolitan Planning Organization from Greater Minnesota
8. Active transportation - Toole Design
9. National expert - University of Rutgers



# What needs to be assessed?

- **Now – August 2027:** Any individual state highway construction project that adds lane capacity of more than 2,500 ft or creates a new interchange/ grade separation
- **After August 2027** (for fiscal year 2031): The program of trunk highway and multimodal projects for a fiscal year and specific region (evaluated as a portfolio and not individual projects)

# Assessment Summary

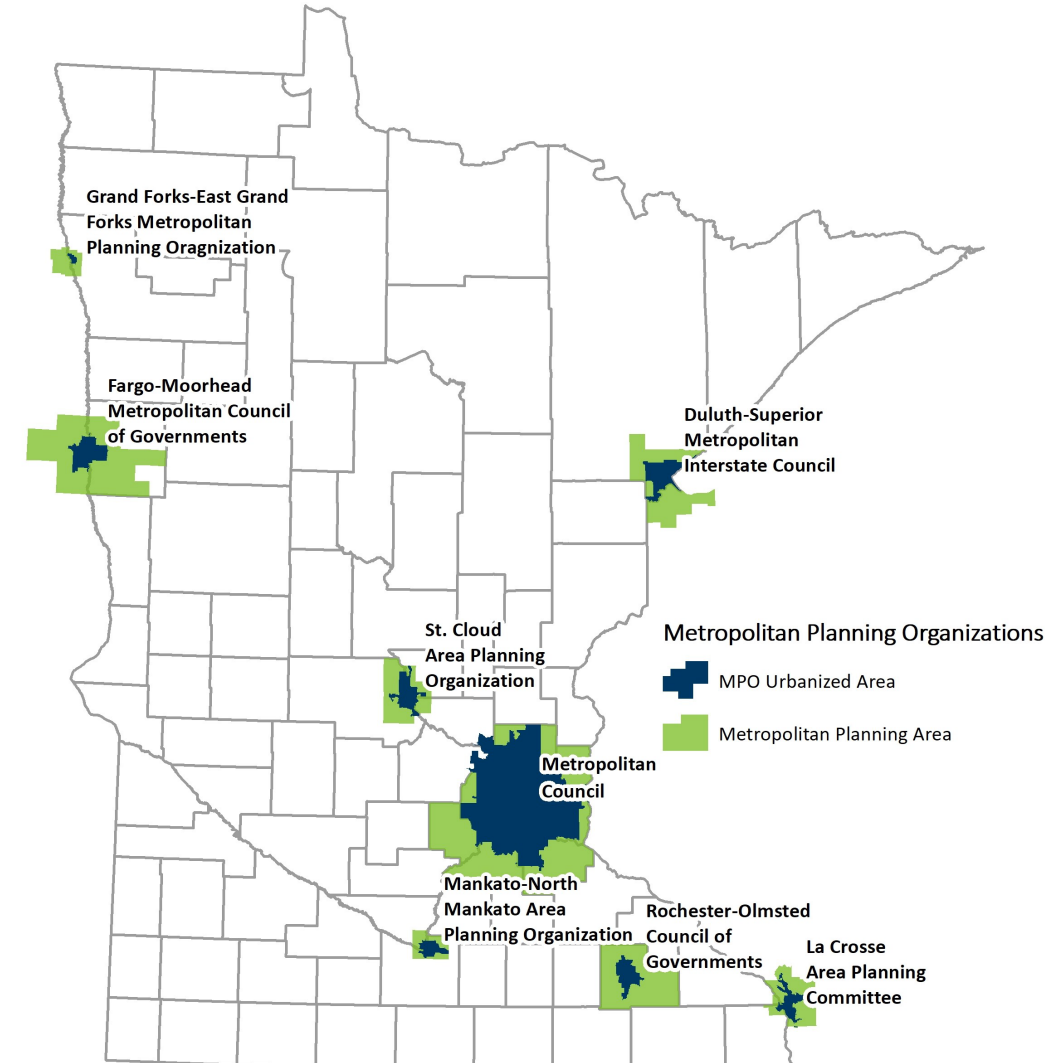
**Step 1: Determine if a project adds lanes for more than a half mile or creates a new interchange on the highway system, would be a capacity expansion project (typically 3-6 projects a year)**

**Step 2: That project will then be assessed for new impacts (increased emissions and VMT) from building the project over a 20-year analysis period**

**Step 3: Projects will need to offset any increases in emissions and VMT that will result from the project using any of the nine categories identified by the legislature.** For example, expanding road capacity can be offset by combining it with transit improvements and land use changes, as determined by the community

# Who is Responsible?

- **Within metropolitan planning areas:** the Metropolitan Planning Organization must assess prior to including a project in their Transportation Improvement Program (TIP)
- **Outside of metropolitan areas:** MnDOT must assess prior to including a project in the State Transportation Improvement Program (STIP)
- All assessments are reviewed and validated by the Technical Advisory Committee



# Eligible Offsets

1. Transit expansion
2. Transit service improvements
3. Active transportation infrastructure (biking and walking)
4. Micromobility
5. Transportation demand management
6. Parking management\*
7. Land use density increases\*
8. Infrastructure improvements related to traffic operations
9. Natural systems





# Questions



Safety for  
Minnesotans



Economic Benefit for  
Minnesotans



Environmental Health for  
Minnesotans