

**Subject** Greenhouse gas emissions impact assessment

**Authors** Koznick and Robbins

**Analyst** Matt Burress (matt.burress@house.mn.gov)

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## Overview

This bill, as proposed to be amended by the H0748A2 amendment, would (1) revise various aspects of the greenhouse gas emissions assessment and mitigation requirements for some trunk highway projects, and (2) establish prioritization of some transportation goals.

## Summary

Section	Description
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1	<b>Transportation greenhouse gas emissions impact assessment.</b>
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Revises various requirements for the greenhouse gas emissions assessment and mitigation. Effective the day after enactment.

**Subd. 1. Definitions.** Amends the definition of a capacity expansion project, including to: (1) change the project cost threshold to be construction cost of at least \$30,000,000 instead of a total cost of \$15,000,000 in the Department of Transportation metropolitan district or \$5,000,000 in a nonmetropolitan district; and (2) set a criterion of adding lane miles instead of adding highway traffic capacity or establishing a grade separation.

**Subd. 2. Project or portfolio assessment.** Revises analysis requirements following a greenhouse gas emissions assessment, including to eliminate conformance with vehicle miles traveled reduction targets and make clarifications on net reductions taking into account other projects in a portfolio.

**Subd. 2a. Applicable projects; implementation.** Delays implementation of the assessment and mitigation requirements. Establishes assessment exemptions based on safety elements in a project or under MnDOT exemption authority being added in the bill.

**Subd. 3. Assessment requirements.** Eliminates required analysis of vehicle miles traveled and impacts to local road systems.

Section	Description
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	<p><b>Subd. 4. Impact mitigation; interlinking.</b> Broadens the conditions for a project or portfolio of projects to be considered to have sufficient mitigation by interlinking to other projects or activities that offset greenhouse gas emissions. Adds to the list of activities that can be undertaken as an offset action. Eliminates a requirement of funding commitment for the offset action.</p>
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	<p><b>Subd. 5. Impact mitigation; localization.</b> No changes made.</p>
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	<p><b>Subd. 6. Public information.</b> Adds information required to be published online.</p>
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	<p><b>Subd. 7. Safety and well-being.</b> Authorizes MnDOT to issue exemptions from the greenhouse gas emissions impact assessment requirements.</p>
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	<p><b>Subd. 8. Transportation impact assessment and mitigation.</b> No changes made.</p>
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2	<p><b>Transportation goals.</b></p>
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	<p>Sets prioritization for some goals for the state transportation system, so that goals related to minimization of fatalities and injuries as well as multimodal and intermodal facilities are primary to goals related to greenhouse gas emissions reduction and goal accomplishment with minimal environmental impact. Effective the day after enactment.</p>
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3	<p><b>Greenhouse gas emissions targets.</b></p>
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	<p>Establishes that greenhouse gas emissions reduction targets are subject to a state transportation system goal on minimization of fatalities and injuries. Effective the day after enactment.</p>
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4	<p><b>Revision of statewide multimodal transportation plan.</b></p>
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	<p>Establishes that vehicle miles travel reduction targets in the Statewide Multimodal Transportation Plan are secondary to a state transportation system goal on minimization of fatalities and injuries. Effective for plan revisions on or after the day after enactment.</p>
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