



State GHG Legislation Implementation

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GHG + VMT Assessment Development

Legislative background

Greenhouse gas emissions targets:

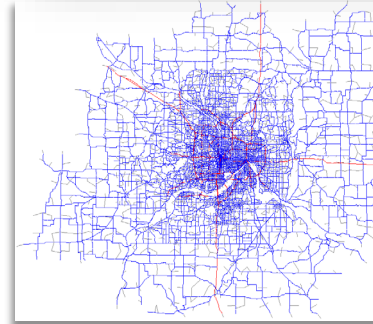
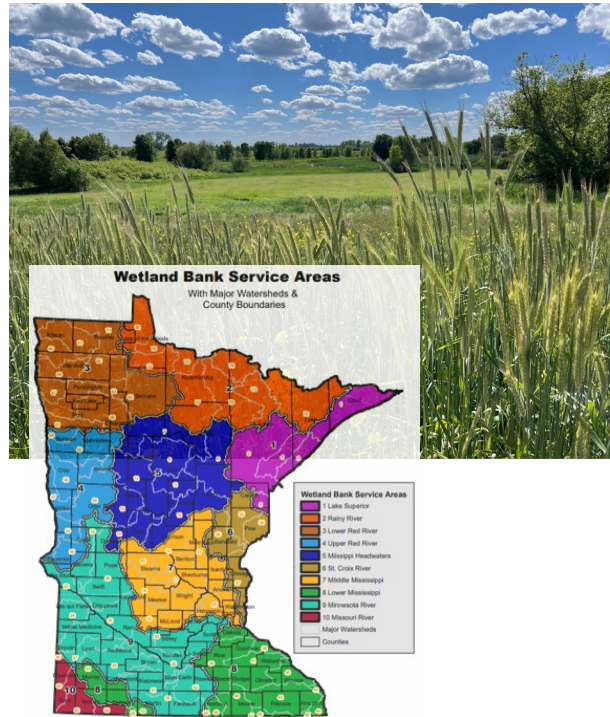
- [Chapter 216](#) (2023): Set greenhouse gas emissions goal for Minnesota across all sectors
- [Chapter 174](#) (2023): requires the commissioner of transportation to establish greenhouse gas emission reduction targets for the transportation sector

Transportation project assessment and mitigation:

- [Chapter 161](#) (2023): Requires MnDOT and locally led projects on the trunk highway system to assess and mitigate greenhouse gas emissions for highway expansion projects
- [Chapter 127](#) (2024): Amends 161.178 to add a requirement of "assessing a portfolio or program of projects instead of on a project-by-project basis" by 2027



What are we being asked to do



GHG Assessment

We are trying to make transportation investments that bring emissions down, but sometimes we make decisions that push emissions up in transportation. Now the legislature is asking us to mitigate for emissions on capacity expansion projects - similar to how we mitigate for wetland impacts

Emissions assessment in context

Safety

- Intersection control evaluation
- Speed studies
- Scoping report



Economy + Delay

- Traffic forecast
- Benefit/cost analysis for users

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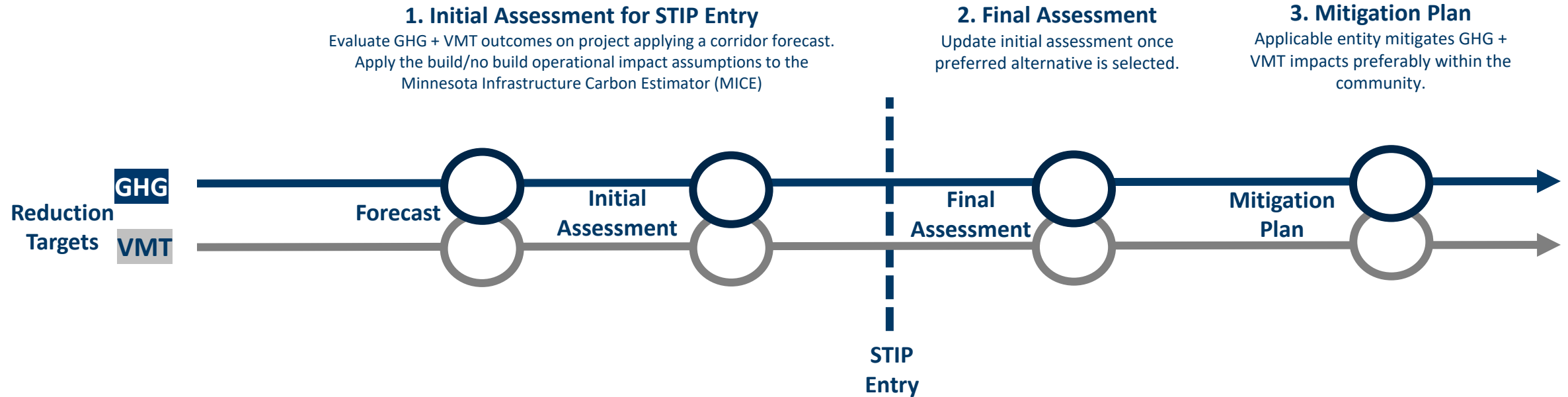


People's environmental health

- GHG assessment
- Mobile source air toxics

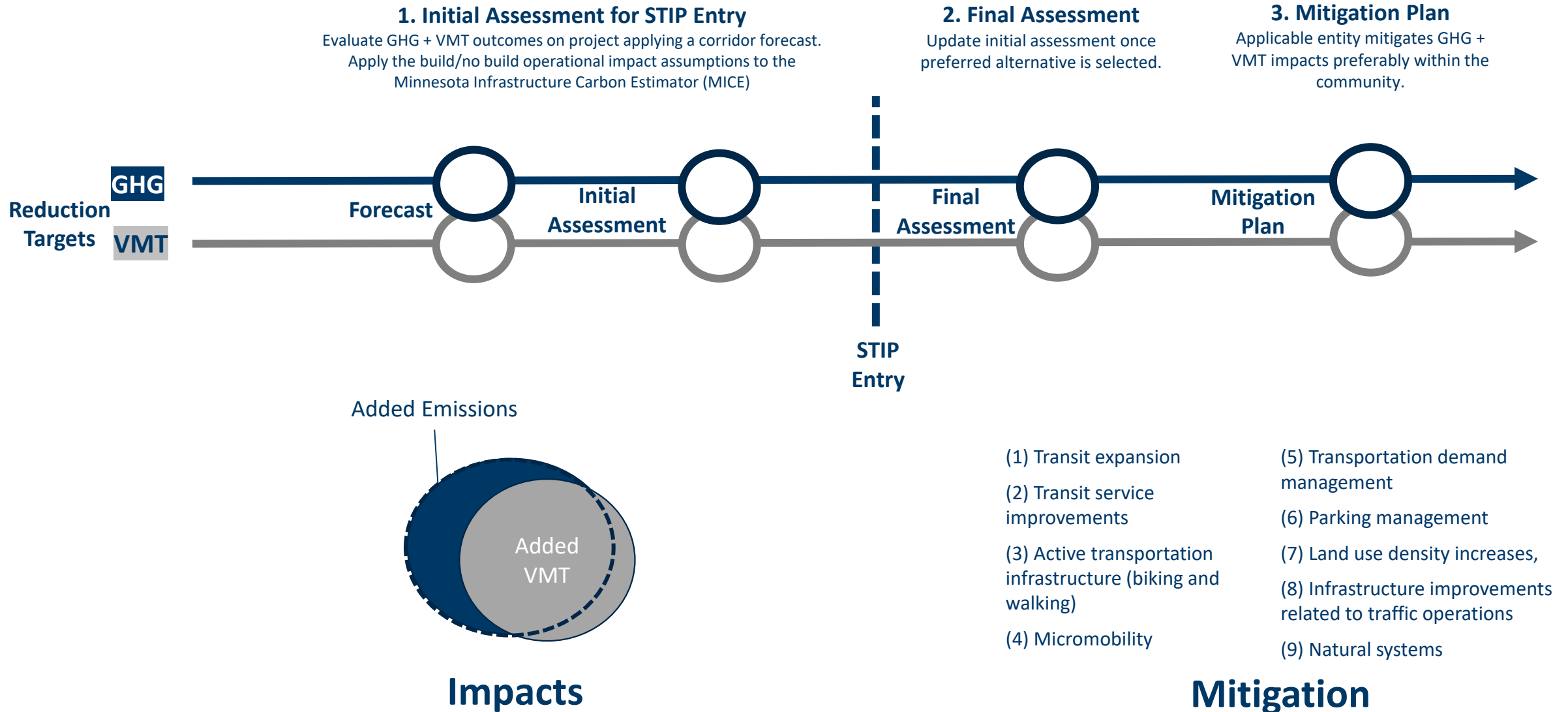
Draft GHG Assessment Summary

Capacity expansion projects that add new lanes/new interchanges



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Capacity expansion projects that add new lanes/new interchanges



Technical Advisory Committee Members

Department of Transportation - Jon Solberg

Pollution Control Agency - Kate Knuth

Metropolitan Council - Jonathan Ehrlich

U of M: Center for Transportation Studies – Eric Lind

MPO from Greater Minnesota - Stephanie Halford

County - Lyndon Robjent, Carver County

City - Marcus Culver, City of Brooklyn Park

Active transportation - Mitzi Alex, Toole Design

National expert - Robert Noland, University of Rutgers



Some questions people are asking

1. What projects will be impacted by legislation?

Projects that add lane miles or create newly developed grade separated interchanges

2. Can we model emissions impacts?

Our current regional travel demand models already provide conservative estimates of emissions impacts from urban expansion projects. We know emissions impacts from expansion in rural areas are measurably less, but still exist

3. Can we account for diversion from low volume roads when we expand

The travel demand models we currently use are sensitive to diversion from other roadways

4. Other questions you have?

State GHG Legislation Timeline

Looking back, looking forward

