


TRANSPORTATION

Over the last decade, Minnesota has seen transportation-related emissions decline with a combination of people driving less and using more fuel-efficient vehicles and lower-carbon fuels. Reductions are expected to continue if we do more of the same. However, opportunities for greater reductions are linked to questions of how to meet growing demand for cleaner, more efficient transportation and update Minnesota's aging transportation infrastructure. Extreme weather adds to the challenge. Harsh winters cause outbreaks of potholes that strain city, county and state budgets. And, flooding events can severely damage roadways, debilitating communities and costing millions.


WHAT'S HAPPENING?

From Point A to Point B with Less Impact

Congestion and idling consumes more fuel and adds emissions. These traffic management practices from the Minnesota Department of Transportation (MnDOT) keep us moving.



Roundabouts eliminate idling at signals, reducing vehicle emissions and fuel consumption by 30% or more.



300 miles of bus-only shoulders in the metro have for decades allowed buses to bypass congestion, increasing ridership.



MnPASS lanes provide an alternative to heavy traffic. Solo drivers pay; buses, carpools and motorcyclists do not.

Transitioning from Gasoline to Renewable Fuel Sources

By 2015, Minnesota aims to displace 14% of petroleum with biofuels, such as ethanol and biodiesel. Biofuels can reduce vehicle emissions and decrease our reliance on imported oil. Through a public-private partnership, the **Drive Electric Program** is expanding charging stations for electric vehicles, which reduce emissions by about 40% compared to gas-powered vehicles. Public stations are installed at 150-plus sites, including the Minneapolis-St. Paul Airport, the Depot in Duluth, downtown Rochester, and metro ramps and parking lots. Down the road, wind- or solar-generated electricity may power stations, reducing emissions even more.

30%

Minnesota's goal is to transition 30% of our gasoline to biofuels by 2025.



Metro Transit reduced CO₂ exhaust emissions and saved more than \$300,000 over a five-month period in 2013 by using B-10 and B-20 fuel blends in its buses.

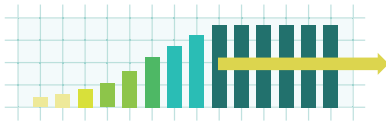


St. Cloud is the nation's first city to have a public bus powered by recycled vegetable oil.

LOOKING AHEAD

The Metropolitan Council predicts the seven-county metro region will add 800,000-plus people by 2040. While not all cities in the state will continue to grow, jobs and services are consolidating in small urban areas and regional centers. As the population distribution changes, we may need to expand our public transit and design more bike-friendly and walkable communities.

By the Numbers



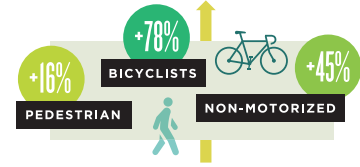
Driving Less

After decades of near constant growth, vehicle miles traveled stopped increasing in 2004 and leveled, despite population growth.



Using Less Fuel

Since 2007, annual transportation fuel usage dropped by more than 10% due to more fuel-efficient vehicles and decreases in driving and other factors.



More Transit Use, Biking and Walking

Transit ridership hit 105 million in 2011, an overall increase since 2003. Biking and walking in Minneapolis and Saint Paul has increased markedly from 2007–2013.

Paving the Way for Low-Emission Travel

Choosing to walk or bike instead of driving for trips less than one mile can significantly decrease carbon emissions. You can lower your emissions further with longer trips. Minneapolis is consistently recognized as one of the most bike-friendly communities in the United States, reducing tens of thousands of tons of carbon per year.



Reconstructed Highway 68 in Marshall

MnDOT's Complete Streets policy ensures roads in any size community work for everyone. Walkers, bicyclists and transit users can safely travel to their destinations. Reconstructed Highway 68 through Marshall features bike lanes, sidewalks, curb bump-outs, and better lighting.

Climate-friendly land-use and development planning helps reduce miles traveled. "Region 5"—Cass, Crow Wing, Morrison, Todd and Wadena counties—uses Resilient Region planning strategies and tools to incorporate long-range transportation plans for Safe Routes to School and bike and walking paths.

Building Roads to Withstand Extreme Weather

In recent years, intense rains and floods have cost Minnesota communities hundreds of millions in damage to roads and bridges. **Minnesota is starting to dedicate resources to fortify key roads, including \$50 million for the Statewide Flood Mitigation Program.** By 2016, approximately 30 projects in towns across the state, from Ada to Ortonville and Chanhassen to Breckenridge, will be completed.

Economic Win-Win: Connecting People to Jobs

Mass transit—including light-rail and bus rapid transit—reduces emissions by taking drivers off the road. It also connects thousands of Minnesotans to jobs. In a two-year period after light-rail service began, the number of low-wage jobs reachable within 30 minutes of transit travel jumped by 14,000 in light-rail station areas and 4,000 in areas with direct rail-bus connections. As light-rail extends into suburban locations, it will link to some of the region's largest employers. Along the proposed Green Line Extension, for example, UnitedHealth Group is building a 70-acre campus for 6,700 employees in Eden Prairie near a planned light-rail station.



Drive smart—go easy on the brakes and idle less.

Take the bus, bike or walk when you can.

Choose the cleanest, most fuel-efficient vehicle you can.

For more tips, visit the Environmental Protection Agency's Transportation and Climate webpage.

DID YOU KNOW?

Ongoing and projected vehicle fuel economy improvements, in part driven by federal fuel efficiency standards, will reduce emissions that are equivalent to taking millions of vehicles off of the road.

