



July 18, 2022

Stephanie Pollack  
Deputy Administrator, Federal Highway Administration  
U.S. Department of Transportation  
1200 New Jersey Avenue S.E.  
Washington, DC 20590

Re: Docket No. FHWA-2021-0004

Dear Deputy Administrator Pollack,

As states that are working to make smart infrastructure investments and cut greenhouse gas emissions, we thank FHWA for taking action to establish GHG targets for infrastructure investments that strengthen over time. While we plan to submit more extensive comments after studying all of the details of this proposal more fully, we feel it is important to immediately express our support and encouragement for a GHG performance standard. The transportation sector is the largest source of GHG emissions in the United States and we need action from the federal government to complement and support work states are already doing to reduce transit costs and traffic.

We have long understood that the choices we make designing infrastructure and constructing the built environment have a profound influence on the choices that people make as they go about their lives. Depending on the decisions we make, roads can connect or divide communities and make different forms of transportation like driving, transit, biking and walking either more or less accessible for the people nearby. Neighborhoods alongside these roads – especially our busiest – are the most susceptible to the consequences of the emissions coming from vehicle travel along these routes.

This draft standard is an important step and one of many we hope to see. We recognize that Congress has limited FHWA's authority and precluded a standard that sets binding requirements to reduce GHG emissions, but we encourage FHWA to strengthen this policy if it becomes possible to do so. Even so, this federally set goal is a needed and important action.

States are showing the promise of this work -- that it is possible to take meaningful action that makes substantial cuts to GHG emissions from the transportation sector.

- Late last year, **Colorado** enacted a GHG transportation planning standard that requires the Department of Transportation and the state's five metropolitan planning agencies to create transportation plans that provide more travel choices, resulting in reduced GHG emissions. The benefits from this standard are equivalent to burning 169 million fewer gallons of gasoline or taking approximately 300,000 cars off the road for a year. These benefits directly improve air quality by also reducing the pollutants that cause ozone and smog. In addition, Colorado's cost/benefit analysis of the rule found significant economic benefits resulting from improved active transportation and reduced vehicle travel expected by the rule.
- **Minnesota** DOT adopted transportation sector GHG emission reduction targets in the 2017 Minnesota Statewide Multimodal Transportation Plan and has reported GHG emission estimates and targets on the NHS to FHWA as part of bi-annual performance reporting.
- **Oregon** reports greenhouse gas emissions across all sectors, including transportation. The State and larger local jurisdictions are required to set GHG reduction goals and provide monitoring reports. ODOT is developing an online performance dashboard and further has developed and applies a process for evaluating greenhouse gas emissions implications of transportation projects as part of its regular capital planning and Statewide Transportation Improvement Program planning processes.
- **California** has been committed to reducing greenhouse gas emissions through changes to transportation infrastructure since the landmark Sustainable Communities Act in 2008, which required long-range plans to align transportation, housing, and land use decisions toward achieving GHG emissions reduction targets. California has accelerated its efforts to reduce transportation sector emissions in recent years, including through the adoption of the holistic investment framework in our Climate Action Plan for Transportation Infrastructure to robust implementation of SB 743, which works to reduce vehicle miles traveled attributable to transportation projects.
- **Connecticut's** *Global Warming Solutions Act* established a requirement to reduce GHG emissions economy-wide by 45% below 2001 levels by 2030 and 80% below 2001 levels. Last year Governor Lamont signed Executive Order 21-3 in December 2021 directing the CT DOT to cease the procurement of diesel public transit buses, which will result in a full electrification of the state's transit fleet over the next 12 years. Additionally in June 2022, Governor Lamont signed the *Connecticut Clean Air Act* into law which took multiple actions to increase EV deployment, including

the requirement that the state fleet be converted to battery electric vehicles on the following schedule: 50% by January 1, 2026; 75% by January 1, 2028, and 100% by January 1, 2030.

- In 2018, **Washington** State DOT voluntarily established a performance measure for GHG on the NHS. WSDOT has reported GHG emission estimates and targets on the NHS to FHWA as part of bi-annual performance reporting. Washington continues to implement policies and programs to reduce emissions including the 2022 Move Ahead Washington transportation revenue package that directs a significant share of investments toward transit, safe bike and pedestrian facilities, high-speed rail, electrification of ferries and cars, and other non-highway programs.
- In 2019, **Pennsylvania's** Governor signed executive order 2019-01 establishing statewide greenhouse gas reduction goals. The order states that Pennsylvania shall strive to achieve a 26 percent reduction of net greenhouse gas emissions statewide by 2025 from 2005 levels. It also includes a goal that all commonwealth agencies replace 25 percent of the state passenger car fleet with battery electric and plug-in electric hybrid cars by 2025 and evaluate opportunities for the reduction of vehicle miles traveled and incorporation of new technology where appropriate.
- **Vermont's** Global Warming Solutions Act, Act 153 (2020), establishes greenhouse gas emissions reduction targets (26% below 2005 levels by 2025, 40% below 1990 levels by 2030, and 80% below 1990 levels by 2050) and required the development of the Initial Vermont Climate Action Plan which was adopted on December 1, 2021. The transportation sector makes up the largest share (40%) of Vermont's GHG emissions. The Vermont Agency of Transportation has embarked upon Smart Growth, VMT and GHG research projects and recently issued a scope of work to develop a methodology to estimate the effect on GHG emissions of the investments in the Agency of Transportation Capital Program and STIP/TIP that can be applied each year to track and report progress towards achieving the State's greenhouse reduction goals.
- **Hawaii** DOT is taking a multipronged approach to reduce GHG emissions. This includes greening operations through use of improved construction materials, fleet electrification, and a 20-year energy savings contract. HDOT is also working with private industry to reduce their emissions by increasing EV penetration and expanding the use of carbonized concrete. Finally, HDOT has added the reduction of GHG emissions as a performance measure in capacity projects.
- In 2019, the governor of **Illinois** signed Executive Order 2019-06, setting greenhouse gas emission reduction targets consistent with the United Nations Paris Agreement. As part of achieving these commitments, the state is implementing the Climate and Equitable Jobs act of 2021 which puts the state on a path toward 100% clean energy by 2050 and getting 1 million electric vehicles on the road by 2030. Illinois demonstrates its commitment to decreasing GHG emissions by investing more than \$6 billion in non-motorized transportation through Rebuild Illinois, the state's most recent capital bill. IDOT is also developing an evaluation tool to prioritize new capacity projects that takes into account potential impacts on greenhouse gas and air pollution emissions.

- The **District of Columbia** has been tracking greenhouse gas emission since 2006. It has made the commitment to reduce 50% greenhouse gas emission by 2032 and 100% by 2050, through a series of planning and legislative efforts. DDOT has adopted several mode-shift and vehicle electrification strategies in its 2021 update of the statewide long-range transportation plan, moveDC. In addition, DC has been collaborating with its MPO, the National Capital Region Transportation Planning Board, on the recently adopted regional on-road transportation GHG goals of 50% below 2005 levels by 2030 and 80% below by 2050.

We commend FHWA for the federal action it is taking today and look forward to sharing more complete comments after we give the details of this proposal additional review.

Sincerely,

Nancy Daubenger, P.E., Commissioner  
Minnesota Department of Transportation

Yassmin Gramian, P.E., Secretary  
Pennsylvania Department of Transportation

Tony Tavares, Director  
California Department of Transportation

Shoshana M. Lew, Executive Director  
Colorado Department of Transportation

Roger Millar, PE, FASCE, FAICP  
Secretary of Transportation (he/him/his)  
Washington State Department of Transportation

Ed Sniffen, Deputy Director  
Highways Division  
Hawaii Department of Transportation

Joseph J. Giulietti, Commissioner  
Connecticut Department of Transportation

Kris Strickler, Director  
Oregon Department of Transportation

Joe Flynn, Secretary  
Vermont Agency of Transportation

Omer Osman, Secretary  
Illinois Agency of Transportation

Everett Lott, Director  
District Department of Transportation

CC: Pete Buttigieg, Secretary, U.S. Department of Transportation  
Shalanda D. Young, Acting Director, Office of Management and Budget