



STATE OF CONNECTICUT

DEPARTMENT OF TRANSPORTATION

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Office of the
Commissioner

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January 31, 2024

Ms. Amy Jackson-Grove
Division Administrator
Federal Highway Administration
Connecticut Division
450 Main Street, Suite 612
Hartford, CT 06103

Dear Ms. Jackson-Grove:

The Connecticut Department of Transportation (Department) has established declining targets for the 4-year targets for Greenhouse Gas Emissions (GHG), as required by the National Performance Management Measures final rule amended (23 CFR Part 490).

The 23 CFR Part 490 GHG performance measure is the “Percent change in tailpipe CO₂ emissions on the National Highway System (NHS) compared to the reference year” and further requires that the target must be a declining target (reduced emissions.) The tailpipe CO₂ emissions are a function of the total vehicle-miles traveled (VMT) and fuel consumption. The Department analyzed trends for electric vehicle sales (which impact tailpipe emissions), current trends in fuel efficiency, and VMT forecasts and considered five scenarios in establishing a GHG reduction target:

- “No action” – based on the VMT forecast for the target year provided by the Department’s Travel Demand Modal and current trends in vehicle fuel consumption.
- “Electrification reduction” – based on VMT forecast from the Travel Demand Model but incorporates reduced vehicle fuel consumption for gasoline and special fuels based on an increase of electric vehicles on our roadways.
- “Constant VMT” - based on maintaining VMT at 2022 levels and using a forecast for gasoline and special fuel consumption based on current trends.
- “Electrification Reduction and Constant VMT” - based on combining the impact of fuel-consumption reductions achieved through vehicle electrification forecasts with maintaining VMT at 2022 levels.
- “Goal oriented target” - The target is the reduction in GHG tailpipe emissions necessary to maintain alignment with the State’s overall GHG reduction targets by 2030. In the overall plan the transportation sector needs to reduce GHG contributions to a level 29% lower than the 2014 level by 2030. In this scenario fuel consumption tracks the GHG emissions of the transportation sector and must achieve a reduction of 9.5% from 2022 levels to target-year

levels. Rather than relying on current trends and projections, policy levers are used to achieve the needed reductions.

Of these scenarios, only the last two (electrification reduction plus constant VMT, and the goal-oriented scenario) project achieving declines in GHG emissions.

For this Performance Measure, the Department has control over a limited number of factors that feed into this target both on the VMT as well as the fuel consumption side. As you may know, Governor Lamont' Executive Order 21-3 required the Department to prepare a goal for reducing vehicle miles traveled (VMT) by 2030. During preparation of that target, the Department identified our levers of influence as centering around the following strategies:

- Increase Active Transportation/Complete Streets infrastructure in areas of urban/dense residential/commercial development.
- Increase in transit frequency.
- Increase in transit access.
- Continue to assist/partner with Municipalities who are pursuing Transit-Oriented Development.
- Trip Reduction Program (e.g., employer-based programs).

As stated in our 2030 VMT Goals and Strategies Report, these approaches work best when coupled with land use pattern changes supporting these goals, such as increased density in residential, employment, and commercial development, across our State and parking management within our urban areas.

The Department likewise has limited influence on the fuel efficiency of the vehicles using our roadways. Agency activities on this front are centered on: Implementation of the National Electric Vehicle Infrastructure (NEVI) plan to build charging infrastructure to support electric vehicles, and Increasing the fuel-efficiency of its transit buses in the State fleet by replacing them with diesel-electric hybrid and electric units.

Actual rates of electric-vehicle market share and use require cooperation with a variety of public-sector and private-sector stakeholders. It is clear that moving towards a decarbonized vehicle fleet, statewide, is critical to reducing GHG emissions.

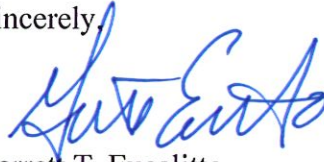
This target was discussed internally at the Department's Standing Committee on Performance Measures along with the Executive Team. The suggested Department's target was also coordinated with the Metropolitan Planning Organizations for their review and input at a special meeting held on January 25, 2024.

After discussion and input, including a meeting with our Department of Energy and Environmental Protection, the Department selected the goal-oriented target, which shows a reduction of tailpipe emissions of 9.5%. This information will be uploaded in the UPACs system by February 1, 2024, as required. On both the VMT and the fuel-consumption areas, the

Department looks forward to working with our state and regional partners to address these factors and would like to recognize that success in this arena depends upon a collaborative approach from all entities.

If you have any questions, please contact Mr. Edgardo Block, Supervising Engineer of our Performance Management unit at (860) 594-2495 or edgardo.block@ct.gov.

Sincerely,



Garrett T. Eucalitto
Commissioner