

# State Initial GHG Report – Due February 1, 2024

*[This document provides the text that will be moved to a fillable Adobe Form. This Adobe Form will be used by the State DOT as their official submittal. This word document is being used for easy collaboration and review by staff.]*

**OMB Control No. 2125-0656**

**Burden Statement:** A federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a currently valid OMB Control Number. The OMB Control Number for this information collection is 2125-0656. Public reporting for this collection of information is estimated to be approximately 2,128 hours for an individual State DOT per biennial report, including the time for reviewing instructions, searching existing data sources, gathering, and maintaining the data needed, completing, and reviewing the collection of information.

All responses to this collection of information are mandatory per 23 CFR 490.107(b) and (d). Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden to: Information Collection Clearance Officer, Federal Highway Administration (FHWA), 1200 New Jersey Avenue SE, Washington, DC 20590.

## General Information

1. State:
2. State DOT Name:
3. Name of Person Preparing Submittal (for use with any follow-up questions):
4. Email of Person Preparing Submittal:
5. Phone of Person Preparing Submittal:
6. Date Submittal Prepared:
7. Who in your FHWA Division office has received a copy of this information?  
\_\_\_\_\_ Reply N/A if you did not coordinate with the FHWA Division office.

## State Initial GHG Report

1. *Targets.* Provide the target for the 2022-2025 performance period (the target represents the performance anticipated for CY 2025), and a discussion, to the maximum extent practicable, of the basis for the established target. This includes an explanation of the data, method(s), and/or process(s) used to identify the targets. The target shall be a negative value, and be reported to the nearest tenth of a percent. To meet the declining requirement, the target must represent an anticipated decline of -0.1% or more. (Examples of acceptable formatting are: -0.1%, or -1.0%) [23 CFR 490.107(d)(1)(A), 490.105(e)(10), 23 CFR 490.101 (Target definition), and 23 CFR 490.513(d)]
  - a. Target Value (anticipated performance for CY2025): \_\_\_\_\_

b. Discussion Field: \_\_\_\_\_

2. *Baseline performance.* Provide the performance value for the GHG measure derived from the data collected for the reference year, CY 2022. [23 CFR 490.107(d)(1)(B)]

\_\_\_\_\_

3. *Relationship with other performance expectations.* Provide a discussion, to the maximum extent practicable, on how the established 4-year target supports expectations documented in longer range plans, such as the State asset management plan required by 23 U.S.C. 119(e) and the long-range statewide transportation plan provided in part 450 of this chapter. [23 CFR 490.107(d)(1)(C)]

\_\_\_\_\_

4. *GHG metric and metric information for the GHG measure.* Provide the GHG metric, and the individual values used to calculate the GHG metric, as described in § 490.511(c), for the reference year. [23 CFR 490.107(d)(1)(D)]

a. \_\_\_\_ GHG Metric for CY 2022: Tailpipe CO<sub>2</sub> emissions on the NHS for a given year, computed in million metric tons and rounded to the nearest hundredth (Examples of acceptable formatting are 00.00 (mmt))

b. \_\_\_\_ Fuel Volume Consumed, Gasoline and Gasohol<sup>1</sup>. The quantity of fuel consumed in CY 2022, to the nearest thousand gallons.

c. \_\_\_\_ Fuel Volume Consumed, Special Fuels<sup>1</sup>. The quantity of fuel consumed in CY 2022, to the nearest thousand gallons.

d. \_\_\_\_ CO<sub>2</sub> Factor for Gasoline & Gasohol Fuels<sup>2</sup>, for CY 2022, as provided by FHWA.

e. \_\_\_\_ CO<sub>2</sub> Factor for Special Fuels<sup>2</sup>, for CY 2022, as provided by FHWA.

f. \_\_\_\_ NHS VMT<sup>3</sup>. The total vehicle-miles traveled on NHS in CY 2022 (to the nearest one million vehicle-miles).

g. \_\_\_\_ Total VMT<sup>3</sup>. The total vehicle-miles traveled on all public roads in CY 2022 (to the nearest one million vehicle-miles).

1. Fuel sales information needed to calculate the fuel consumed shall represent the total number of gallons of fuel consumed by fuel type and reported to Fuels & FASH. [23 CFR 490.107(d)(2)(B) & 23 CFR 490.509(g)]
2. FHWA shall provide the CO<sub>2</sub> factors for each on-road fuel type associated with the reference year. [23 CFR 490.107(d)(2)(A)] FHWA published the following CO<sub>2</sub> Factors at [INSERT LINK ONCE AVAILABLE](#)  
CO<sub>2</sub> Factor for Gasoline & Gasohol Fuels 0.0000081 mmt(1,000 gal)  
CO<sub>2</sub> Factor for Special Fuels 0.00001019 mmt(1,000 gal)
3. The VMT data needed to calculate the GHG metric shall be the HPMS data as of November 30, 2023. [23 CFR 490.107(d)(2)(C) & 23 CFR 490.509(h)]

**Data Check**

The metric reported is [Adobe will populate based on their response above] \_\_\_\_\_. The metric calculated by your data inputs is [Adobe will calculate] \_\_\_\_\_.

Do these two values match exactly? Yes/No

Does the value match the metric calculation provided by FHWA {insert link to published information once it is published}. Yes/No.

**Adobe Signature Block**

Signed By: \_\_\_\_\_

Date of Signature: \_\_\_\_\_