



ACHIEVING ENVIRONMENTAL BENEFITS AND IMPROVED INFRASTRUCTURE THROUGH STATE DOT PAVEMENT PROCUREMENT

Request

Include an eligibility within the reauthorization of the Federal-aid highway program to allow States to increase the procurement of *pavement technologies* that reduce the amount of carbon emissions associated with paving materials.

- The eligibility would be materials and process neutral.
- The metric for the eligibility would be carbon emissions reduction associated with lower carbon pavement *designs, materials, and practices*.
- The eligibility would be streamlined without overly burdensome paperwork.
- The eligibility for the emissions-reducing pavement technologies could be designed as a project eligibility within the new Sec. 175 (c) contained in Section 1403 “Carbon Reduction Program” of the Surface Transportation Reauthorization Act (STRA) of 2021.

Background

The goal of reducing carbon emissions is compatible with state DOTs’ primary obligations—to build and maintain roadways.

- Federal Highway Administration (FHWA) research already includes findings that carbon emissions related to pavements and paving processes are reducible.
- Therefore, any Federal carbon reduction program authority should acknowledge that compatibility and support reducing carbon emissions related to paving.
- The new Section 175 “Carbon Reduction Program” provides greenhouse gas emission program funding in the surface transportation reauthorization bill.
- Section 175 requires State DOTs to reduce carbon emissions from “on-road” sources—aka vehicles—by defining the term ‘transportation emissions’ in Section 175 (a)(2) to “mean carbon dioxide emissions from *on-road highway sources* of those emissions within a State.”
- As currently written, Section 175 provides, arguably, no eligibility—much less incentive—to reduce emissions associated with a State DOT’s core road construction and maintenance responsibility.
- Recognizing and allowing for emissions reductions related to a State DOT’s paving activity in Section 175 supports emissions reductions related to paving and provides the States with project eligibility to immediately begin reduction of GHGs through the apportioned funding proposed for Section 175.

Suggested amendment to Sec. 1403 – add at the end of Section 175 (c)(1) the following paragraph:

“(N) projects using pavement technologies, including designs, materials and practices, that reduce carbon emissions in addition to transportation emissions as established by the Federal Highway Administration in policy guidance consistent with subsection (d)(2)(B)(iii).