

STATUS	STATE	REGION	COMPONENTS	YEAR ENACTED
 Not Enacted	Alabama	Southeast		
	Greenhouse gas (GHG) and vehicle miles traveled (VMT) impact mitigation requires state and local governments to align large transportation projects, typically highway expansions, with their climate targets. In some states, these projects must include mitigation measures, such as public transit investments, that offset or lower estimated increases in GHGs and/or VMTs.			
	Alabama	Southeast		
	Greenhouse gas (GHG) and vehicle miles traveled (VMT) impact mitigation requires state and local governments to align large transportation projects, typically highway expansions, with their climate targets. In some states, these projects must include mitigation measures, such as public transit investments, that offset or lower estimated increases in GHGs and/or VMTs.			
 Not Enacted	Alaska	West		
	Greenhouse gas (GHG) and vehicle miles traveled (VMT) impact mitigation requires state and local governments to align large transportation projects, typically highway expansions, with their climate targets. In some states, these projects must include mitigation measures, such as public transit investments, that offset or lower estimated increases in GHGs and/or VMTs.			

STATUS	STATE	REGION	COMPONENTS	YEAR ENACTED
 Not Enacted	Arizona	Southwest		
	Greenhouse gas (GHG) and vehicle miles traveled (VMT) impact mitigation requires state and local governments to align large transportation projects, typically highway expansions, with their climate targets. In some states, these projects must include mitigation measures, such as public transit investments, that offset or lower estimated increases in GHGs and/or VMTs.			
	Arizona	Southwest		
 Not Enacted	Greenhouse gas (GHG) and vehicle miles traveled (VMT) impact mitigation requires state and local governments to align large transportation projects, typically highway expansions, with their climate targets. In some states, these projects must include mitigation measures, such as public transit investments, that offset or lower estimated increases in GHGs and/or VMTs.			
	Arizona	Southwest		
	Greenhouse gas (GHG) and vehicle miles traveled (VMT) impact mitigation requires state and local governments to align large transportation projects, typically highway expansions, with their climate targets. In some states, these projects must include mitigation measures, such as public transit investments, that offset or lower estimated increases in GHGs and/or VMTs.			
 Not Enacted	Arkansas	Southeast		
	Greenhouse gas (GHG) and vehicle miles traveled (VMT) impact mitigation requires state and local governments to align large transportation projects, typically highway expansions, with their climate targets. In some states, these projects must include mitigation measures, such as public transit investments, that offset or lower estimated increases in GHGs and/or VMTs.			
	Arkansas	Southeast		
 Not Enacted	Greenhouse gas (GHG) and vehicle miles traveled (VMT) impact mitigation requires state and local governments to align large transportation projects, typically highway expansions, with their climate targets. In some states, these projects must include mitigation measures, such as public transit investments, that offset or lower estimated increases in GHGs and/or VMTs.			

STATUS	STATE	REGION	COMPONENTS	YEAR ENACTED
--------	-------	--------	------------	--------------

Arkansas



Not
Enacted

Greenhouse gas (GHG) and vehicle miles traveled (VMT) impact mitigation requires state and local governments to align large transportation projects, typically highway expansions, with their climate targets. In some states, these projects must include mitigation measures, such as public transit investments, that offset or lower estimated increases in GHGs and/or VMTs.

Southeast

STATUS	STATE	REGION	COMPONENTS	YEAR ENACTED
--------	-------	--------	------------	--------------

California

The Sustainable Communities & Climate Protection Act requires CARB to set regional targets for reducing passenger vehicle greenhouse gas emissions in 2020 and 2035. Each of the 18 metropolitan planning organization (MPO) regions receives their own targets, and must prepare a Sustainable Communities Strategy (SCS) every four years, outlining how their land-use, housing, and transportation strategy will meet the regional target.

Under California Environmental Quality Act (CEQA) guidelines, California agencies must consider whether proposed capacity-increasing transportation projects are consistent with relevant state and local plans, including regional transportation plans and CARB's Scoping Plans, and estimate their VMT and GHG impacts. If proposed projects, such as highway expansion, are expected to increase VMT, then California agencies must consider actions to mitigate the expected increases in VMT and GHG emissions.

Establishing Policies

- [SB 375 \(2008\)](#)
- [SB 743 \(2013\)](#)
- [Cal. Code Regs. tit. 14, § 15064.3-15064.7 \(2018\)](#)
- [Transportation Analysis under CEQA Second Edition \(2025\)](#)

 Enacted

West

2025

STATUS	STATE	REGION	COMPONENTS	YEAR ENACTED
--------	-------	--------	------------	--------------

California

The Sustainable Communities & Climate Protection Act requires CARB to set regional targets for reducing passenger vehicle greenhouse gas emissions in 2020 and 2035. Each of the 18 metropolitan planning organization (MPO) regions receives their own targets, and must prepare a Sustainable Communities Strategy (SCS) every four years, outlining how their land-use, housing, and transportation strategy will meet the regional target.

Under California Environmental Quality Act (CEQA) guidelines, California agencies must consider whether proposed capacity-increasing transportation projects are consistent with relevant state and local plans, including regional transportation plans and CARB's Scoping Plans, and estimate their VMT and GHG impacts. If proposed projects, such as highway expansion, are expected to increase VMT, then California agencies must consider actions to mitigate the expected increases in VMT and GHG emissions.

Establishing Policies

- [SB 375 \(2008\)](#)
- [SB 743 \(2013\)](#)
- [Cal. Code Regs. tit. 14, § 15064.3-15064.7 \(2018\)](#)
- [Transportation Analysis under CEQA Second Edition \(2025\)](#)

 Enacted

West

2025

STATUS	STATE	REGION	COMPONENTS	YEAR ENACTED
 Enacted	Colorado The GHG Pollution Reduction Planning Standard requires CDOT and the state's five Metropolitan Planning Organizations (MPOs) to determine the total air pollution and GHG emission impacts expected from new "regionally significant transportation capacity projects". The Standard sets 2025, 2030, 2040, and 2050 GHG reduction levels for each regional area and CDOT overall. CDOT and the MPOs must adopt "GHG Mitigation Measures" to offset increased GHG emissions from projects to stay in compliance with the GHG reduction targets.	West		2021
	Establishing Policies • SB 21-260 (2021) • 2 CCR 601-22 (2021) • Policy Directive 14.0: Policy Guiding Statewide Transportation Plan Goals and Performance Measures (2024)			

STATUS	STATE	REGION	COMPONENTS	YEAR ENACTED
 Enacted	Colorado The GHG Pollution Reduction Planning Standard requires CDOT and the state's five Metropolitan Planning Organizations (MPOs) to determine the total air pollution and GHG emission impacts expected from new "regionally significant transportation capacity projects". The Standard sets 2025, 2030, 2040, and 2050 GHG reduction levels for each regional area and CDOT overall. CDOT and the MPOs must adopt "GHG Mitigation Measures" to offset increased GHG emissions from projects to stay in compliance with the GHG reduction targets.	West		2021
	Establishing Policies • SB 21-260 (2021) • 2 CCR 601-22 (2021) • Policy Directive 14.0: Policy Guiding Statewide Transportation Plan Goals and Performance Measures (2024)			
 In-Progress	Connecticut By July 1, 2028, the DOT must develop and implement a plan to ensure that transportation projects included in the State Transportation Improvement Program (STIP) do not exceed the GHG reduction targets that the DOT must establish by October 2030.	Northeast		
	The plan must include: a definition of "transportation project"; the methodology for calculating GHG emissions from future transportation projects; and a description of "carbon dioxide mitigation transportation projects" that can include improvements to public and active transportation, and installation of EV charging infrastructure. Establishing Policies • SB 904 (2023)			

STATUS	STATE	REGION	COMPONENTS	YEAR ENACTED
 Not Enacted	Delaware Greenhouse gas (GHG) and vehicle miles traveled (VMT) impact mitigation requires state and local governments to align large transportation projects, typically highway expansions, with their climate targets. In some states, these projects must include mitigation measures, such as public transit investments, that offset or lower estimated increases in GHGs and/or VMTs.	Southeast		
	Florida Greenhouse gas (GHG) and vehicle miles traveled (VMT) impact mitigation requires state and local governments to align large transportation projects, typically highway expansions, with their climate targets. In some states, these projects must include mitigation measures, such as public transit investments, that offset or lower estimated increases in GHGs and/or VMTs.			
	Georgia Greenhouse gas (GHG) and vehicle miles traveled (VMT) impact mitigation requires state and local governments to align large transportation projects, typically highway expansions, with their climate targets. In some states, these projects must include mitigation measures, such as public transit investments, that offset or lower estimated increases in GHGs and/or VMTs.			

STATUS	STATE	REGION	COMPONENTS	YEAR ENACTED
 Not Enacted	Hawai'i	West		
	Greenhouse gas (GHG) and vehicle miles traveled (VMT) impact mitigation requires state and local governments to align large transportation projects, typically highway expansions, with their climate targets. In some states, these projects must include mitigation measures, such as public transit investments, that offset or lower estimated increases in GHGs and/or VMTs.			
 Not Enacted	Idaho	West		
	Greenhouse gas (GHG) and vehicle miles traveled (VMT) impact mitigation requires state and local governments to align large transportation projects, typically highway expansions, with their climate targets. In some states, these projects must include mitigation measures, such as public transit investments, that offset or lower estimated increases in GHGs and/or VMTs.			
 Not Enacted	Idaho	West		
	Greenhouse gas (GHG) and vehicle miles traveled (VMT) impact mitigation requires state and local governments to align large transportation projects, typically highway expansions, with their climate targets. In some states, these projects must include mitigation measures, such as public transit investments, that offset or lower estimated increases in GHGs and/or VMTs.			

STATUS	STATE	REGION	COMPONENTS	YEAR ENACTED
 Not Enacted	Illinois	Midwest		
	Greenhouse gas (GHG) and vehicle miles traveled (VMT) impact mitigation requires state and local governments to align large transportation projects, typically highway expansions, with their climate targets. In some states, these projects must include mitigation measures, such as public transit investments, that offset or lower estimated increases in GHGs and/or VMTs.			
 Not Enacted	Illinois	Midwest		
	Greenhouse gas (GHG) and vehicle miles traveled (VMT) impact mitigation requires state and local governments to align large transportation projects, typically highway expansions, with their climate targets. In some states, these projects must include mitigation measures, such as public transit investments, that offset or lower estimated increases in GHGs and/or VMTs.			
 Not Enacted	Indiana	Midwest		
	Greenhouse gas (GHG) and vehicle miles traveled (VMT) impact mitigation requires state and local governments to align large transportation projects, typically highway expansions, with their climate targets. In some states, these projects must include mitigation measures, such as public transit investments, that offset or lower estimated increases in GHGs and/or VMTs.			

STATUS	STATE	REGION	COMPONENTS	YEAR ENACTED
 Not Enacted	Indiana	Midwest		
	Greenhouse gas (GHG) and vehicle miles traveled (VMT) impact mitigation requires state and local governments to align large transportation projects, typically highway expansions, with their climate targets. In some states, these projects must include mitigation measures, such as public transit investments, that offset or lower estimated increases in GHGs and/or VMTs.			
 Not Enacted	Iowa	Midwest		
	Greenhouse gas (GHG) and vehicle miles traveled (VMT) impact mitigation requires state and local governments to align large transportation projects, typically highway expansions, with their climate targets. In some states, these projects must include mitigation measures, such as public transit investments, that offset or lower estimated increases in GHGs and/or VMTs.			
 Not Enacted	Iowa	Midwest		
	Greenhouse gas (GHG) and vehicle miles traveled (VMT) impact mitigation requires state and local governments to align large transportation projects, typically highway expansions, with their climate targets. In some states, these projects must include mitigation measures, such as public transit investments, that offset or lower estimated increases in GHGs and/or VMTs.			

STATUS	STATE	REGION	COMPONENTS	YEAR ENACTED
 Not Enacted	Kansas	Midwest		
	Greenhouse gas (GHG) and vehicle miles traveled (VMT) impact mitigation requires state and local governments to align large transportation projects, typically highway expansions, with their climate targets. In some states, these projects must include mitigation measures, such as public transit investments, that offset or lower estimated increases in GHGs and/or VMTs.			
	Kansas	Midwest		
	Greenhouse gas (GHG) and vehicle miles traveled (VMT) impact mitigation requires state and local governments to align large transportation projects, typically highway expansions, with their climate targets. In some states, these projects must include mitigation measures, such as public transit investments, that offset or lower estimated increases in GHGs and/or VMTs.			
 Not Enacted	Kentucky	Southeast		
	Greenhouse gas (GHG) and vehicle miles traveled (VMT) impact mitigation requires state and local governments to align large transportation projects, typically highway expansions, with their climate targets. In some states, these projects must include mitigation measures, such as public transit investments, that offset or lower estimated increases in GHGs and/or VMTs.			

STATUS	STATE	REGION	COMPONENTS	YEAR ENACTED
 Not Enacted	Kentucky	Southeast		
	Greenhouse gas (GHG) and vehicle miles traveled (VMT) impact mitigation requires state and local governments to align large transportation projects, typically highway expansions, with their climate targets. In some states, these projects must include mitigation measures, such as public transit investments, that offset or lower estimated increases in GHGs and/or VMTs.			
 Not Enacted	Louisiana	Southeast		
	Greenhouse gas (GHG) and vehicle miles traveled (VMT) impact mitigation requires state and local governments to align large transportation projects, typically highway expansions, with their climate targets. In some states, these projects must include mitigation measures, such as public transit investments, that offset or lower estimated increases in GHGs and/or VMTs.			
 Not Enacted	Louisiana	Southeast		
	Greenhouse gas (GHG) and vehicle miles traveled (VMT) impact mitigation requires state and local governments to align large transportation projects, typically highway expansions, with their climate targets. In some states, these projects must include mitigation measures, such as public transit investments, that offset or lower estimated increases in GHGs and/or VMTs.			

STATUS	STATE	REGION	COMPONENTS	YEAR ENACTED
 Not Enacted	Maine Greenhouse gas (GHG) and vehicle miles traveled (VMT) impact mitigation requires state and local governments to align large transportation projects, typically highway expansions, with their climate targets. In some states, these projects must include mitigation measures, such as public transit investments, that offset or lower estimated increases in GHGs and/or VMTs.	Northeast		
	Maine Greenhouse gas (GHG) and vehicle miles traveled (VMT) impact mitigation requires state and local governments to align large transportation projects, typically highway expansions, with their climate targets. In some states, these projects must include mitigation measures, such as public transit investments, that offset or lower estimated increases in GHGs and/or VMTs.			
	Maryland Greenhouse gas (GHG) and vehicle miles traveled (VMT) impact mitigation requires state and local governments to align large transportation projects, typically highway expansions, with their climate targets. In some states, these projects must include mitigation measures, such as public transit investments, that offset or lower estimated increases in GHGs and/or VMTs.			

STATUS	STATE	REGION	COMPONENTS	YEAR ENACTED
 Not Enacted	Maryland			
	Greenhouse gas (GHG) and vehicle miles traveled (VMT) impact mitigation requires state and local governments to align large transportation projects, typically highway expansions, with their climate targets. In some states, these projects must include mitigation measures, such as public transit investments, that offset or lower estimated increases in GHGs and/or VMTs.	Southeast		
 Not Enacted	Massachusetts			
	Greenhouse gas (GHG) and vehicle miles traveled (VMT) impact mitigation requires state and local governments to align large transportation projects, typically highway expansions, with their climate targets. In some states, these projects must include mitigation measures, such as public transit investments, that offset or lower estimated increases in GHGs and/or VMTs.	Northeast		
 Not Enacted	Massachusetts			
	Greenhouse gas (GHG) and vehicle miles traveled (VMT) impact mitigation requires state and local governments to align large transportation projects, typically highway expansions, with their climate targets. In some states, these projects must include mitigation measures, such as public transit investments, that offset or lower estimated increases in GHGs and/or VMTs.	Northeast		

STATUS	STATE	REGION	COMPONENTS	YEAR ENACTED
 Not Enacted	Michigan	Midwest		
	Greenhouse gas (GHG) and vehicle miles traveled (VMT) impact mitigation requires state and local governments to align large transportation projects, typically highway expansions, with their climate targets. In some states, these projects must include mitigation measures, such as public transit investments, that offset or lower estimated increases in GHGs and/or VMTs.			
 Not Enacted	Michigan	Midwest		
	Greenhouse gas (GHG) and vehicle miles traveled (VMT) impact mitigation requires state and local governments to align large transportation projects, typically highway expansions, with their climate targets. In some states, these projects must include mitigation measures, such as public transit investments, that offset or lower estimated increases in GHGs and/or VMTs.			

STATUS	STATE	REGION	COMPONENTS	YEAR ENACTED
 Enacted	Minnesota			
	A "highway capacity expansion" project or portfolio must perform an impact assessment to determine if the project aligns with the state's GHG emissions reduction and VMT reduction targets prior to inclusion in the State Transportation Improvement Program (STIP) or a metropolitan Transportation Improvement Program (TIP). If a project is not consistent with the goals, MnDOT must address the impacts by either modifying the scope or design, halting the project, or offsetting impacts. There are 10 categories that projects could use to offset the potential impacts.	Midwest		2024
	Between February 2025 and July 2027, the law applies to highway expansion projects only. Starting in August 2027, MnDOT must evaluate the climate impact of their entire portfolio of planned highway projects for FY 2031 and onward to ensure that it is in line with the state's climate goals. Establishing Policies • HF 2887 (2023) • HF 5247 (2024) • HF 14 (2025)			

STATUS	STATE	REGION	COMPONENTS	YEAR ENACTED
 Enacted	Minnesota	Midwest		2024
	A "highway capacity expansion" project or portfolio must perform an impact assessment to determine if the project aligns with the state's GHG emissions reduction and VMT reduction targets prior to inclusion in the State Transportation Improvement Program (STIP) or a metropolitan Transportation Improvement Program (TIP). If a project is not consistent with the goals, MnDOT must address the impacts by either modifying the scope or design, halting the project, or offsetting impacts. There are 10 categories that projects could use to offset the potential impacts. Between February 2025 and July 2027, the law applies to highway expansion projects only. Starting in August 2027, MnDOT must evaluate the climate impact of their entire portfolio of planned highway projects for FY 2031 and onward to ensure that it is in line with the state's climate goals. Establishing Policies • HF 2887 (2023) • HF 5247 (2024) • HF 14 (2025)			
 Not Enacted	Mississippi	Southeast		
	Greenhouse gas (GHG) and vehicle miles traveled (VMT) impact mitigation requires state and local governments to align large transportation projects, typically highway expansions, with their climate targets. In some states, these projects must include mitigation measures, such as public transit investments, that offset or lower estimated increases in GHGs and/or VMTs.			

STATUS	STATE	REGION	COMPONENTS	YEAR ENACTED
 Not Enacted	Missouri	Midwest		
	Greenhouse gas (GHG) and vehicle miles traveled (VMT) impact mitigation requires state and local governments to align large transportation projects, typically highway expansions, with their climate targets. In some states, these projects must include mitigation measures, such as public transit investments, that offset or lower estimated increases in GHGs and/or VMTs.			
 Not Enacted	Montana	West		
	Greenhouse gas (GHG) and vehicle miles traveled (VMT) impact mitigation requires state and local governments to align large transportation projects, typically highway expansions, with their climate targets. In some states, these projects must include mitigation measures, such as public transit investments, that offset or lower estimated increases in GHGs and/or VMTs.			
 Not Enacted	Nebraska	Midwest		
	Greenhouse gas (GHG) and vehicle miles traveled (VMT) impact mitigation requires state and local governments to align large transportation projects, typically highway expansions, with their climate targets. In some states, these projects must include mitigation measures, such as public transit investments, that offset or lower estimated increases in GHGs and/or VMTs.			

STATUS	STATE	REGION	COMPONENTS	YEAR ENACTED
 Not Enacted	Nevada	West		
	Greenhouse gas (GHG) and vehicle miles traveled (VMT) impact mitigation requires state and local governments to align large transportation projects, typically highway expansions, with their climate targets. In some states, these projects must include mitigation measures, such as public transit investments, that offset or lower estimated increases in GHGs and/or VMTs.			
 Not Enacted	New Hampshire	Northeast		
	Greenhouse gas (GHG) and vehicle miles traveled (VMT) impact mitigation requires state and local governments to align large transportation projects, typically highway expansions, with their climate targets. In some states, these projects must include mitigation measures, such as public transit investments, that offset or lower estimated increases in GHGs and/or VMTs.			
 Not Enacted	New Hampshire	Northeast		
	Greenhouse gas (GHG) and vehicle miles traveled (VMT) impact mitigation requires state and local governments to align large transportation projects, typically highway expansions, with their climate targets. In some states, these projects must include mitigation measures, such as public transit investments, that offset or lower estimated increases in GHGs and/or VMTs.			

STATUS	STATE	REGION	COMPONENTS	YEAR ENACTED
 Not Enacted	New Jersey	Northeast		
	Greenhouse gas (GHG) and vehicle miles traveled (VMT) impact mitigation requires state and local governments to align large transportation projects, typically highway expansions, with their climate targets. In some states, these projects must include mitigation measures, such as public transit investments, that offset or lower estimated increases in GHGs and/or VMTs.			
	New Jersey	Northeast		
 Not Enacted	New Jersey	Northeast		
	Greenhouse gas (GHG) and vehicle miles traveled (VMT) impact mitigation requires state and local governments to align large transportation projects, typically highway expansions, with their climate targets. In some states, these projects must include mitigation measures, such as public transit investments, that offset or lower estimated increases in GHGs and/or VMTs.			
	New Mexico	Southwest		
 Not Enacted	New Mexico	Southwest		
	Greenhouse gas (GHG) and vehicle miles traveled (VMT) impact mitigation requires state and local governments to align large transportation projects, typically highway expansions, with their climate targets. In some states, these projects must include mitigation measures, such as public transit investments, that offset or lower estimated increases in GHGs and/or VMTs.			

STATUS	STATE	REGION	COMPONENTS	YEAR ENACTED
 Not Enacted	New Mexico	Southwest		
	Greenhouse gas (GHG) and vehicle miles traveled (VMT) impact mitigation requires state and local governments to align large transportation projects, typically highway expansions, with their climate targets. In some states, these projects must include mitigation measures, such as public transit investments, that offset or lower estimated increases in GHGs and/or VMTs.			
 Not Enacted	New York	Northeast		
	Greenhouse gas (GHG) and vehicle miles traveled (VMT) impact mitigation requires state and local governments to align large transportation projects, typically highway expansions, with their climate targets. In some states, these projects must include mitigation measures, such as public transit investments, that offset or lower estimated increases in GHGs and/or VMTs.			
 Not Enacted	New York	Northeast		
	Greenhouse gas (GHG) and vehicle miles traveled (VMT) impact mitigation requires state and local governments to align large transportation projects, typically highway expansions, with their climate targets. In some states, these projects must include mitigation measures, such as public transit investments, that offset or lower estimated increases in GHGs and/or VMTs.			

STATUS	STATE	REGION	COMPONENTS	YEAR ENACTED
 Not Enacted	North Carolina	Southeast		
	Greenhouse gas (GHG) and vehicle miles traveled (VMT) impact mitigation requires state and local governments to align large transportation projects, typically highway expansions, with their climate targets. In some states, these projects must include mitigation measures, such as public transit investments, that offset or lower estimated increases in GHGs and/or VMTs.			
	North Carolina	Southeast		
	Greenhouse gas (GHG) and vehicle miles traveled (VMT) impact mitigation requires state and local governments to align large transportation projects, typically highway expansions, with their climate targets. In some states, these projects must include mitigation measures, such as public transit investments, that offset or lower estimated increases in GHGs and/or VMTs.			
 Not Enacted	North Dakota	Midwest		
	Greenhouse gas (GHG) and vehicle miles traveled (VMT) impact mitigation requires state and local governments to align large transportation projects, typically highway expansions, with their climate targets. In some states, these projects must include mitigation measures, such as public transit investments, that offset or lower estimated increases in GHGs and/or VMTs.			

STATUS	STATE	REGION	COMPONENTS	YEAR ENACTED
 Not Enacted	North Dakota Greenhouse gas (GHG) and vehicle miles traveled (VMT) impact mitigation requires state and local governments to align large transportation projects, typically highway expansions, with their climate targets. In some states, these projects must include mitigation measures, such as public transit investments, that offset or lower estimated increases in GHGs and/or VMTs.	Midwest		
	Ohio Greenhouse gas (GHG) and vehicle miles traveled (VMT) impact mitigation requires state and local governments to align large transportation projects, typically highway expansions, with their climate targets. In some states, these projects must include mitigation measures, such as public transit investments, that offset or lower estimated increases in GHGs and/or VMTs.			
	Ohio Greenhouse gas (GHG) and vehicle miles traveled (VMT) impact mitigation requires state and local governments to align large transportation projects, typically highway expansions, with their climate targets. In some states, these projects must include mitigation measures, such as public transit investments, that offset or lower estimated increases in GHGs and/or VMTs.			

STATUS	STATE	REGION	COMPONENTS	YEAR ENACTED
--------	-------	--------	------------	--------------

Oklahoma



Not
Enacted

Greenhouse gas (GHG) and vehicle miles traveled (VMT) impact mitigation requires state and local governments to align large transportation projects, typically highway expansions, with their climate targets. In some states, these projects must include mitigation measures, such as public transit investments, that offset or lower estimated increases in GHGs and/or VMTs.

Southwest

Oklahoma



Not
Enacted

Greenhouse gas (GHG) and vehicle miles traveled (VMT) impact mitigation requires state and local governments to align large transportation projects, typically highway expansions, with their climate targets. In some states, these projects must include mitigation measures, such as public transit investments, that offset or lower estimated increases in GHGs and/or VMTs.

Southwest

STATUS	STATE	REGION	COMPONENTS	YEAR ENACTED
 Enacted	Oregon With updates to a transportation system plan or regional transportation plan, cities and counties with populations larger than 5,000 must forecast their VMT per capita of "financially-constrained projects," including anticipated roadway expansions.	West		2022
	City and county plans may only be adopted if projected VMT per capita for the horizon year is lower than the plan's baseline year. Metro's regional transportation plan may only be adopted if projected VMT per capita for the horizon year is lower than the plan's baseline year and is consistent with Metro's GHG reduction targets. Establishing Policies • OAR 660-012-0160 (2022)			
 Enacted	Oregon With updates to a transportation system plan or regional transportation plan, cities and counties with populations larger than 5,000 must forecast their VMT per capita of "financially-constrained projects," including anticipated roadway expansions.	West		2022
	City and county plans may only be adopted if projected VMT per capita for the horizon year is lower than the plan's baseline year. Metro's regional transportation plan may only be adopted if projected VMT per capita for the horizon year is lower than the plan's baseline year and is consistent with Metro's GHG reduction targets. Establishing Policies • OAR 660-012-0160 (2022)			

STATUS	STATE	REGION	COMPONENTS	YEAR ENACTED
 Not Enacted	Pennsylvania	Northeast		
	Greenhouse gas (GHG) and vehicle miles traveled (VMT) impact mitigation requires state and local governments to align large transportation projects, typically highway expansions, with their climate targets. In some states, these projects must include mitigation measures, such as public transit investments, that offset or lower estimated increases in GHGs and/or VMTs.			
 Not Enacted	Rhode Island	Northeast		
	Greenhouse gas (GHG) and vehicle miles traveled (VMT) impact mitigation requires state and local governments to align large transportation projects, typically highway expansions, with their climate targets. In some states, these projects must include mitigation measures, such as public transit investments, that offset or lower estimated increases in GHGs and/or VMTs.			
 Not Enacted	South Carolina	Southeast		
	Greenhouse gas (GHG) and vehicle miles traveled (VMT) impact mitigation requires state and local governments to align large transportation projects, typically highway expansions, with their climate targets. In some states, these projects must include mitigation measures, such as public transit investments, that offset or lower estimated increases in GHGs and/or VMTs.			

STATUS	STATE	REGION	COMPONENTS	YEAR ENACTED
 Not Enacted	South Dakota Greenhouse gas (GHG) and vehicle miles traveled (VMT) impact mitigation requires state and local governments to align large transportation projects, typically highway expansions, with their climate targets. In some states, these projects must include mitigation measures, such as public transit investments, that offset or lower estimated increases in GHGs and/or VMTs.	Midwest		
	Tennessee Greenhouse gas (GHG) and vehicle miles traveled (VMT) impact mitigation requires state and local governments to align large transportation projects, typically highway expansions, with their climate targets. In some states, these projects must include mitigation measures, such as public transit investments, that offset or lower estimated increases in GHGs and/or VMTs.			
	Texas Greenhouse gas (GHG) and vehicle miles traveled (VMT) impact mitigation requires state and local governments to align large transportation projects, typically highway expansions, with their climate targets. In some states, these projects must include mitigation measures, such as public transit investments, that offset or lower estimated increases in GHGs and/or VMTs.			

STATUS	STATE	REGION	COMPONENTS	YEAR ENACTED
 Not Enacted	Utah	West		
	Greenhouse gas (GHG) and vehicle miles traveled (VMT) impact mitigation requires state and local governments to align large transportation projects, typically highway expansions, with their climate targets. In some states, these projects must include mitigation measures, such as public transit investments, that offset or lower estimated increases in GHGs and/or VMTs.			
 Not Enacted	Vermont	Northeast		
	Greenhouse gas (GHG) and vehicle miles traveled (VMT) impact mitigation requires state and local governments to align large transportation projects, typically highway expansions, with their climate targets. In some states, these projects must include mitigation measures, such as public transit investments, that offset or lower estimated increases in GHGs and/or VMTs.			
 Not Enacted	Virginia	Southeast		
	Greenhouse gas (GHG) and vehicle miles traveled (VMT) impact mitigation requires state and local governments to align large transportation projects, typically highway expansions, with their climate targets. In some states, these projects must include mitigation measures, such as public transit investments, that offset or lower estimated increases in GHGs and/or VMTs.			

STATUS	STATE	REGION	COMPONENTS	YEAR ENACTED
 In-Progress	Washington Washington has 2020, 2035, and 2050 VMT per capita reduction goals and the Departments of Transportation, Ecology, and Commerce were directed to identify ways to measure VMT and strategies to reduce VMT in line with these goals.	West		2008
	Establishing Policies • Chapter 14, Laws of 2008 (HB 2815) (2008)			
 Not Enacted	West Virginia Greenhouse gas (GHG) and vehicle miles traveled (VMT) impact mitigation requires state and local governments to align large transportation projects, typically highway expansions, with their climate targets. In some states, these projects must include mitigation measures, such as public transit investments, that offset or lower estimated increases in GHGs and/or VMTs.	Southeast		
 Not Enacted	Wisconsin Greenhouse gas (GHG) and vehicle miles traveled (VMT) impact mitigation requires state and local governments to align large transportation projects, typically highway expansions, with their climate targets. In some states, these projects must include mitigation measures, such as public transit investments, that offset or lower estimated increases in GHGs and/or VMTs.	Midwest		

STATUS	STATE	REGION	COMPONENTS	YEAR ENACTED
--------	-------	--------	------------	--------------

Wyoming



Not
Enacted

Greenhouse gas (GHG) and vehicle miles traveled (VMT) impact mitigation requires state and local governments to align large transportation projects, typically highway expansions, with their climate targets. In some states, these projects must include mitigation measures, such as public transit investments, that offset or lower estimated increases in GHGs and/or VMTs.

West