



**U.S. Department
of Transportation**



**2013 STRATEGIC
SUSTAINABILITY
PERFORMANCE PLAN**

June 2013

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**U.S. Department of
Transportation**

Office of the Secretary
of Transportation

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Sustainability Commitment Statement

June 2013

The Department of Transportation's (DOT) mission is to serve the United States by ensuring a fast, safe, efficient, accessible and convenient transportation system that meets vital national interests and enhances the quality of life of the American people, today and into the future. DOT is committed to integrating mission, environmental, economic and social considerations through sustainability policies and programs. To achieve this goal, the Department will ensure compliance with environmental and energy statutes, regulations, and Executive Orders (EOs).

In coordination with the Chief Financial Officer, Chief Information Officer, Chief Acquisition Officer, Senior Real Property Officer, and General Counsel, DOT's SSO has identified several priorities and significant sustainability efforts for the upcoming year:

- Reduce petroleum consumption and increase alternative fuel use in DOT vehicles.
- Increase awareness and usage of renewable energy.
- Implement plans to increase the number of buildings that meet the High Performance Sustainable Buildings criteria.
- Develop and maintain a comprehensive inventory of absolute GHG emissions across all three scopes for DOT (base year FY2008).
- Support programs for reductions in GHG emissions and energy use.
- Decrease potable water use.
- Meet or exceed green purchasing requirements with an emphasis on bio-based acquisition.
- Address climate change adaptation and make transportation infrastructure more resilient.

We will support each of these priorities through the following management tools:

- 1) Identify and develop key performance metrics to track organizational progress.
- 2) Utilize performance-based contracts to upgrade buildings in a cost-effective manner.
- 3) Improve functionality of existing systems and/or develop new data management systems.
- 4) Create new policies, procedures and guidance documents with the goals identified in the sustainability plan and build awareness through training materials.
- 5) Integrate sustainability goals with the Department's Higher-tier Environmental Management System.

The Department is launching the concept of "DOT Sustains" which demonstrates our commitment to sustainability, in both our internal operations and our mission priorities. Incorporating sustainable practices into the Department's mission helps to promote energy and natural resource conservation, decreases GHG emissions, reduces pollution and contamination releases, enhances the workplace by minimizing hazardous materials and chemicals, and strengthens our national interests by encouraging energy independence.

Brodi L. Fontenot
Senior Sustainability Officer



Investing in a better future:

Over the last few years, the Department has funded innovative projects that improve the transportation infrastructure while protecting the environment:

Advancing High Speed Rail

- *Efficient, high-speed travel connects U.S. communities in five mainstay corridors - strengthening our infrastructure and fueling economic growth.*

Setting Fuel Economy Standards

- *Historic standards achieve an equivalent fleet average of 54 mpg by 2020, decreasing greenhouse gas emissions, improving air quality, combating climate change, and decreasing our dependence on fossil fuels.*

Satellite-based Aviation Systems

- *Breakthrough technology, NextGen, has revolutionized the way we track our flights for faster, safer airline travel. This will reduce aircraft fuel burn and lower emissions. Benefits from NextGen efforts are projected to result in cumulative reduction of approximately 1.6 billion gallons of fuel or 16 million tons of CO2 by 2020.*

EXECUTIVE SUMMARY

The mission of the U.S. Department of Transportation (DOT or the Department) is to ensure a fast, safe, efficient, accessible and convenient transportation system that meets national interests and enhances the quality of life of the American people. Sustainability principles are fundamental to the achievement of DOT's mission. The Department has made unprecedented investments in improving highways, bridges, railroads, airports, public transit and sea ports. Additionally, DOT is advancing high-speed rail, setting more stringent fuel economy standards for vehicles, and creating a new satellite-based system for more efficient management of air-traffic.

Internally, the Department has made significant progress in greening its operations and infrastructure, coincident with developing a sustainability culture. Over the last two years, DOT improved its sustainability performance across all seven measures of the [OMB Sustainability and Energy Scorecard](#). As a result, DOT moved from the bottom tier to the top half of Federal agencies meeting the President's sustainability mandates. Going forward, the Department has established the culture and the strategies necessary to advance all of its sustainability goals. Through this Strategic Sustainability Performance Plan (SSPP), the Department is launching the concept of **DOT SUSTAINS** which illustrates the organization's commitment to sustainability, not only with its internal operations but also extending to its mission priorities.

In two years, the Department of Transportation has moved to the
top half *of all Federal agencies*
meeting the President's
sustainability mandates, with
operations composed of—
57,000 employees
6,000 vehicles
10,000 buildings

DOT Sustains

Our intent is to weave sustainability principles into the fabric of our policies, operations, investments and research through innovative initiatives and actions such as:

- *Infrastructure investments and other grant programs,*
- *Innovative financial tools and credit programs,*
- *Rule- and policy- making,*
- *Research, technology development and application,*
- *Public information, and*
- *Enforcement and monitoring.*

VISION



The Department positively impacts all Americans transporting goods and traveling on the nation's roads, highways, railways, through the air or on waterways, as well as its employees, vehicles and buildings by incorporating sustainability into its mission critical work. DOT will continue to integrate environmental, economic, and social considerations into its operations by directing processes and investments towards projects, programs, technologies and best practices that

embrace sustainability. DOT employees at all levels must be responsible for integrating sustainability into day-to-day activities to reduce the Department's environmental impacts. DOT has a long history of innovation, outreach, and leadership; and incorporating sustainable practices into the Department's mission and operations is a sound business practice. This practice promotes energy and natural resource conservation, decreases emissions of greenhouse gases (GHGs) and other pollutants, enhances our operations by minimizing hazardous materials and chemicals, and advances our national interest in increasing energy efficiency, reduces our dependence on fossil fuels, and builds livable communities.










LEADERSHIP

The Department has identified many sustainability goals to protect its 57,000 employees, 6,000 vehicles, 10,000 buildings and the environment. For instance, Secretary LaHood has identified environmental change and sustainability as a strategic goal in his [2012-2016 Strategic Plan](#). This senior-level focus extends to the Deputy Secretary and to the leadership of DOT's Operating Administrations (OAs). Together, they provide oversight, support, and integration of sustainability with other high-priority requirements. Unquestionably, executive leadership has been the most effective tool for maintaining focus and improving the Department's overall sustainability performance.

Additionally, the Department's Senior Sustainability Officer's Council, chaired by the DOT Senior Sustainability Officer (SSO), meets periodically and serves as the Environmental Management System (EMS) Senior Advisory Board. Representation includes a range of functional areas, including information technology (IT), finance, legal, procurement, human capital, and communications as well as representation by each OA. The SSO Council is responsible for ensuring progress on the Office of Management and Budget's (OMB) Scorecard and carrying out strategies to ensure DOT is meeting its sustainability goals.

PERFORMANCE REVIEW

Under the leadership of Secretary LaHood and the Department's SSO, DOT has made significant improvements to meet the President's sustainability mandates. The following table summarizes the Department's FY 2012 performance for each of the goals described in this plan and identifies sample future activities to improve performance.

	SSPP Goal	FY 2012 Performance	Sample Future Activities/Strategies
	Goal 1: Greenhouse Gas Emissions	Scope 1&2 GHG Emissions: reduced by 30.8% from 2008 baseline	Use the FEMP GHG emission report to identify/target high emission categories and implement specific actions to resolve high emission areas identified
		Scope 3 GHG Emissions: reduced by 20% from 2008 baseline	Use employee commuting survey to identify opportunities and strategies for reducing commuter emissions.
	Goal 2: Sustainable Buildings	14% reduction in building energy intensity from 2003 baseline	Utilize performance based contracts to achieve green buildings.
	Goal 3: Fleet Management	14.5% reduction in petroleum consumption from 2005 baseline	Optimize/right-size the composition of the fleet.
	Goal 4: Water Management	0.9% reduction in water intensity from 2007 baseline (10% improvement from 2011)	Purchase and install water efficient technologies. Improve data management.
	Goal 5: Pollution Prevention	10% reduction in solid waste generated from 2008 baseline	Reduce waste generation through elimination, source reduction, and recycling.
	Goal 6: Sustainable Acquisition	95% of applicable contracts meet requirements	Update and deploy agency procurement policies and programs to ensure that federally- mandated designated sustainable products are included in all relevant procurements and services.
	Goal 7: Electronic Stewardship	Met requirements for EPEAT, Energy Star and FEMP-designated electronics	Ensure that power management, duplex printing, and other energy efficiency or environmentally preferable options and features are enabled on all eligible electronics and monitor compliance.
	Goal 8: Renewable Energy	14% of energy use came from renewable sources	Identify onsite renewable energy on Federal sites.
	Goal 9: Climate Change and Resiliency	Produced first Climate Change Adaptation Plan	Incorporate climate preparedness and resilience into planning and implementation guidelines for agency-implemented projects.

In FY 2012, the Department improved its sustainability performance by reducing its overall building energy use, decreasing fuel consumption in its vehicles, increasing the use of renewable

Operating Administrations Lead by Example:

Federal Aviation Administration's (FAA):
The Mike Monroney Aeronautical Center (MMAC) implemented an innovative approach to purchase renewable energy credits (RECs) using the savings and rebates from energy efficient projects implemented at the Aeronautical Center. Through this approach, MMAC locally achieved 11.5 percent renewable energy use in support of FAA's renewable energy goal

In FY 2012, the Northern California TRACON (NCT) replaced 4.1 acres of lawn and landscaped areas with a xeriscape of colored rubber mulch (from 61,000 recycled tires), decomposed granite walking trails, and native trees. This project is expected to:

- *Reduce annual water consumption by 40 percent, or 3.2 million gallons;*
- *Reduce the facility's annual landscape maintenance bill by \$80,000.*



Federal Highway Administration (FHWA):
has increased its fleet of Alternative Fuel Vehicles to over 67 percent of total fleet size, including 38 hybrid-electric and 2 plug-in hybrid electric vehicles.

Federal Motor Carrier Safety Administration (FMCSA):

In 2012, FMCSA finalized a new telework policy that serves as a model for DOT. Changes from the previous version include increasing the number of telework days permitted and allows for office sharing or hoteling.

energy, acquiring green products, and responsibly managing electronic equipment. DOT also produced its first climate change adaptation plan and has completed the first phase of its EMS.

INTEGRATION

DOT defines sustainability as the integration of energy, environmental, economic and social and takes these considerations into the Department's mission, programs and daily operations.

DOT has implemented the first phase of a Higher-Tier EMS to facilitate integration. The EMS is used to identify, implement and track initiatives to meet the sustainability goals identified in this document. Furthermore, many large DOT facilities have implemented their own facility-level EMSs to improve their ability to gather data and report progress on sustainability metrics, including energy consumption, waste production, and water usage. The EMS serves as a framework to execute department-wide sustainability programs and track performance.

EVALUATION MEASURES

Externally, DOT reports on a number of sustainability performance measures as part of the [Department's Strategic Plan and Annual Performance Report](#).

Internally, the Department has established a quarterly review process where senior officials from each of the OAs report their progress to the Deputy Secretary on defined sustainability performance metrics. The reporting is done in the form of a "Leadership in Sustainability" scorecard that

Internal Operations, Taking a Day-by-Day Approach

Employees play an important role in achieving sustainability goals through:

- *Alternative work schedules and telecommuting days,*
- *Carpooling and utilizing mass transit options,*
- *Healthier options such as bicycling and bike sharing.*

Additionally, the Department ensures all electronics have the most efficient energy settings –such as energy power management and duplex printing.

Federal Railroad Administration (FRA):

To reduce paper consumption, travel expenses, and greenhouse gas emissions, FRA began processing claims electronically and hosted virtual meetings using SharePoint and video teleconferencing with major railroad companies. These policies saved FRA and the taxpayers more than \$300,000.

Maritime Administration (MARAD):

Maritime Administration's Troy Dent Fleet operations building in Beaumont, Texas was rebuilt after a hurricane, and now contains structural materials and roof materials made of recycled content meeting LEED requirements. The building also has six inch wall insulation and high efficiency windows. The interior utilizes LED lights to illuminate the workspace and has a tankless, electric hot water heater. Finally, the building is utilizing advanced metering technology.

Pipelines and Hazardous Materials Safety Administration (PHMSA):

During FY 2012, PHMSA promoted the use of alternative fuels by requiring use of alternative fuel locator applications. Additionally, they evaluated fuel consumption by implementing manual monthly reporting requirements. Finally, PHMSA acquired more alternative fuel vehicles. As a result, PHMSA achieved a 20 percent reduction from the baseline and beat the 2015 goal three years early.

Federal Transit Administration (FTA):

Revised the evaluation measures for the \$2 billion dollar New Starts and Small Starts grant program to include a new environmental benefits measure so that projects could be evaluated based in part on their individual environmental benefits. This work has encouraged the use of sustainable features in these transit projects.

shows whether the OA is "on target" or "not on target" for each metric. This has led to increased awareness of the sustainability goals identified in this SSPP and Executive Order (E.O. 13514) requirements at senior levels across all facets of the Department, and has spurred positive progress towards the targets.

SUCSESSES

Some highlights of the Department's FY 2012 performance include:

Investments & Advancements

→ Doubled use of renewable energy, jumping from 8 percent to 14 percent of total energy consumed in FY 2012.

→ Enhanced green procurement clauses for all appropriate supply and service contracts to include bio-based products.

→ Took aggressive steps to upgrade its facilities to meet the high performance sustainable buildings requirements. This effort is exemplified by implementing performance-based contracts to further reduce its energy and water footprint. The Department is committed to awarding at least \$36 million in project value building improvements by December 2013.

→ Helping Americans use less gasoline by promoting and enhancing transportation options like bus rapid transit, light rail, streetcars and bike shares.

→ Worked with the Administration to roll out historic standards that will increase fuel economy to the equivalent of 54.5 mpg by 2025.

→ Took significant strides forward by incorporating climate change adaptation and resiliency considerations into DOT policies and grant programs and released its first Climate Change Adaptation Plan.

→ Invested \$12 billion in high-speed and higher performing passenger rail, giving Americans relief from congested highways and airways.

National Highway Traffic Safety

Administration (NHTSA): In August 2012, NHTSA and the U.S. Environmental Protection Agency (EPA) finalized groundbreaking standards that will increase fuel economy to the equivalent of 54.5 mpg for cars and light-duty trucks by Model Year 2025. When compared to previous standards, this move will nearly double the fuel efficiency of new vehicles and will save consumers more than \$1.7 trillion at the gas pump. Additionally, NHTSA and EPA have announced a program to improve the fuel efficiency of medium- and heavy-duty vehicles. The agencies estimate that the proposed standards have the potential to save approximately 500 million barrels of oil over the life of vehicles sold during 2014 to 2018.

Research and Innovative Technology

Administration (RITA): The Volpe Center executed contracts for green cleaning and landscaping. Custodial services are now required to maximize recycling, eliminate chemicals, and attain third party verified "green cleaning" certification. Landscaping must radically reduce water consumption and eliminate chemical applications. Both custodial and landscaping service providers must track and report waste generation.

Saint Lawrence Seaway Development

Corporation (SLSDC): reduced potable water consumption by 35% from a FY 2007 baseline in FY 2012, exceeding water reduction requirements eight years in advance. To achieve this milestone, SLSDC has upgraded existing buildings to improve water efficiency and promoted water conservation initiatives. Additionally, they implemented water efficient landscaping and irrigation design and policies, and water reuse and recycling initiatives. Finally, SLSDC has adopted design and construction strategies to reduce storm water runoff.

Reducing Environmental Impact

→ Exceeding its FY 2020 goal for Greenhouse Gas emissions eight years early - DOT has reduced its overall scope 1 and 2 greenhouse gas emissions by 30.8 percent and its scope 3 greenhouse gas emissions by 14.1 percent, both relative to a FY 2008 baseline.

→ Reduced building energy use by 156 billion BTUs (British Thermal Units), which represents a 24 percent reduction (measured by intensity), from a FY 2003 baseline.

→ Reduced petroleum consumption reduction in DOT's fleet by 500,000 gallons or 14.5 percent since 2005 exceeding the FY 2012 target; and nearly tripled its alternative fuel use.

→ Reduced water consumption by 45 million gallons in FY 2012, which represents a 10 percent improvement from the previous year.

Partnerships

The Northwest Federal Bike Commute Challenge was co-organized by NHTSA and EPA in the Pacific Northwest. It included 522 Federal riders from more than 20 agencies, 2 government branches, and 4 states, who together logged more than 65,000 miles back and forth to work during this inaugural challenge. This equates to 63,968 pounds of CO² emissions saved and more than three million calories burned. The project was recognized by the White House as an inaugural GreenGov Spotlight Community. In 2013, the Federal Bike-To-Work Challenge expanded nationally to over 1200 riders from 37 federal agencies.



CHALLENGES

Over the last two years, there has been a growing awareness of the importance of meeting sustainability goals. However, several challenges for the Department remain:

Budget Considerations: One challenge for the Department is the integration of its sustainability initiatives, which often require a multi-year investment, into the budget planning process. Since Federal budgets are developed two years in advance, many new initiatives were not accounted for in the FY 2012 budget. Additionally, in the current fiscal environment most OAs are struggling to fund sustainability activities among other competing priorities.

Data Availability and Quality: Baseline and progress measurements are cornerstones of achieving sustainability; thus it is necessary to capture much of the data for establishing baselines and measuring progress related to the requirements as specified in the applicable laws and regulations. DOT is continuously trying to improve its data collection and reporting in all areas, but four areas that are particularly challenging are:

→ **Water Consumption:** Reporting water consumption data continues to be a challenge. For those OAs that own 10 or fewer buildings, the Department has actual water consumption information from monthly invoices. However, FAA, which accounts for the majority of DOT buildings and water consumption, generally does not receive water invoices at the facility level, since FAA uses a centralized payment system. Actual consumption data is not captured in the centralized payment system. Approximately 60-70 percent of the Department's water consumption is estimated from expense data. This methodology makes it difficult for water conservation efforts to be reflected accurately. However, DOT is taking aggressive steps to improve these practices.

→ **Solid Waste:** At this time, DOT does not capture solid waste generation and waste diversion data in a comprehensive way. Given the lack of official guidance on preferred tracking and reporting methods for Federal agencies, facilities are not tracking the data in consistent ways. Additionally, in some locations waste is managed by a third party making data inaccessible to DOT. DOT plans to use EPA's Re-TRAC system to improve its data collection over the next year.

Filling the Gaps

By utilizing no-cost tools, we can manage our challenges through initiatives such as:

Performance Based Contracts (PBCs).

This tool allows DOT to renovate facilities to achieve water and energy efficiencies. These contracts involve minimal upfront cost while ensuring performance and savings in the long-term. It is an important tool that helps meet performance goals with limited resources.

Environmental Protection Agency's (EPA) WasteWise Program & Energy Star Portfolio Manager.

Through these EPA programs, DOT will receive technical assistance in data and asset management and access to tools such as RE-TRAC and Energy Star Portfolio Manager.

Department of Energy's (DOE) fleet management tools

Through our partnership, DOT is participating in the Clean Cities Initiative, as well as utilizing tools to improve access to alternative fuel such as FleetDASH and the alternative fuel locator which help both DOT's performance and data management.

→ **Sustainable Acquisition Requirements:** Tracking and reporting sustainable acquisition by type (e.g., biobased, Energy Star), poses a significant challenge. Currently, DOT does not have an automated system for tracking and ensuring sustainable acquisition for each category. To date, the Department has measured sustainable acquisition compliance by randomly sampling contracts manually. Random samples may not yield a complete picture of the extent that biobased contracts are being utilized.

High Performance Sustainable Buildings (HPSB): Achieving the HPSB goal remains DOT's toughest challenge. Progress has been affected by limited funding to support HPSB efforts, thus, there is difficulty in achieving all five components of HPSB Guiding Principles. As this is an all-or-nothing measure that does not reflect incremental sub-building level progress, DOT has made limited progress in this area through the construction of new buildings and leasing HPSB space and is pursuing energy saving performance contracts (ESPCs) in support of HPSB targets. Therefore, while progress is being made and will gain momentum in the near future, it will take years to reach the 15 percent target. Additionally, DOT is involved in an interagency effort, guided by CEQ, to revisit this requirement and its metrics.

LESSONS LEARNED

In addition to the regulatory review process described above, the use of memorandums by DOT Administrators to provide guidance for implementing sustainability initiatives has been a very effective tool for improving performance. For example, the FAA Administrator issued a memorandum in support of petroleum and alternative fuel targets. In part, the memorandum required FAA senior managers to ensure all vehicle custodians and operators are aware of Federal fleet requirements and are taking the necessary actions to meet them.

Partnering with other Federal agencies to achieve a common goal has also been beneficial. DOT signed a Memorandum of Understanding with the Department of Energy's Federal Energy Management Program (FEMP) to provide technical assistance with improving fleet management and in the design of new energy efficient buildings and the evaluation of existing buildings. This partnership has resulted in the identification of an estimated \$5 million in project savings.

PLANNED ACTIONS

In FY 2013, DOT has already launched a number of the initiatives described in this SSPP and is working on a number of new strategies to ensure further progress. For example, DOT is in the process of drafting and updating a set of comprehensive sustainability policies, which will be the Department's roadmap for implementing its sustainability program.

The Department is also continuing its partnership with FEMP. In the short term, DOT and FEMP plan to continue the evaluation of existing buildings for energy and water conservation measures. The Department would like to identify potential facilities suitable for on-site renewable energy generation. Finally, the Department would like to work with FEMP to integrate high performance sustainable buildings guiding principles into the design and construction of new buildings.

PROGRESS ON ADMINISTRATIVE PRIORITIES

Climate Change Adaptation Plans

The [Climate Adaptation Plan](#) will be updated to reflect work recently undertaken or planned by the Department. For example, DOT is working on several pilot projects to help state transportation departments and transit agencies improve their ability to plan for adapting to the impacts of climate change. The recent surface transportation reauthorization bill, Moving Ahead for Progress in the 21st Century (MAP-21), has several notable provisions that relate to resiliency.

During the recent public comment period, DOT received several comments on its Climate Adaptation Plan. For example, many commenters indicated that Plan is strongest in the tools priority section, where each OA identified a range of actions to build awareness of the impacts of climate change and develop skills for implementing adaptation solutions.

Fleet Management Plans (FMP)

DOT owns and/or operates a fleet of more than 6,000 vehicles, the majority of which are used to support operation and maintenance of the National Airspace System, as well as by transportation safety inspectors and law enforcement officials across the U.S. and its territories. Management of this geographically dispersed and diverse fleet operation is an ongoing challenge. DOT has established a Fleet Management Council (FMC) responsible for the organizational leadership needed to implement the Department's FMP. The FMP outlines Department's strategies for meeting the President's goals regarding right sizing of the fleet, petroleum reduction and increasing alternative fuel use. Through shared membership, the FMC will be linked to DOT's SSO Council. This organizational structure will ensure integration of the FMP with the Annual Strategic Sustainability Performance Plan.

As discussed in the FMP, DOT plans to eliminate 10 percent of conventional fuel vehicles from its fleet by 2015, compared to a FY 2011 baseline. DOT has proposed vehicle reductions in every category, including heavy duty trucks. In future years, DOT plans to use extended range electric



U.S. Department of Transportation
Climate Adaptation Plan



Ensuring Transportation Infrastructure and System Resilience

Considerations for Improving our Plan (Based on Public Comment):

- *Develop specific agency-level plans for communication and integration of efforts among the OAs and with state and metropolitan partners;*
- *Emphasize ecosystem-based management and natural infrastructure as key adaptation solutions;*
- *Highlight the need for better downscaled climate data and information at a scale that will help assess the local and regional impacts of climate change; and,*
- *Find ways to bolster preparedness for essential facilities outside of the federal network, which are particularly vulnerable to changes in weather patterns, especially in major coastal metropolitan areas.*

vehicles, plug-in hybrids, and low speed electric vehicles. On a percentage basis, medium and light trucks will see the greatest reductions. Additionally, DOT plans to exchange the remaining vehicles with alternative fuel vehicles (AFV), as alternative fueling infrastructure becomes available.

In the past three years, DOT has surpassed the EPACT requirement of 75 percent of all covered light duty vehicles acquired being alternative fuel vehicles. DOT will continue to surpass this requirement in FY 2013 by acquiring more AFVs to replace conventional vehicles in locations where biofuel (e.g., E85 or biodiesel) is available. In locations where biofuel is not available, DOT will consider acquiring AFVs that operate on other alternative fuels (e.g., electricity, natural gas, or propane), including hybrids and other low GHG-emitting vehicles.

Performance-based Contracts (PBCs)

The Department has identified ten opportunities for utilizing performance-based contracts involving approximately 84 facilities with a combined estimated project value over \$36 million. As of May 2013, the Department has released six NOOs for six ESPC projects encompassing approximately 77 DOT facilities. Additionally, the Department continues to pursue four UESC projects for seven DOT facilities with an estimated project value of \$15 million. These projects will lead to dramatic improvements in energy and water consumption.

Biobased Purchasing Strategies

Over the last year, DOT has advanced its biobased procurement strategy through a multi-pronged approach including training, data management, monitoring, and increased awareness of our goals and requirements. The Department has been: (1) Facilitating continuous learning opportunities through computer based training, (2) Monitoring biobased performance during quarterly contract compliance reviews, (3) Arranging for updates to internal DOT procedures for promoting the use of biobased procurement, (4) Increasing awareness of including biobased requirements in cafeteria, fleet maintenance, janitorial and construction contracts, (5) Conducting past performance reviews on janitorial contracts to ensure ongoing compliance, and, (6) Updating FAA's Acquisition Management System (AMS) policy, guidance, and clauses to promote the use of biobased products.

Looking Ahead with Biobased Purchasing:

DOT's strategy for improving compliance includes incorporating requirements and clauses for biobased products in relevant and appropriate contracts and other activities such as:

- *Develop an awareness campaign and provide additional training opportunities*
- *Generate and disseminate agency level reports on biobased compliance using data from newly created biobased reporting elements in the FPDS-NG.*
- *Encourage the use of USDA contract templates from the BioPreferred website.*
- *Increase its biobased purchasing by expanding requirements clauses to 100 percent of cafeteria and fleet maintenance contracts.*

*To **ensure** that Operating Administrations are reaching their sustainability **targets**, DOT **evaluates** the **performance** **quarterly** of each OA to **identify** **novel approaches** in achieving our goals and **validate** **continued** **progress**.*

CONCLUSION

Led by the Secretary, DOT senior management understands that sustainability efforts succeed or fail based upon the agency employees' commitment. DOT has surged in its standing; building on the energy, commitment, and community that each of its employees brings to our sustainable culture. Through **DOT SUSTAINS** the Department looks forward to maintaining and accelerating its successful track record of improvements.

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Agency Climate Change Resilience

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Size & Scope of Agency Operations

Table 1: Agency Size & Scope

Agency Size & Scope	FY 2011	FY 2012
Total Number of Employees as Reported in the President's Budget	58,103	56,919
Total Acres of Land Managed	176,319	141,723
Total Number of Buildings Owned	10,020	9,782
Total Number of Buildings Leased (GSA and Non-GSA Lease)	1,420	1,130
Total Buildings Gross Square Feet (GSF)	32,770,848	29,476,109
Operates in Number of Locations Throughout U.S.	51	51
Operates in Number of Locations Outside of U.S.	9	9
Total Number of Fleet Vehicles Owned	433	397
Total Number of Fleet Vehicles Leased	5,814	6,072
Total Number of Exempted-Fleet Vehicles (Tactical, Law Enforcement, Emergency, Etc.)	43	114
Total Amount Contracts Awarded as Reported in FPDS (\$Millions)	5,166	6,380

Goal 1: Greenhouse Gas (GHG) Reduction

Agency Progress toward Scope 1 & 2 GHG Goals

E.O. 13514 requires each agency establish a Scope 1 & 2 GHG emission reduction target to be achieved by FY 2020. The red bar represents the agency's FY 2008 baseline. The green bar represents the FY 2020 target reduction. The blue bars represent annual agency progress towards achieving this target. The percentage at the top of each bar represents the reduction or increase from the FY 2008 baseline. A negative percentage value indicates that the emissions have decreased compared to the 2008 baseline.

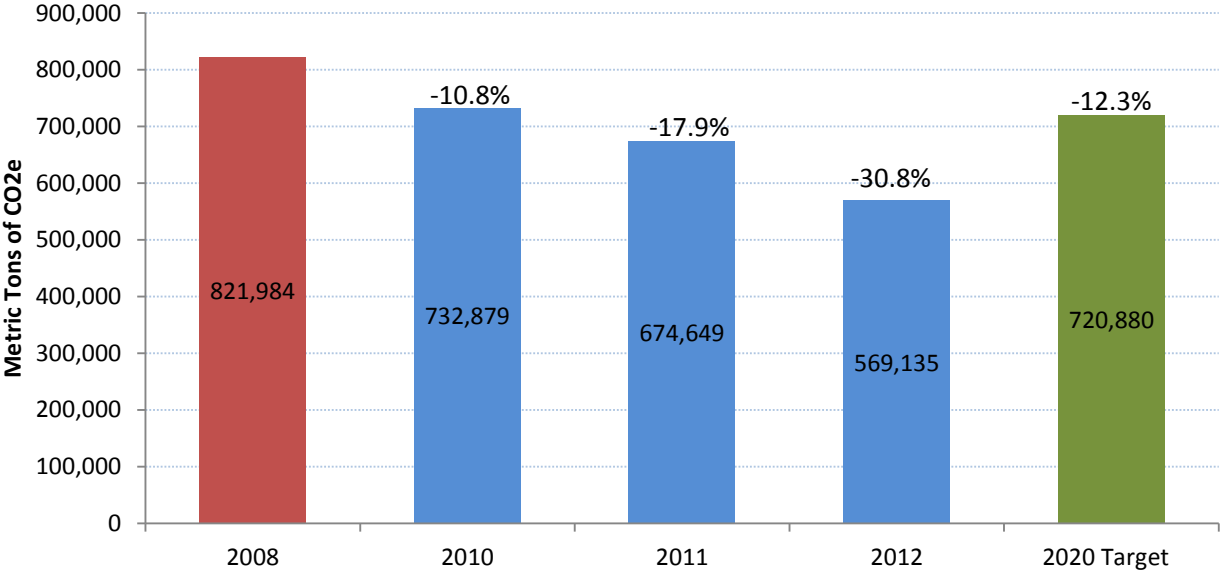


Table 1-1: Goal 1 Strategies - Scope 1 & 2 GHG Reductions

(A) Will the agency implement the following strategies to achieve this goal?	(B) Top 5? Yes/No/NA	(C) Strategy Narrative	(D) Specific targets/metrics to measure strategy success including milestones to be achieved in next 12 months
Use the FEMP GHG emission report to identify/target high emission categories and implement specific actions to resolve high emission areas identified.	Yes	DOT is utilizing the FEMP GHG emission report to identify high emission areas (such as building electricity) and will be issuing policy and guidance to reduce GHG emissions. DOT will continue to track performance at quarterly meetings with the OAs and DOT Senior Leadership	Reduce energy consumption (as measured by intensity) by 30% by 2015.
Ensure that major renovations and new building designs are 30% more efficient than applicable code.	Yes	DOT is issuing policy to increase awareness of the ASHRAE Standard 90.1-2007 requirements.	Incorporate policy into DOT building specifications and criteria for new designs and major renovations.
Implement in EISA 432 covered facilities all lifecycle cost effective ECMs identified.	No	DOT is in the process of identifying ECMs, but implementation depends on available resources and mission priorities. DOT is exploring multiple mechanisms ranging from capital improvement projects to performance based contracts (PBCs) to install cost effective ECMs to the maximum extent possible.	
Reduce on-site fossil-fuel consumption by installing more efficient boilers, generators, furnaces, etc. and/or use renewable fuels.	Yes	DOT is exploring multiple mechanisms ranging from capital improvement projects to PBCs to install more efficient boilers, generators, furnaces, etc. and/or use renewable fuels when cost effective to the maximum extent possible.	Initiate at least three projects that will reduce on-site fossil-fuel consumption.
Reduce grid-supplied electricity consumption by improving/upgrading motors, boilers, HVAC, chillers, compressors, lighting, etc.	Yes	DOT is exploring multiple mechanisms ranging from capital improvement projects to PBCs to reduce grid-supplied electricity consumption by improving/upgrading motors, boilers, HVAC, chillers,	Initiate at least three projects that will reduce grid-supplied electricity consumption.

(A) Will the agency implement the following strategies to achieve this goal?	(B) Top 5? Yes/No/NA	(C) Strategy Narrative	(D) Specific targets/metrics to measure strategy success including milestones to be achieved in next 12 months
		compressors, and lighting when cost effective to the maximum extent possible.	
Employ operations and management best practices for energy consuming and emission generating equipment.	Yes	DOT will continue to conduct energy evaluations as part of PBCs and at EISA covered facilities. These evaluations may involve commissioning for certain sites.	Conduct audits for at least 25% of covered facilities in FY 2013.
Install building utility meters and benchmark performance to track energy and continuously optimize performance.	Yes	DOT is developing a policy that requires metering for all facilities and advanced meters where cost effective to the maximum extent possible. This policy will also set guidelines for periodic benchmarking of covered facilities.	Increase the number of advanced meters in new construction and major renovations and increase the number of existing buildings benchmarked the end of FY 2013.

Agency Progress towards Scope 3 GHG Goal

E.O. 13514 requires each agency establish a Scope 3 GHG emission reduction target to be achieved by FY 2020. The red bar represents the agency's FY 2008 baseline. The green bar represents the FY 2020 reduction target. The blue bars represent annual agency progress on achieving this target. The percentage at the top of each bar represents the reduction or increase from the FY 2008 baseline. A negative percentage value indicates that the emissions have been decreased compared to the FY 2008 baseline.

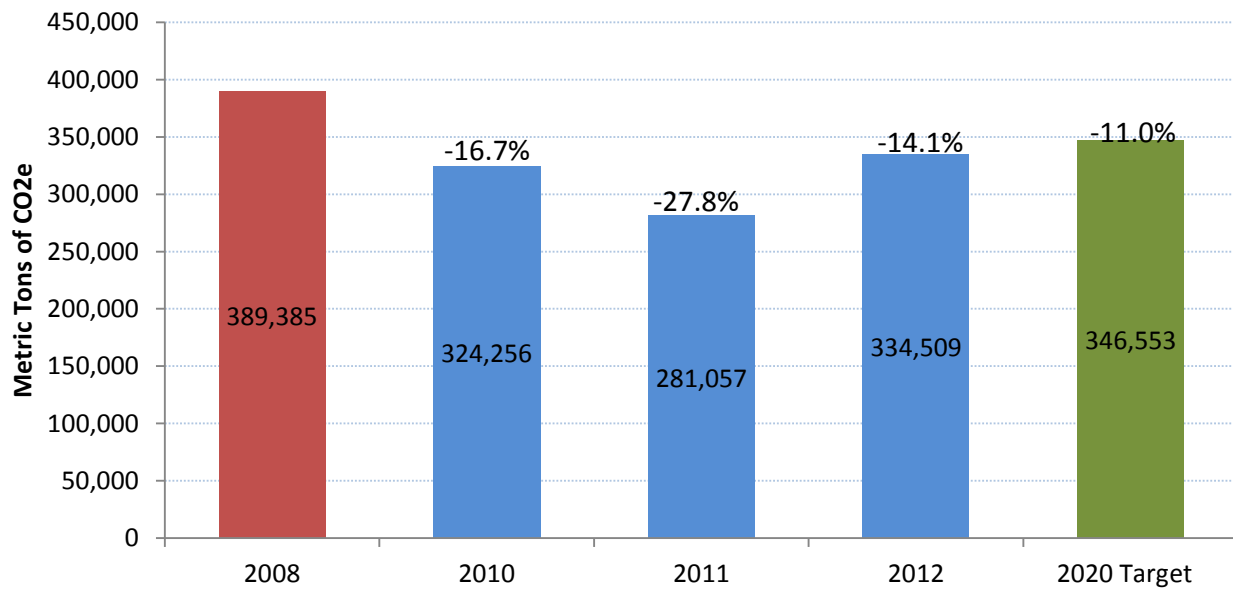


Table 1-2: Goal 1 Strategies - Scope 3 GHG Reductions

(A) Will the agency implement the following strategies to achieve this goal?	(B) Top 5? Yes/No/NA	(C) Strategy Narrative	(D) Specific targets/metrics to measure strategy success including milestones to be achieved in next 12 months
Reduce employee business ground travel.	No	The GHG emission data for employee business ground travel does not provide enough detail to set performance targets. DOT will continue to monitor this issue and establish reduction goals when appropriate data is available.	
Reduce employee business air travel.	Yes	DOT currently monitors each OA's business air travel on a quarterly basis. DOT has set interim business air travel emission reduction goals to meet its 2020 reduction target. DOT will continue to track performance at quarterly meetings with the OAs and DOT Senior Leadership (internal regulatory review).	Reduce business air travel emissions by 1% annually.
Develop and deploy employee commuter reduction plan.	No	DOT is reviewing its FY 2012 commuter survey results and analyzing opportunities for reducing commuter emissions. DOT has combined this strategy with the one below.	
Use employee commuting survey to identify opportunities and strategies for reducing commuter emissions.	Yes	DOT is reviewing its FY 2012 commuter survey results and analyzing opportunities for reducing commuter emissions.	Issue policy containing strategies to reduce commuter emissions. In addition, promote employee participation in the transit benefit program, including the bicycle benefit and other alternative modes of transportation. Develop policies to deploy alternative fuel infrastructure.
Increase number of employees eligible for telework and/or the total	Yes	DOT is issuing policy encouraging managers and employees to increase telework frequency when appropriate to the maximum extent possible. DOT will continue to track	Increase number of commute days avoided on average per employee by 5% compared to FY 2012.

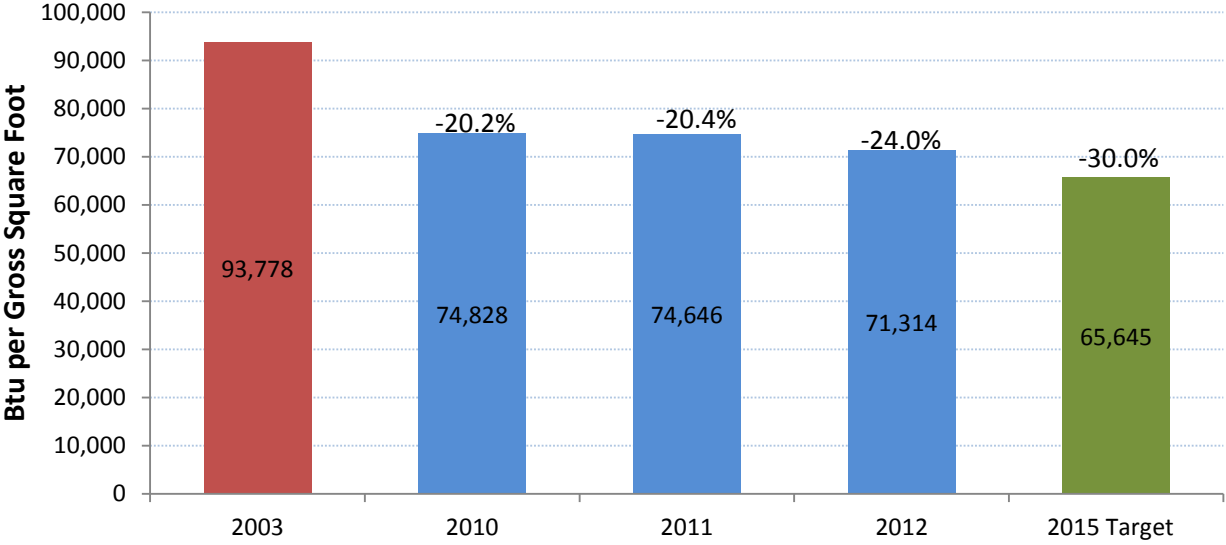
(A) Will the agency implement the following strategies to achieve this goal?	(B) Top 5? Yes/No/NA	(C) Strategy Narrative	(D) Specific targets/metrics to measure strategy success including milestones to be achieved in next 12 months
number of days tele-worked.		performance at quarterly meetings with the OAs and DOT Senior Leadership (internal regulatory review).	
Develop and implement bicycle commuter program.	No	DOT will continue to promote the bicycle benefit. DOT established this program for its HQ employees in May 2010.	
Provide bicycle commuting infrastructure.	No	DOT is supportive of employees' adoption of alternative modes of transportation; however this is not one of the Department's top five priorities at this time.	
Increase use of technology to reduce Scope 3 emissions.	Yes	Several OAs are expanding their use of web and video conferencing tools (including employee training) to reduce business travel and enable greater levels of telework. OAs have also expanded use of digital delivery of DOT programs (e.g., digital grant applications).	Expand the availability and/or use of web and video conferencing tools when compared to prior year.
Increase number of employees who participate in an alternate work schedule (AWS).	Yes	DOT is issuing policies encouraging managers and employees to increase participation in alternative work schedules to the maximum extent possible. DOT will continue to track performance at quarterly meetings with the OAs and DOT Senior Leadership (internal regulatory review).	DOT's goal is to increase number of commute days avoided on average per employee by 5% compared to FY 2012.

Goal 2: Sustainable Buildings

Agency Progress toward Facility Energy Intensity Reduction Goal

E.O. 13514 Section 2 requires that agencies consider building energy intensity reductions. Further, the Energy Independence and Security Act of 2007 (EISA) requires each agency to reduce energy intensity 30 percent by FY 2015 as compared to the FY 2003 baseline. Agencies are expected to reduce energy intensity by 3 percent annually to meet the goal. The red bar represents the agency's FY 2003 baseline. The green bar represents the FY 2015

target reduction. The blue bars show annual agency progress on achieving this target. The percentage at the top of each bar represents the reduction or increase from the FY 2003 baseline. A negative percentage value indicates that the energy intensity has been decreased compared to the FY 2003 baseline.



Agency Progress toward Total Buildings Meeting the Guiding Principles

E.O. 13514 requires that by FY 2015, 15 percent of agencies' new, existing, and leased buildings greater than 5,000 square feet meet the Guiding Principles. In order to meet the FY 2015 goal, agencies should have increased the percentage of conforming buildings by approximately 2 percent annually from their FY 2007 baseline. The green bar represents the FY 2015 target. The blue bars represent annual agency progress on achieving this target.

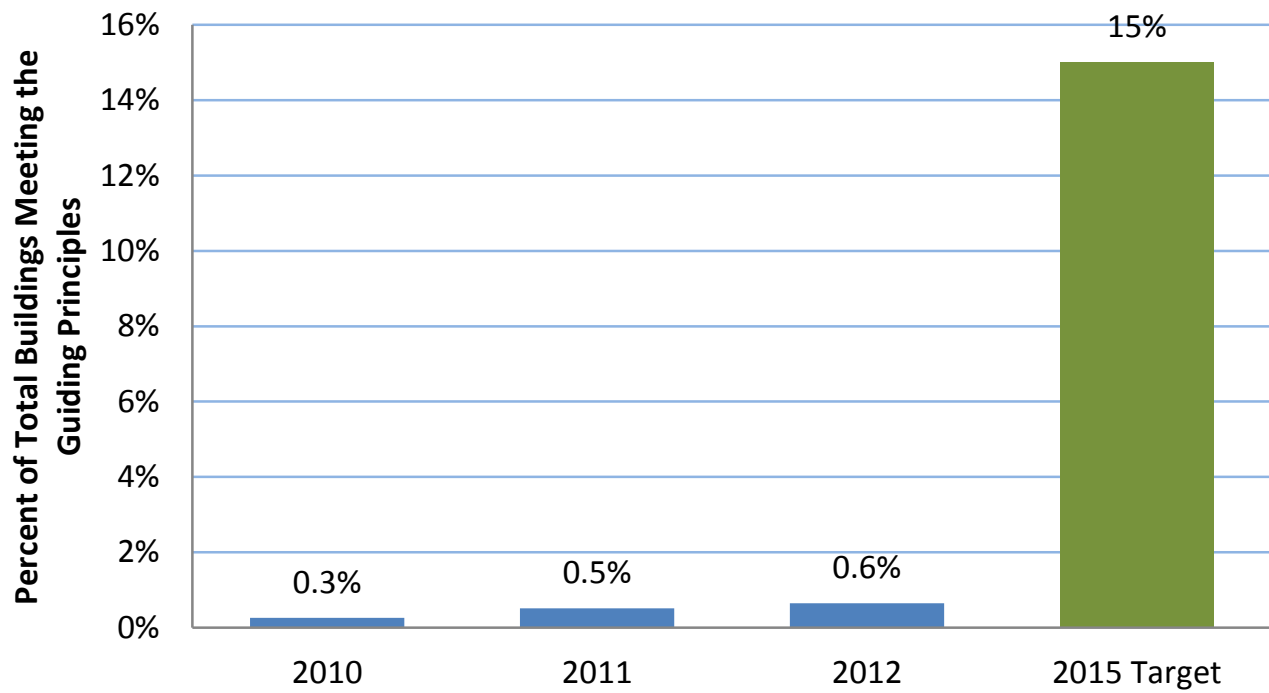


Table 2: Goal 2 Strategies – Sustainable Buildings

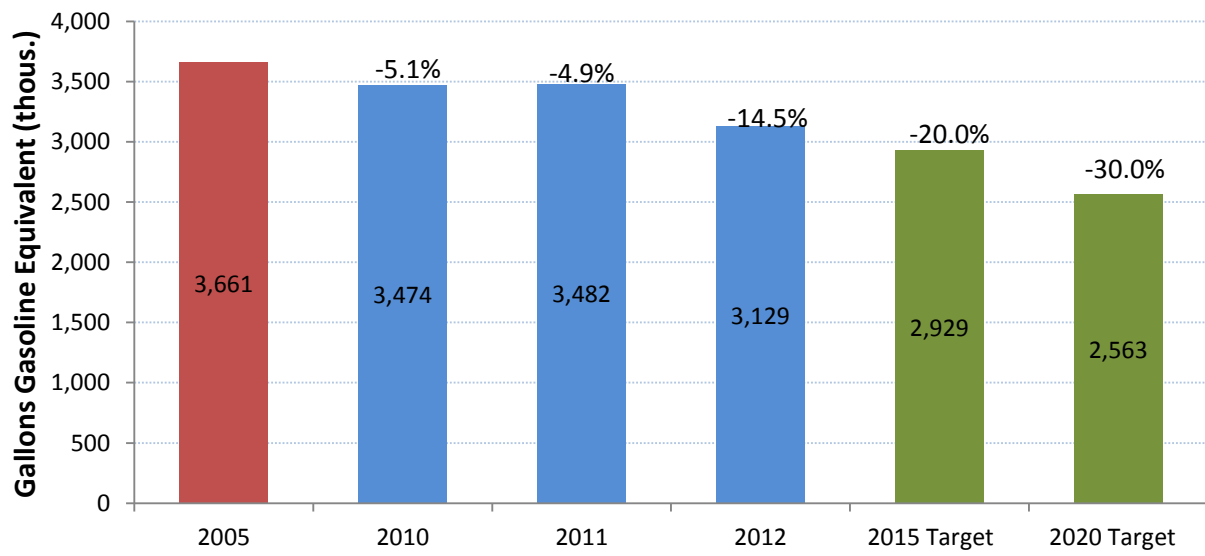
(A) Will the agency implement the following strategies to achieve this goal?	(B) Top 5? Yes/No/NA	(C) Strategy Narrative	(D) Specific targets/metrics to measure strategy success including milestones to be achieved in next 12 months
Incorporate green building specifications into all new construction and major renovation projects.	Yes	FAA has been proactively working with DOE, FEMP, and other agencies to incorporate green building specifications into design guidelines for air traffic control towers.	Begin planning and/or construction on at least two projects that incorporate green building design.
Redesign or lease interior space to reduce energy use by daylighting, space optimization, sensors/control system installation, etc.	No	DOT is supportive of projects to reduce energy by way of redesign or new leases; however, this is not one of the Department's top five priorities at this time.	
Deploy CEQ's Implementing Instructions - Sustainable Locations for Federal Facilities.	No	DOT is supportive of sustainable locations for Federal facilities; however, this is not one of the Department's top five priorities at this time because most new DOT siting location decisions have limited flexibility (e.g., air traffic control towers at airports).	
Include in every construction contract all applicable sustainable acquisition requirements for recycled, biobased, energy efficient, and environmentally preferable products.	Yes	DOT is developing a policy to include sustainable acquisition requirements in construction contracts.	Incorporate these requirements into OA procurement programs and guidance documents
Develop and deploy energy and sustainability training for all facility and energy managers.	Yes	DOT is actively working with FEMP to develop and deploy training for facility and energy managers. DOT is also exploring GSA facility manager training tools as an additional resource.	Incorporate energy and sustainability training into Departmental training management systems and increase employee awareness.
Utilize performance based contracts (PBC) to achieve green buildings.	Yes	DOT is pursuing multiple performance based contracts (PBCs), nationwide, across many facilities (more than 50)	Award at least three PBCs by the end of 2013 and another three by the end of 2014.

(A) Will the agency implement the following strategies to achieve this goal?	(B) Top 5? Yes/No/NA	(C) Strategy Narrative	(D) Specific targets/metrics to measure strategy success including milestones to be achieved in next 12 months
		that are expected to yield significant energy and water savings.	
Focus on leasing green buildings	Yes	DOT is prioritizing resources to lease buildings that meet the guidelines for HPSB for 2013 and 2014 where cost effective.	DOT will continue to work towards the goal of converting 15 office leases to be HPSB compliant by the end of FY 2015, where life-cycle cost effective, to the maximum extent possible.
Implement an Environmental Management System (EMS)	Yes	DOT will continue to implement its higher-tier EMS and undergo a Senior Management review. OAs will also continue to implement and maintain appropriate OA- or building-level EMSs as an important tool to manage sustainability performance.	Complete annual updates and finalize the EMS as required by E.O. 13423.

Goal 3: Fleet Management

Agency Progress toward Fleet Petroleum Use Reduction Goal

E.O. 13514 and the Energy Independence and Security Act of 2007 (EISA) require that by FY 2015 agencies reduce fleet petroleum use by 20 percent compared to a FY 2005 baseline. Agencies are expected to achieve at least a 2 percent annual reduction and a 30 percent reduction is required by FY 2020. The red bar represents the agency's FY 2005 baseline. The green bars represent the FY 2015 and FY 2020 target reductions. The blue bars represent annual agency progress on achieving these targets. The percentage at the top of each bar represents the reduction or increase from the FY 2005 baseline. A negative percentage indicates an decrease in fleet petroleum use.



Agency Progress toward Fleet Alternative Fuel Consumption Goal

E.O. 13423 requires that agencies increase total alternative fuel consumption by 10 percent annually from the prior year starting in FY 2005. By FY 2015, agencies must increase alternative fuel use by 159.4 percent, relative to FY 2005. The red bar represents the agency's FY 2005 baseline. The green bar represents the FY 2015 target. The blue bars represent annual agency progress on achieving this target. The percentage at the top of each bar represents the reduction or increase from the FY 2005 baseline. A negative percentage indicates a decrease in fleet alternative fuel use.

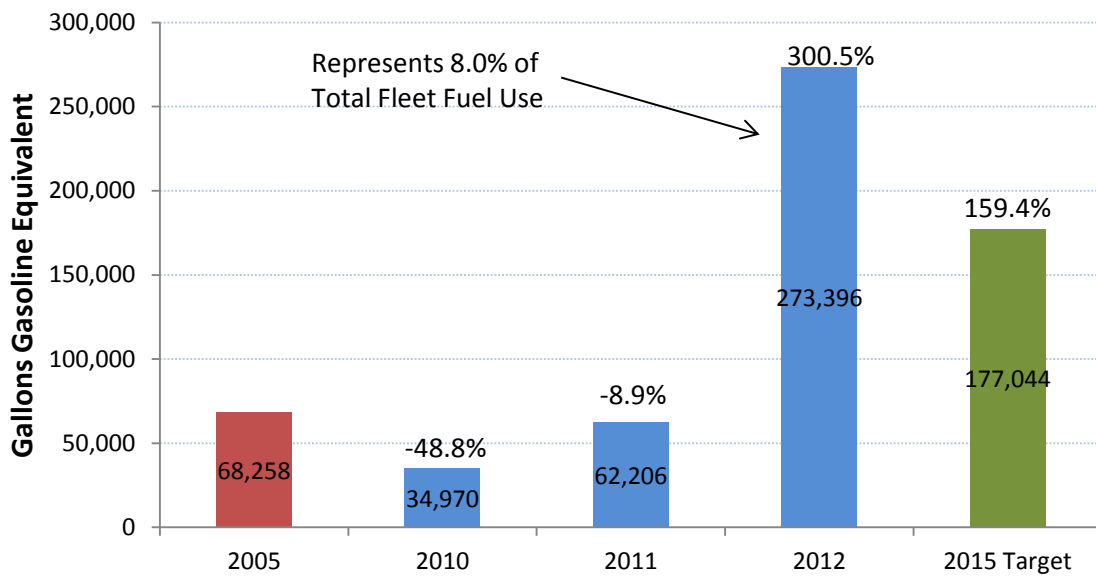


Table 3: Goal 3 Strategies – Fleet Management

(A) Will the agency implement the following strategies to achieve this goal?	(B) Top 5? Yes/No/NA	(C) Strategy Narrative	(D) Specific targets/metrics to measure strategy success including milestones to be achieved in next 12 months
Optimize/Rightsize the composition of the fleet (e.g., reduce vehicle size, eliminate underutilized vehicles, acquire and locate vehicles to match local fuel infrastructure).	Yes	DOT will continue to monitor (which may include site visits) and conduct further data analysis to optimize OA fleets and acquire more alternative fuel vehicles where alternative fuel infrastructure is available.	Continue to reduce fleet size when compared to prior year or 10% by 2015 from a FY 2011 baseline.
Reduce miles traveled (e.g., share vehicles, improve routing with telematics, eliminate trips, improve scheduling, use shuttles, etc.).	No	DOT is supportive of strategies to reduce miles traveled in government vehicles, however, the Department's growing mission requirements for inspections and oversight does not allow for prioritization of this strategy at this time.	
Acquire only highly fuel-efficient, low greenhouse gas-emitting vehicles and alternative fuel vehicles (AFVs).	Yes	DOT will continue to increase the acquisition of highly fuel efficient, low GHG and AFVs, where cost effective to the maximum extent possible. DOT expects to increase the number of hybrids and plug-in hybrids (PEVs) in its fleet, but is also exploring other AFV technologies and strategies for deploying AFV infrastructure. DOT will continue to track performance at quarterly meetings with the OAs and DOT Senior Leadership (internal regulatory review).	Reduce petroleum consumption by at least 2% each year or by at least 20% by the end of FY 2015, as compared to an FY 2005 baseline. In addition, acquire 13 PEVs as part of GSA's Pilot Program. DOT is also acquiring 1 EV as part of GSA's FY 2014 Pilot Program.
Increase utilization of alternative fuel in dual-fuel vehicles.	Yes	Several OAs will continue to provide employees with GPS tools to locate alternative fueling stations on their trips and near their destinations. In addition, government AFVs stationed at DOT HQ will be filled by HQ fleet drivers ensuring the use of alternative fuels. DOT will continue to track performance at quarterly	Ensure that 5% of the total fuel used by DOT is alternative fuel in FY 2013 and FY 2014.

(A) Will the agency implement the following strategies to achieve this goal?	(B) Top 5? Yes/No/NA	(C) Strategy Narrative	(D) Specific targets/metrics to measure strategy success including milestones to be achieved in next 12 months
		meetings with the OAs and DOT Senior Leadership (internal regulatory review).	
Use a Fleet Management Information System to track fuel consumption throughout the year for agency-owned, GSA-leased, and commercially-leased vehicles.	Yes	DOT will continue to utilize its Integrated Logistics Management System (ILMS) system for fleet management and extend training and use of ILMS at the OA level.	Train all OA fleet managers within applicable OAs on the use of the ILMS system or comparable fleet management information system.
Increase GSA leased vehicles and decrease agency-owned fleet vehicles, when cost effective.	Yes	DOT is supportive of this strategy and is planning to issue a policy with requirements to lease GSA vehicles and only directly acquire vehicles if requirements cannot be met through GSA leases or the leases are not a cost-effective option. 96% of DOT's fleet is leased.	Through studies and analysis, determine if some of DOT's agency owned sedans and trucks can be converted to leases under GSA's convert vehicles to leases program.
Improve data integrity.	Yes	DOT will continue to proactively work with DOE and GSA to try to correct miscoding issues related to tracking alternative fuel purchases.	Encourage GSA to implement a plan or improve calculations to account for the errors.

Goal 4: Water Use Efficiency & Management

Agency Progress toward Potable Water Intensity Reduction Goal

E.O. 13514 requires agencies to reduce potable water intensity by 2 percent annually through FY 2020 compared to an FY 2007 baseline. A 16 percent reduction is required by FY 2015 and a 26 percent reduction is required by FY 2020. The red bar represents the agency's FY 2007 baseline. The green bars represent the FY 2015 and FY 2020 target reductions. The blue bars represent annual agency progress on achieving these targets. The percentage at the top of each bar represents the reduction or increase from the FY 2007 baseline. A negative percentage value indicates that potable water use intensity has decreased compared to the FY 2007 baseline.

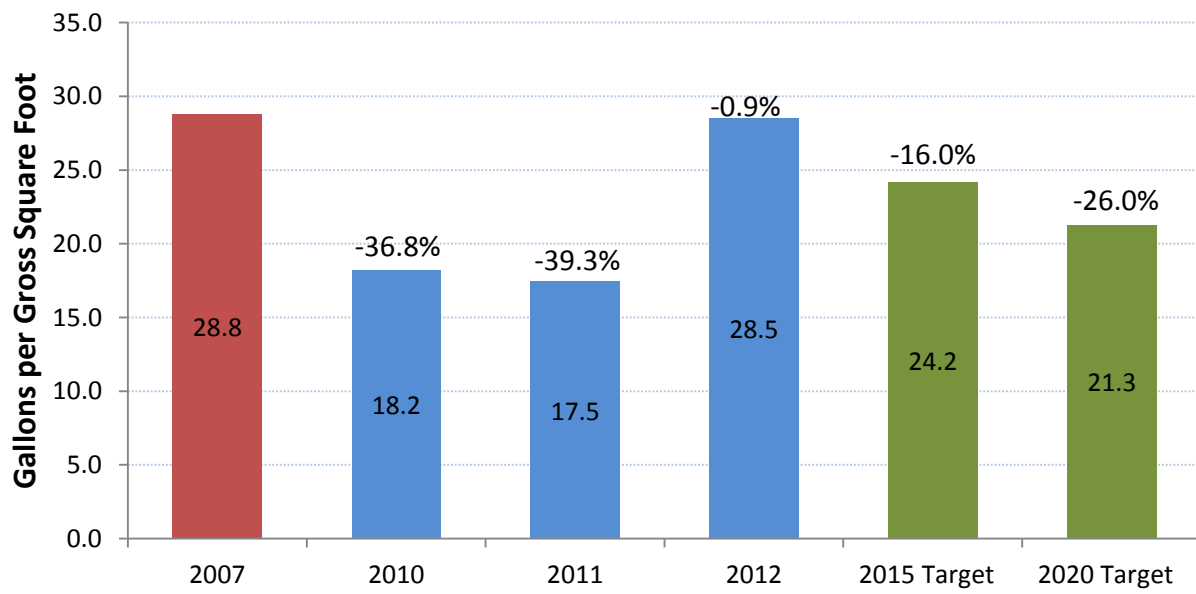


Table 4: Goal 4 Strategies – Water Use Efficiency & Management

(A) Will the agency implement the following strategies to achieve this goal?	(B) Top 5? Yes/No/NA	(C) Strategy Narrative	(D) Specific targets/metrics to measure strategy success including milestones to be achieved in next 12 months
Purchase and install water efficient technologies (e.g., WaterWise, low-flow water fixtures and aeration devices).	Yes	Issue policy to require procurement of water efficient technologies for all new construction and major renovation projects, and encourage replacement at existing facilities, where cost effective to the maximum extent possible.	Acquire water efficient technologies for least five different projects in FY 2013.
Develop and deploy operational controls for leak detection including a distribution system audit, leak detection, and repair programs.	No	DOT is supportive of all management practices and technologies that conserve water; however, this is not one of the Department's top five priorities at this time.	
Design, install, and maintain landscape to reduce water use.	No	DOT is supportive of all management practices and technologies that conserve water; however, this is not one of the Department's top five priorities at this time.	
Design and deploy water closed-loop, capture, re-charge, and/or reclamation systems.	No	DOT is supportive of all management practices and technologies that conserve water; however, this is not one of the Department's top five priorities at this time.	
Install meters to measure and monitor industrial, landscaping, and agricultural water use.	No	DOT is supportive of all management practices and technologies that conserve water; however, ILA water makes up a very small portion of DOT's water use so this is not one of the Department's top five priorities at this time.	
Improve data management.	Yes	FAA is working to convene an internal work group of SMEs responsible for identifying and implementing practices to improve the accuracy of water consumption data.	Decrease the use of expense data to estimate water consumption.

(A) Will the agency implement the following strategies to achieve this goal?	(B) Top 5? Yes/No/NA	(C) Strategy Narrative	(D) Specific targets/metrics to measure strategy success including milestones to be achieved in next 12 months
Utilize performance based contracts to achieve water savings.	Yes	DOT is pursuing multiple performance based contracts (PBCs), nationwide, across many facilities (more than 50) that are expected to yield significant energy and water savings.	Award at least three PBCs by the end of 2013 and another three by the end of 2014.
Meter water consumption for improved accountability.	Yes	Issue policy to require all facilities to install water meters and begin to develop metering plans for facilities.	Begin to implement a metering plan that incorporates these requirements into all new construction and major renovations projects, identifies existing facilities with water meters (standard or advanced), and sets a timetable for additional water meter installation.
Perform required EISA Audits to identify water conservation measures.	Yes	DOT will continue to conduct energy and water evaluations at EISA covered facilities.	Conduct audits for at least 25% of covered facilities in FY 2013.

Goal 5: Pollution Prevention & Waste Reduction

Agency Progress toward Pollution Prevention & Waste Reduction

E.O. 13514 requires that Federal agencies promote pollution prevention and eliminate waste. The E.O. requires agencies to minimize the use of toxic and hazardous chemicals and pursue acceptable alternatives. It also requires agencies minimize waste generation through source reduction, increase diversion of compostable materials, and by the end of FY 2015 divert at least 50% of non-hazardous and 50% of construction and demolition debris.

Table 5: Goal 5 Strategies – Pollution Prevention & Waste Reduction

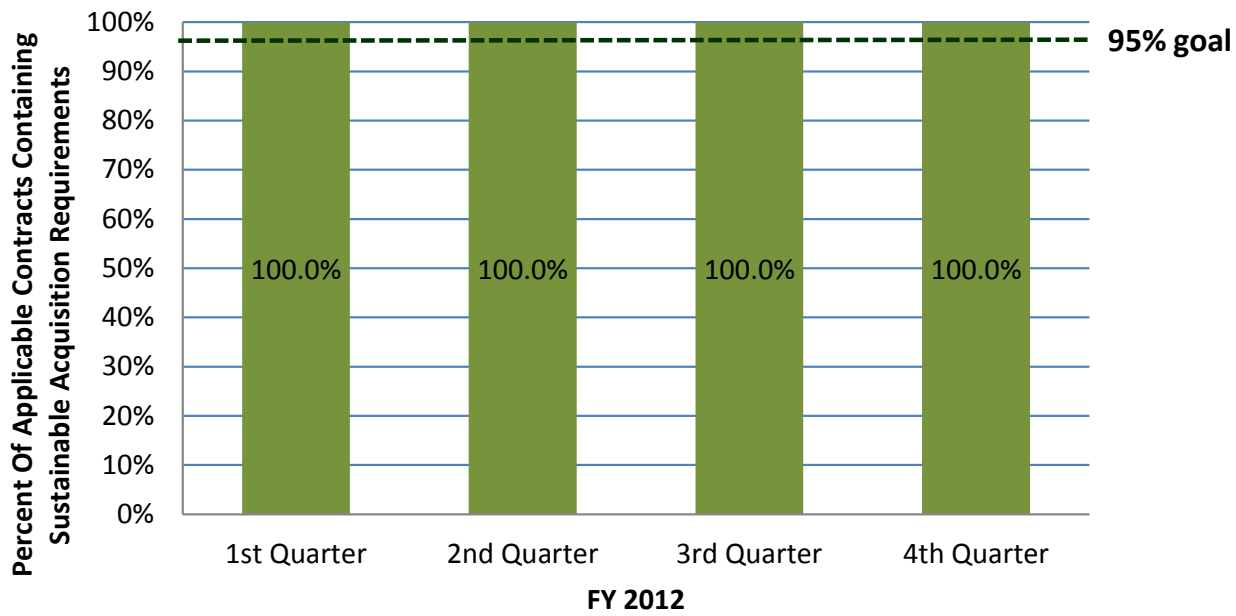
(A) Will the agency implement the following strategies to achieve this goal?	(B) Top 5? Yes/No/NA	(C) Strategy Narrative	(D) Specific targets/metrics to measure strategy success including milestones to be achieved in next 12 months
Eliminate, reduce, or recover refrigerants and other fugitive emissions.	No	DOT is supportive of management practices and technologies that eliminate, reduce or recover refrigerants and other fugitive emissions, however, this is not one of the Department's top five priorities at this time.	
Reduce waste generation through elimination, source reduction, and recycling.	Yes	Develop DOT policy that adopts EPA's Sustainable Materials Management program and promotes source reduction.	Issue comprehensive policy on pollution prevention and waste management and become a member of EPA's WasteWise Program.
Implement integrated pest management and improved landscape management practices to reduce and eliminate the use of toxic and hazardous chemicals/materials.	No	DOT is supportive of management practices and technologies that reduce or eliminate the use of toxic and hazardous chemicals/materials; however, this is not one of the Department's top five priorities at this time.	
Establish a tracking and reporting system for construction and demolition debris elimination.	No	DOT is supportive of the establishment of a tracking and reporting system for C&D waste, however, the priority for the Department is to first establish a centralized tracking system for solid waste	
Develop/revise Agency Chemicals Inventory Plans and identify and deploy chemical elimination, substitution, and/or management opportunities.	No	DOT is supportive of management practices and technologies that reduce or eliminate the use of toxic and hazardous chemicals/materials; however, this is not one of the Department's top five priorities at this time.	
Establish tracking and reporting system for solid waste diversion.	Yes	DOT is issuing a policy encouraging the collection and reporting of solid waste system through EPA's Re-TRAC system.	Train organizations and begin to collect data through Re-TRAC.

(A) Will the agency implement the following strategies to achieve this goal?	(B) Top 5? Yes/No/NA	(C) Strategy Narrative	(D) Specific targets/metrics to measure strategy success including milestones to be achieved in next 12 months
		The Re-TRAC system is expected to serve as DOT's comprehensive solid waste reporting system.	
Implement program to improve C&D waste diversion.	Yes	DOT is developing policy and guidance to include the appropriate diversion language in C&D contracts as part of OA procurement programs.	At least three OAs develop standard language for construction contracts by FY 2014, requiring new C&D contracts to cumulatively divert at least 50% of waste.
Promote training opportunities for waste management.	Yes	Identify no-cost training resources to improve awareness of waste requirements and best practices.	Communicate at least three training opportunities or resources to all DOT organizations.
Improve measurement and tracking of C&D waste.	Yes	Several OAs are trying to improve measurement of and tracking of C&D waste diversion through more standardized procedures and training.	At least three OAs improve the measurement of their C&D construction waste diversion.

Goal 6: Sustainable Acquisition

Agency Progress toward Sustainable Acquisition Goal

E.O. 13514 requires agencies to advance sustainable acquisition and ensure that 95 percent of applicable new contract actions meet federal mandates for acquiring products that are energy efficient, water efficient, biobased, environmentally preferable, non-ozone depleting, recycled content, or are non-toxic or less toxic alternatives, where these products meet performance requirements. To monitor performance, agencies perform quarterly reviews of at least 5 percent of applicable new contract actions to determine if sustainable acquisition requirements are included.



Federal Procurement Data System Standard Reports on Biopreferred Procurement Actions

The Federal Procurement Data System (FPDS) is used by federal agencies to record and manage contract actions. On the pie chart below, the blue area represents the total number of contract actions reported by the agency in FPDS in FY 2012 that are "applicable" to the sustainable procurement requirements. Applicable contract actions are new domestic contracts, task and delivery orders, excluding weapons systems and those actions that are unlikely to use biobased products (e.g., research and social development contracts, education and training, social services, and the lease or rental of equipment). The green area represents the total number of applicable contract actions that the agency reported in FPDS as containing biobased product requirements.

- Total # FPDS Reported
Applicable Contract Actions
- Total # FPDS Reported Contract
Actions that include
Biopreferred Requirements

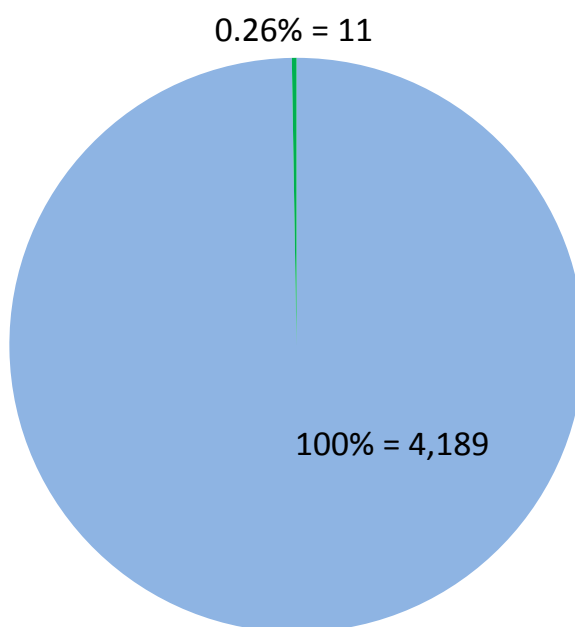


Table 6: Goal 6 Strategies – Sustainable Acquisition




(A) Will the agency implement the following strategies to achieve this goal?	(B) Top 5? Yes/No/NA	(C) Strategy Narrative	(D) Specific targets/metrics to measure strategy success including milestones to be achieved in next 12 months
Update and deploy agency procurement policies and programs to ensure that federally-mandated designated sustainable products are included in all relevant procurements and services.	Yes	DOT is in the process of developing its Sustainable Acquisition Policy and guidance that will cover: (1) Energy Efficient Products and Electronic Products; (2) Environmentally Preferred Products (EPP); (3) Biobased Products; (4) Recovered Materials; (5) Water Efficient Products; (6) Hazardous Materials (7) Alternative Fuel Vehicles. DOT will continue to track performance at quarterly meetings with the OAs and DOT Senior Sustainability Leadership (internal regulatory review).	Issue an updated Sustainable Acquisition Policy in FY 2013. In addition, ensure that at least 95% of new contract actions for products and services meet federally-mandated designated sustainable products requirements.
Deploy corrective actions to address identified barriers to increasing sustainable procurements with special emphasis on biobased purchasing.	No	DOT already has a system in place for identifying corrective actions for all sustainable acquisition.	
Include biobased and other FAR/AMS sustainability clauses in all applicable construction and other relevant service contracts.	Yes	DOT is developing policy and guidance to include the appropriate language in C&D contracts as part of OA's procurement programs.	At least three OAs develop standard language for construction contracts by FY 2014, requiring C&D contracts to make biobased purchases, when appropriate.
Review and update agency specifications to include and encourage biobased and other designated green products to enable meeting sustainable acquisition goals.	No	Although the OAs that have applicable specifications are establishing a review process, this is not one of DOT's top five priorities at this time.	

(A) Will the agency implement the following strategies to achieve this goal?	(B) Top 5? Yes/No/NA	(C) Strategy Narrative	(D) Specific targets/metrics to measure strategy success including milestones to be achieved in next 12 months
Use Federal Strategic Sourcing Initiatives, such as Blanket Purchase Agreements (BPAs) for office products and imaging equipment, which include sustainable acquisition requirements.	Yes	The Office of the Senior Procurement Executive (OSPE) is leading the Strategic Sourcing Program which includes sustainable acquisition requirements.	The OSPE will complete two Strategic Sourcing initiatives yearly.
Report on sustainability compliance in contractor performance reviews.	No	DOT is supportive of best management practices for sustainable acquisition; however, this is not one of the Department's top five priorities at this time.	
Promote training for all personnel involved with acquisition.	Yes	DOT will continue to increase the number of employees trained in sustainable acquisition to include; purchase card holders, COs and CORs, and other employees.	Sustainable acquisition training becomes a requirement for all purchase card holders and CORs.
Chart progress to increase sustainable procurements with special emphasis on biobased purchasing and include corrective actions as needed.	Yes	DOT will continue to track performance at quarterly meetings with the OAs and DOT Senior Leadership (internal regulatory review) to ensure OAs are increasing biobased acquisition.	At least 60% of eligible contract actions must include language in the SOW and clauses about biobased products.




Goal 7: Electronic Stewardship & Data Centers

Agency Progress toward EPEAT, Power Management & End of Life Goals




E.O. 13514 requires agencies to promote electronics stewardship by: ensuring procurement preference for EPEAT-registered products; implementing policies to enable power management, duplex printing, and other energy-efficient features; employing environmentally sound practices with respect to the disposition of electronic products; procuring Energy Star and FEMP designated electronics; and, implementing best management practices for data center operations.

EPEAT	POWER MANAGEMENT	END-OF-LIFE	COMMENTS
			

EPEAT:

	95% or more Monitors and PCs/Laptops purchased in FY2012 was EPEAT Compliant Agency-wide
	85-94% or more Monitors and PCs/Laptops purchased in FY2012 was EPEAT Compliant Agency-wide
	84% or less Monitors and PCs/Laptops purchased in FY2012 was EPEAT Compliant Agency-wide

Power Management:

	100% Power Management Enabled Computers, Laptops and Monitors Agency-wide
	90-99% Power Management Enabled Computers, Laptops and Monitors Agency-wide
	89% or less Power Management Enabled Computers, Laptops and Monitors Agency-wide

End-of-Life:




	100% of Electronics at end-of-life disposed through GSA Xcess, CFL, Unicor or Certified Recycler (R2, E-Stewards)
	100% of Electronics at end-of-life disposed through GSA Xcess, CFL, Unicor and/or non-Certified Recycler
	Less than 100% of Electronics at end-of-life disposed through GSA Xcess, CFL, Unicor or non-Certified Recycler

Table 7: Goal 7 Strategies – Electronic Stewardship & Data Centers

(A) Will the agency implement the following strategies to achieve this goal?	(B) Top 5? Yes/No/NA	(C) Strategy Narrative	(D) Specific targets/metrics to measure strategy success including milestones to be achieved in next 12 months
Identify agency "Core" and "Non-Core" Data Centers.	Yes	DOT has completed identification of Agency Core Data Centers and this information was submitted to OMB in May 2013.	DOT will follow the OMB requirement of optimizing Core Data Centers and consolidating 40% of non-Core Data Centers.
Consolidate 40% of agency Non-Core Data Centers.	Yes	DOT has committed to close 56 Agency data centers by FY 2016 from the inception of the Federal Data Center Consolidation Initiative in 2010. NOTE: These values represent information available as of May 2013. DOT is currently in the process of completing its annual review which may change these values.	Twelve data centers have been identified for closure FY 2013. NOTE: These values represent information available as of May 2013. DOT is currently in the process of completing its annual review which may change these values.
Optimize agency Core Data Centers across total cost of ownership metrics.	No	DOT is supportive of best management practices to reduce the total cost of ownership for core data centers. This activity is covered in the strategies above.	
Ensure that power management, duplex printing, and other energy efficiency or environmentally preferable options and features are enabled on all eligible electronics and monitor compliance.	Yes	DOT is rolling out a new suite of multifunctional printers that default to double-sided printing and FAA has drafted its duplex printing memorandum.	All DOT multifunctional printers default to double-sided printing by the end of FY13. FAA enables its duplex printing settings to coincide with new operating system deployment in FY13.
Update and deploy policies to use environmentally sound practices for disposition of all agency excess or surplus electronic products, including use of certified eSteward and/or R2 electronic re-	No	DOT is supportive of best management practices to dispose of excess electronic products in an environmentally sound way. DOT has already developed a policy that requires environmentally-sound, electronic product disposal.	

(A) Will the agency implement the following strategies to achieve this goal?	(B) Top 5? Yes/No/NA	(C) Strategy Narrative	(D) Specific targets/metrics to measure strategy success including milestones to be achieved in next 12 months
cyclers, and monitor compliance.			
Ensure acquisition of 95% EPEAT registered and 100% of ENERGY STAR qualified and FEMP designated electronic office products.	Yes	DOT will continue to ensure that acquisitions of electronics meet the EPEAT, Energy Star, and FEMP requirements through tracking and issuing a formal policy.	Issue policy and continue to meet electronic stewardship goals on the OMB Scorecard.
Implement sustainable data management and storage strategies.	Yes	DOT is adopting a “Cloud First” strategy focusing on cloud computing to better manage data storage needs. DOT has already implemented three enterprise platforms in the cloud for web content management, internal collaboration, and Geographic Information Systems (GIS).	DOT will define projects for the next phase of this initiative.
Pilot new technologies to promote telework	Yes	DOT is piloting use of Virtual Desktop Infrastructure (VDI), which will allow more employees to telework using a secure connection. The product reduces the number of electronic products acquired.	Complete pilot in FY 2013 and if successful, roll out the full program in FY 2014.

Goal 8: Renewable Energy

Agency Renewable Energy Percentage of Total Electricity Usage

E.O. 13514 requires that agencies increase use of renewable energy. Further, EPACT 2005 requires agencies to increase renewable energy use such that 7.5 percent of the agency's total electricity consumption is generated by renewable energy sources for FY 2013 and beyond. For FY 2012, the required target was 5 percent of an agency's total electricity consumption.

■ Renewable Energy (MWh)
■ Total Non-RE (MWh)

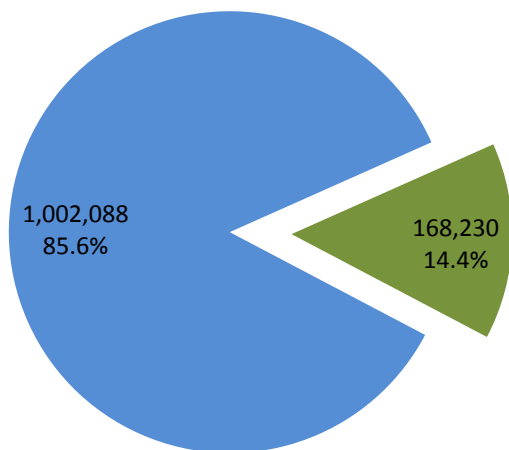


Table 8: Goal 8 Strategies – Renewable Energy

(A) Will the agency implement the following strategies to achieve this goal?	(B) Top 5? Yes/No/NA	(C) Strategy Narrative	(D) Specific targets/metrics to measure strategy success including milestones to be achieved in next 12 months
Purchase renewable energy directly or through Renewable Energy Credits (RECs).	Yes	DOT will continue to prioritize onsite renewable energy generation and direct purchase of renewable energy. However, if necessary, DOT will purchase RECs to meet its renewable energy requirement. DOT will continue to track performance at quarterly meetings with the OAs and DOT Senior Leadership (internal regulatory review).	Ensure that not less than 10% of DOT total electricity consumed annually comes from renewable sources.
Identify onsite renewable energy on Federal sites.	Yes	DOT will continue to work with DOE FEMP and through PBCs to assess sites for onsite renewable energy.	Evaluate at least five sites for feasibility of onsite renewable energy.
Lease land for renewable energy infrastructure.	No	DOT is supportive of on-site renewable energy generation; however the Department is still in the early stages of assessing feasibility of onsite renewable energy generation.	
Develop biomass capacity for energy generation.	No	DOT is supportive of biomass capacity for energy generation; however DOT is still in the early stages of assessing feasibility of renewable energy generation options.	
Utilize performance contracting methodologies for implementing ECMs and increasing renewable energy.	Yes	DOT is pursuing multiple performance based contracts (PBC) nationwide across many facilities (more than 50) that will consider opportunities for increasing renewable energy.	Award at least three PBCs by the end of 2013 and another three by the end of 2014.
Work with other agencies to create volume discount incentives for increased renewable energy purchases.	Yes	DOT will continue explore avenues such as power purchase agreements as a path to increase renewable energy purchases.	Pilot at least one opportunity to partner with another agency for volume discounts.

(A) Will the agency implement the following strategies to achieve this goal?	(B) Top 5? Yes/No/NA	(C) Strategy Narrative	(D) Specific targets/metrics to measure strategy success including milestones to be achieved in next 12 months
Implement a policy to set more aggressive renewable energy goals.	Yes	DOT is developing a policy and guidance that requires no less than 10% of total electricity consumed annually comes from renewable sources, which is above the EPCAct 2005 requirement of 7.5%. In addition, DOT will continue to track performance at quarterly meetings with the OAs and DOT Senior Leadership (internal regulatory review).	Issue policy with 10% renewable energy goal and track progress through the regulatory review process.
Create hierarchy for promoting onsite and direct renewable energy generation.	Yes	Develop a policy and guidance that prioritizes the development of onsite renewable energy generation and direct renewable energy generation before purchasing RECs.	Issue policy and communicate to all relevant stakeholders.

Goal 9: Climate Change Resilience

Agency Climate Change Resilience

E.O. 13514 requires each agency to evaluate agency climate change risks and vulnerabilities to identify and manage the effects of climate change on the agency's operations and mission in both the short and long term.

Table 9: Goal 9 Strategies – Climate Change Resilience

(A) Will the agency implement the following strategies to achieve this goal?	(B) Yes/No/NA	(C) Strategy Narrative	(D) Specific targets/metrics to measure strategy success including milestones to be achieved in next 12 months
Ensure climate change adaptation is integrated into both agency-wide and regional planning efforts, in coordination with other Federal agencies as well as state and local partners,	Yes	DOT will continue to implement its Policy Statement on Climate Change Adaptation, which requires DOT to integrate consideration of climate change impacts and adaptation into DOT planning, operations, policies, and programs, and to assist State and Local agencies in planning for climate change	DOT will update the plan to reflect work recently undertaken or planned by the Department. The Office of the Secretary, operating administrations, and other partners are each playing a role in implementing the plan.

(A) Will the agency implement the following strategies to achieve this goal?	(B) Yes/No/NA	(C) Strategy Narrative	(D) Specific targets/metrics to measure strategy success including milestones to be achieved in next 12 months
Tribal governments, and private stakeholders.		and ensuring that transportation systems continue to be effective under current and future climate conditions.	
Update agency emergency response procedures and protocols to account for projected climate change, including extreme weather events.	No	DOT emergency response procedures reflect most climate threats, but do not make explicit judgments about current or future frequency of such of events.	
Ensure workforce protocols and policies reflect projected human health and safety impacts of climate change.	No	Adaptation planning addresses climate-induced transportation safety issues, as well as weather impacts on health of transportation work force and system users.	
Update agency external programs and policies (including grants, loans, technical assistance, etc.) to incentivize planning for, and addressing the impacts of, climate change.	Yes	DOT will issue guidance (and develop programs and policies) that address resiliency to extreme events. MAP-21, the recent transportation reauthorization bill, has several provisions such as the Public Transportation Emergency Relief Program, FTA's definition of "State of good repair" and eligibility for resiliency in bridge and tunnel projects, that will permit DOT to address the impacts of climate change.	DOT will develop interim policy guidance to establish the agency's formal definitions. DOT will as authorized or directed by statute, make loans, and award grant funds.
Ensure agency principals demonstrate commitment to adaptation efforts through internal communications and policies.	No	Agency principals are already demonstrating their commitment to adaptation efforts. DOT administrations report progress on adaption actions along with other regulatory and sustainability actions to the Deputy Secretary at regularly scheduled meetings, and frequently champion initiatives resulting in significant cost savings and environmental improvements.	

(A) Will the agency implement the following strategies to achieve this goal?	(B) Yes/No/NA	(C) Strategy Narrative	(D) Specific targets/metrics to measure strategy success including milestones to be achieved in next 12 months
Identify vulnerable communities that are served by agency mission and are potentially impacted by climate change and identify measures to address those vulnerabilities where possible.	Yes	Since Federal transportation funding reaches most U.S. communities, DOT encourages State and local agencies to identify transportation assets and systems that may be affected by climate change, and to develop State and local adaptation plans that reflect local knowledge. As part of this effort, DOT continues to fund adaptation assessment pilots and vulnerability assessments across OAs. Providing case studies of vulnerability assessments in different locations will enable stakeholders to be better equipped to determine potential climate impacts, and help DOT better identify strong adaptation strategies as well as scrutinize the trade-offs and cost implications of implementing adaptation strategies.	Increase the number of adaptation plans funded, population affected by funded plans, and extent of transportation system covered by funded plans. FTA is funding seven transit agency climate adaptation assessments pilots that are scheduled to be completed by spring 2013. In FY 2013, FHWA is planning to initiate additional pilots to support infrastructure and/or system vulnerability and risk assessments. Completion of this work empowers DOT to extract lessons learned from the pilots and empower stakeholders to apply them to their own vulnerability or adaptation assessments. FAA will continue to provide airport sustainability grant funding. These plans will allow applicable airports to develop climate adaptation initiatives.
Ensure that agency climate adaptation and resilience policies and programs reflect best available current climate change science, updated as necessary	Yes	DOT will reflect best available current climate change science in policies and programs. DOT will encourage our stakeholders and funding recipients to conduct a range of activities that will help them analyze the risks and start adapting to climate change.	DOT will continue to provide tools, case studies, best practices, and outreach for incorporating climate considerations into transportation decision-making that will be built upon best available current climate change science.
Design and construct new or modify/manage existing agency facilities and/or in-	No	Agencies (particularly FAA) are incorporating resiliency considerations into design and construction of new assets.	

(A) Will the agency implement the following strategies to achieve this goal?	(B) Yes/No/NA	(C) Strategy Narrative	(D) Specific targets/metrics to measure strategy success including milestones to be achieved in next 12 months
frastructure to account for the potential impacts of projected climate change.		FAA accounts for most DOT directly owned and operating physical facilities.	
Incorporate climate preparedness and resilience into planning and implementation guidelines for agency-implemented projects.	Yes	DOT will continue to incorporate climate preparedness and resilience into planning and implementation guidelines for agency-implemented projects. To ensure this objective is met, OAs will work with grantees to ensure that potential impacts are incorporated into existing grantee asset management systems. Agencies will work to assess the policy, guidance, practices, and performance measures of its asset management programs to incorporate such considerations.	In FY 2013 and FY 2014, FHWA will develop draft guidance documenting procedures and methodologies for incorporating climate change considerations into planning and design analyses for highway projects in the coastal environment. DOT will draft a Resiliency Policy that will be incorporated into all appropriate programs.. FTA will obligate \$5.2 billion in resiliency grants for transit agencies affected by Hurricane Sandy in part by formula grants, and partly through competitive award. The competitive awards will help shape an operational definition of resiliency and help define criteria for measuring the effectiveness of resiliency projects.
Update agency external programs and policies (including grants, loans, technical assistance, etc.) to incentivize planning for, and addressing the impacts of, climate change. – Part 2	Yes	DOT coordinated with the Hurricane Sandy Task Force to incorporate climate change resiliency considerations including guidance to consider sea level rise in floodplains and definitions of resiliency projects into its notices of funding related to Hurricane Sandy as authorized in the Disaster Relief Appropriations Act of 2013.	Report on the outcome of this action as part of the next version of the Departmental Climate Adaptation Plan.

Appendix

Abbreviation or Acronym	Full Name
AFV	Alternative Fuel Vehicle
BTU	British Thermal Unit
CAFE	Corporate Average Fuel Economy
C & D	Construction & Demolition
CO₂	Carbon Dioxide
DOE	Department of Energy
ECM	Energy Conservation Measure
EISA	Energy Independence and Security Act of 2007
EMS	Environmental Management System
EO	Executive Order
EPA	Environmental Protection Agency
EPAct	Energy Policy Act of 2005
ESPC	Energy Savings Performance Contract
FAA	Federal Aviation Administration
FAR	Federal Acquisition Requirements
FEMP	Federal Energy Management Program
FHWA	Federal Highway Administration
FMC	Fleet Management Council
FMCSA	Federal Motor Carrier Safety Administration
FPDS-NG	Federal Procurement Data Systems – Next Generation
FRA	Federal Railroad Administration
FTA	Federal Transit Administration
FY	Fiscal Year
GHG	Greenhouse Gas
HEV	Hybrid Electric Vehicles
HPSB	High Performance Sustainable Buildings
HQ	Headquarters
ILMS	Integrated Logistics Management System
MAP-21	Moving Ahead for Progress in the 21 st Century
MARAD	Maritime Administration
NHTSA	National Highway Traffic Safety Administration
NOO	Notice of Opportunity
OA	Operating Administration
OIG	Office of the Inspector General
OMB	Office of Management and Budget
OST	Office of the Secretary of Transportation
PBC	Performance Based Contract
PEV	Plug-in Electric Vehicles
PHMSA	Pipeline and Hazardous Materials Safety Administration
RECs	Renewable Energy Credits
RITA	Research and Innovative Technology Administration
SLSDC	Saint Lawrence Seaway Development Corporation

Appendix

SME	Subject Matter Expert
SSO	Senior Sustainability Officer
SSOC	Senior Sustainability Officer Committee
The Department	Refers to the U.S. Department of Transportation
UESC	Utility Energy Service Contract
USDA	U.S. Department of Agriculture
U.S. DOT	U.S. Department of Transportation
U.S. GSA	U.S. General Services Administration

Related Resources

- DOT Sustainability: <http://www.dot.gov/sustainability>
- Climate Change: <http://www.climate.dot.gov/>
- Livable Communities: <http://www.sustainablecommunities.gov/>
- Community Spotlight: <http://www.whitehouse.gov/blog/2013/02/05/greengov-spotlight-communities-leading-example>