

Increase Environmentally Preferred Purchasing Practices within State and Local Governments

Current state government procurement practices encourage environmentally preferable purchasing in some areas, but do not encourage or even provide for EPP in other areas. The large amount of goods and services that are purchased in Washington, by government and by non-governmental entities and individuals, provide an opportunity to increase the use of and supply of products and services that involve fewer greenhouse gas emissions.

Recommendations:

1. Add "carbon neutral" as a required attribute of EPP product purchasing
2. RCW 43.19.190 related to state purchasing requires that purchasing must be "cost effective," yet does not define what that means. Define "Cost-effective" as meaning "producing optimal results for the expenditure." Optimal results, besides being a low price, must include neutral environmental impacts, or suppliers demonstrating that they have offset the environmental impacts of their products through some acceptable certification process.
3. Harmonize the various procurement laws to assure equal application of EPP requirements by all agencies and institutions.
4. Establish EPP as equivalent to product cost in the criteria for selecting suppliers or service providers.

Bike Rack or Referred

1. Require environmental impact statements on large purchasing contracts such as automobiles, paper products. (BIKE RACK)
2. Require, or establish preference for, purchasing in-state produced products - Use GHG generation including production and transport GHGs, to determine preference. (REFER TO WORKGROUP 2).
3. Amend existing procurement laws by eliminating "preferences" (e.g. preference for recycled content paper) and requiring EPP (MERGE WITH RECOMMENDATION 1 ABOVE).
4. Encourage appropriate state loan and grant programs to support Washington based businesses that invest in the manufacturing of recycled content products. (REFER TO WORKGROUP 2).
5. Import tax based on carbon at production level (for imports into Washington State) (REFER TO WCI).

In order to support these ideas, the task group needs answers to the following questions:

1. What limitations exist in the EPP-related laws and Executive Orders?
2. Have the existing laws and executive orders been fully implemented and if not, why not?
3. What percent of relevant products and services that the state has purchased, which are covered by existing EPP policies, have actually met the EPP policies intent?
4. How much is spent on state procurement contracts (check #s)--and who spends it?
5. How much is spent on state govt purchasing outside of the contracts?
6. How could a preference for "locally" produced products (fewer vehicle miles traveled) be instituted (Commerce Clause, etc.)?
7. How can we build in light-weighting of products and packaging into our approach? (Re: David Allaway's presentation)
8. What products provide the greatest potential for GHG reductions?
9. How can we get a baseline of what is being purchased now?
10. What percent of total sales in Washington is government purchasing?
11. Do we have GHG #s for any of the 17 EPP contracts?