

MEETING SUMMARY
Washington Climate Advisory Team (CAT)
Transportation Technical Work Group (T TWG)
Call #1, May 8, 2007, 10:00am – 12:00pm

Attendance:

1. Technical Working Group members: Genesee Adkins; Dennis Antonellis; Dick Ford; Paul Parker; KC Golden; Dennis Hession; Steve Marshall; Sue Mauermann; Mary McCumber; Michael McGinn; Leslie Stanton (alternate for Dennis McLerran); Dave Moore; Kirk Thomson; Jay Larson (alternate for Aaron Reardon); Doug Howell (alternate for Jim Lopez); Name unknown (alternate for Megan White)
2. Center for Climate Strategies (CCS) and Ross & Associates staff: Will Schroeer; Jeff Ang-Olson; Lisa McNally; Bill Ross
3. Washington State Agency (ECY/CTED) Liaison and Attendees: Janice Adair; Marsh Taylor; Joyce Philips; Julie Anderson; Carolee Sharp

Background documents:

(All posted at http://www.ecy.wa.gov/climatechange/cat_twg_trans.htm)

1. Powerpoint presentation (including agenda) for meeting
2. Catalog of State Actions
3. Descriptions of Catalog Items
4. Greenhouse Gas Inventory and Reference Case Projections

Discussion items and key issues:

1. Roll call and introductions of TWG, CCS, and State contacts conducted.
2. CCS reviewed the Agenda for the call.
3. Janice Adair of the Department of Ecology gave an overview of the purpose and key outcomes of the process and the roles of the CAT and the TWGs. She introduced the ground rules for participation by the Transportation TWG. The five TWGs play an advisory role to the CAT to recommend GHG policy options to be included in the final report (to be completed by January 2008).
4. Part 1 - CCS provided an overview of the process, introducing the 10-step CCS Work Plan for aggregating and prioritizing GHG mitigation options and conducting technical analysis. The TWG is currently working on the first 3 steps. CCS reviewed the policy template to be used to define mitigation options; templates completed by both the TWG and the CAT will be used to provide main content of final report. CCS also reviewed the decision criteria for prioritizing options. The following is a summary of comments related to topics covered under Part 1:

- a. Criteria for prioritizing options: Individual members are free to apply additional criteria the TWG deems most appropriate as long as the overall goals of the framework are kept in mind. There is no formal set of criteria. TWG members will not be ranking feasibility of options.
 - b. Technical analysis: The TWG should consider the impacts of externalities, as opposed to simply listing them, to avoid overemphasizing potential emissions reductions.
 - c. The Transportation TWG is focusing on technical analysis of options, whereas the CAT will consider the political feasibility more specifically.
5. Part 2 - CCS reviewed WA's GHG inventory and forecast emissions estimates. Inventory and projection approaches and methods used to develop transportation sector emissions estimates were also reviewed. TWG members should review the GHG Inventory & Forecast report (available on the CAT website) to be able to address questions on the next call. The TWG will need to provide any recommendations for changes to the CAT.
6. Part 3 - CCS reviewed the Catalog of State GHG Actions and provided a brief summary of potential GHG mitigation strategies for consideration by the TWG. TWG members are asked to review these materials in more detail before the next call and be ready to discuss additions and revisions to the catalog. The following comments were made in reference to Catalog strategies:
- a. The TWG will follow a similar iterative process as that followed by PSCAA's Climate Protection Advisory Committee in prioritizing strategies for reducing GHG emissions. Potential mitigation strategies can be pulled from the CPAC report. The report can be accessed here:
<http://www.pscleanair.org/programs/climate/rptfin.pdf>
 - b. The prevention of double counting and necessary cross-walking between CAT and the five TWGs will occur throughout the analytical task of developing the strategies list.
 - c. The linkage between VMT reduction and GHG reduction was emphasized during the call; specifically, that WA has committed to developing a plan to gradually reduce per capita VMT, thereby requiring a commitment to aggressive VMT reduction goals or benchmarks.
 - d. Regarding option 1.5, Vehicle Purchase or Registration Incentives: Consider incentives to support hybrid-electric plug-in infrastructure at place of employment, park-and-ride lots, etc. More comprehensively, this option can be expanded to promote the use of flexible fuels through a range of pilot projects. The flexible fuels strategy should not only support plug-in hybrid electric vehicles, but more broadly, the promotion of a range of alternative fuel vehicle types that currently operate on petroleum-based fuels. This option should include a combination of incentives and regulations to support the achievement of goals.
 - e. Regarding option 2.2, Vehicle Maintenance, Driver Education: Expand driver education to include education about a range of mobility options (e.g., how to use public transportation; how to commute to work by bike, etc.).

- f. Regarding option 3.1, Renewable Fuel Standard: Consider California's Low Carbon Fuel Standard (LCFS) for transportation fuels establishing an initial LCFS goal of reducing the carbon intensity of California's passenger vehicle fuels by at least 10 percent by 2020. See: <http://gov.ca.gov/index.php?/fact-sheet/5155>
- g. Regarding option 4.1, Promote Infill and/or Transit-oriented Development: Consider strengthening options for multi-modal infrastructure investment to maintain level of service but not necessarily build road systems as the only measure for accommodating a region's growth. This includes capital improvements of existing infrastructure such as bike/pedestrian and parking infrastructure.
- h. Regarding option 6.1, Intermodal Rail Improvements: Transportation Commission recently completed a rail study that will be circulated to the TWG.
- i. Consider affects of road building/highway expansion in WA's efforts to meet the GHG reduction target and the challenges of short-term modeling that show emissions benefits associated with road expansion; if long-term modeling were practical, results would show a deficit in benefits.

Next steps and agreements:

1. The next TWG meeting will be held on May 24, from 10-12pm.
2. TWG members are asked to review the GHG Inventory & Forecast for additional discussion in the next call.
3. TWG members are asked to review the Catalog of State Actions and the Descriptions of Catalog Items documents and suggest revisions before the next call. (Suggestions can be sent to Jeff Ang-Olson, CCS.) An updated Catalog version reflecting revisions will be circulated to TWG members before the next call. The goal of the next call is to finalize a list of mitigation options to be submitted to the CAT for approval.