

MEETING SUMMARY - DRAFT
Washington Climate Advisory Team (CAT)
Transportation Technical Work Group (T TWG)
Call #2, May 24, 2007, 10:00am – 12:00pm

Attendance:

1. Technical Working Group members: Genesee Adkins, Dennis Antonellis, Dick Ford, Paul Parker, KC Golden, Dennis Hession, Teresa Jones, Doug Howell, Steve Marshall, Mary McCumber, Paul Carr, Dave Moore, Jay Larson, Megan White, Michael McGinn
2. Center for Climate Strategies (CCS) and Ross & Associates staff: Jeff Ang-Olson; Lisa McNally; Bill Ross; Lydia Dobrovlny
3. Washington State Agency (ECY/CTED) Liaison and Attendees: Joyce Phillips; Marsh Taylor

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. CCS conducted roll call.
2. CCS reviewed the Agenda for the call.
3. CCS discussed a change to the public input process. The public is now invited to email comments through the WA Department of Ecology website (via “contacts” link on the left-hand side of the homepage). Public comments are posted to the Climate Advisory Team website.
4. The summary of notes from Call #1 was reviewed. Two clarifications were provided by TWG members and will be added to the Call #1 draft summary for final posting to T TWG webpage: http://www.ecy.wa.gov/climatechange/cat_twg_trans.htm
 - a. Regarding option 1.5 Vehicle Purchase and Registration Incentives. Input from Call #1 was intended to be more comprehensive than just focusing on the creation of incentives for fuel-efficient vehicle purchase and including capability for plug-in hybrids at park-and-rides, etc. This option should be expanded to include the expansion of flexible fuels capacity through a range of pilot projects. The flexible fuel 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.

- b. The linkage between VMT reduction and GHG reduction was emphasized in Call #1; 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. This idea was captured in the revised Catalog, but needs to be added to the Call #1 summary of notes as it was discussed during the call.
5. CCS provided an overview of the process for identifying priority options for further analysis. Today's call focused on revising Catalog options for the CAT's review and approval on June 5. After the CAT's approval, each TWG member will identify ten priority options by completing a ballot that CCS will send TWG member the week of June 11-15. CCS will compile results for discussion at next T TWG call, tentatively scheduled for June 26, 10-12 PDT.
 6. CCS reviewed the Catalog of State Actions. During the review, T TWG members offered the following discussion points which will be used to revise the Catalog:
 - a. 1.1 Clean Car Program. This option should be expanded to include "Support increased Corporate Average Fuel Economy (CAFE) standards" (i.e., to increase *federal* standards for increased miles per gallon for light duty vehicles [passenger cars, minivan, sport utilities and pick-ups]). Increased mpg is directly related to less tailpipe emissions of carbon dioxide. Current federal legislation calls for an overall light duty vehicle standards of 35 mpg. King County's "Cool Counties" recommendation for the National Association of Counties also recommends a 35 mpg standard for CAFE. We recommend the CAT endorse the 35 mpg standard.
 - b. 1.4 Black Carbon Control for Freight Vehicles. There is concern about including this option as it is difficult to quantify the GHG benefits and this option seems out of place because it might distract from more direct ways to reduce GHGs. It was decided to leave this option in the Catalog; judgment about its viability will be made during the T TWG voting process.
 - c. 1.5 Vehicle Purchase or Registration Incentives. The suggestion to expand this option to include incentives for the operation of electric buses and trolleys has been added to option 1.8 Incentives for Low Emission Transit Vehicles. It was also suggested that this option be expanded to emphasize the flexible fuel strategy to not only support plug-in hybrid electric vehicles, but more broadly, a range of alternative fuel vehicle types that currently operate on petroleum-based fuels. This option should also include a combination of incentives and regulations.
 - d. 1.6 Operational Incentives for Low-GHG Vehicles. An objection was raised to allowing preferential access to HOV lanes by low-GHG vehicles, as vehicles may still only be carrying one occupant. The TWG agreed to remove HOV lane access language from this option description.
 - e. 2.2 Driver and Alternative Transportation Education. This option should also include vehicle purchase education related to the "best in class" guide for cars and

trucks regarding fuel efficiency to support consumer education about comparative fuel economy and GHG emissions of vehicles.

- f. 2.3 Heavy-Duty Vehicle Idling Regulations and/or Alternatives. This option should be expanded to include idling regulations for other vehicles (e.g. taxis). The description and title will be amended to reflect this.
- g. Regarding options 3.1, 3.2, and 3.4 related to fuel standards and production, it was suggested to incorporate the need for regulations for fuel quality standards for renewable and alternative fuels.
- h. 3.1 Low Carbon Fuel Standard. Expand the LCFS option to include R&D for research into use of enzymes for breaking down cellulose to produce ethanol (as opposed to corn-based ethanol which has a lower life cycle benefit).
- i. 4.2 Increase Residential Densities within Urban Areas. Clarify this option to focus on the goal of limiting the urban growth area, expansion, and increasing residential density to reduce VMT. Rename option to “Limit Urban Growth Areas.” The following introductory sentence was offered: “More efficient development patterns reduce VMT and help conserve natural resource land and natural areas.”
- j. The WA Action of the GMA listed under option 4.4 action can also be added to 4.3 and 4.2. All three options fall under the scope of the WA’s GMA.
- k. General concern for SG options: Need to consider how these options can also promote the development of affordable housing given the reality that infill often raises land prices.
- l. 4.4 Designate Employment and Housing Centers for Investment Planning. In this option and other SG options, need to account for the fact that people work farther and farther from where they live, often resulting in greater VMT. The job/housing imbalance will need to be considered in these options. Promoting employment centers near residential growth, as well as company-sponsored transit options (also included under 5.7), should be considered.
- m. 4.6 VMT/GHG Mitigation Requirements for Large Developments. This option should be expanded to include requirement that the identification of GHG measures be part of the review system. It was suggested to omit the language of purchasing emission credits (which are so cheap) and instead promote the use of a 1:1 VMT reduction replacement – if development will increase VMT, then developers have to make substantial investment to offset expected VMT increase.
- n. 4.7 Multimodal Concurrency. This option needs to reflect the idea that new development has to demonstrate sufficient transportation infrastructure to support growth. Development patterns need to be consistent with GHG reduction goals.
- o. 4.8 (New suggestion). Enabling Legislation that Allows Local Governments and/or Transit Agencies to implement Transit/TDM impact fees. This would help put transit on an even footing with roads in developing areas. Currently RCW 82.02.050 allows for impact fees for public facilities narrowly defined as roads, schools, parks, and open space. State enabling language could allow local

jurisdictions and/or transit agencies to adopt impact fees from new development to fund transit and TDM programs.

- p. 4.9 VMT Reduction Goals. Suggestion to create this as a new option in section 4 (it was previously option 5.11), and call it “VMT and GHG Reduction Goals in Comprehensive Planning.” Comprehensive planning would require local governments to adopt schedule for VMT and GHG emission reductions; and, they should be provided with guidance for achieving goals. This option would allow respective planning jurisdictions to be consistent with VMT *and* GHGs reductions to which they have committed. This would be a local compliment to a state VMT reduction plan to commit the state to development of a plan/schedule to gradually reduce per capita VMT.
- q. 5.1 Transportation System Management. This option should recognize the use of roundabouts at intersections to reduce delay.
- r. 5.3 Expand Transit Infrastructure and/or Improve Existing Service. It was agreed that this option should be expanded to cover intercity bus service. Use of WSDOT data on travel origins and destinations could help determine if there are intercity regional routes that need prioritization.
- s. 5.6 Additional Financing Tools to Invest in Local Transportation Infrastructure. This option could be moved to new suggested option, 4.8 for considering transit impact fees as a possible tool. Also include a fee structure to focus growth in the right places. Include a statement exploring not applying fees where we do not want growth to occur and subsidizing growth where we do want it to occur.
- t. 5.7 Commuter Choice Programs. Suggested that text be added to this option to note that for every state dollar spent to encourage commuter choice, the private sector matches with 17 dollars of incentives.
- u. 5.11 (New Suggestion) State VMT Reduction Plan. The state would establish a schedule of goals for reducing statewide VMT (or GHGs from vehicle use). This schedule of goals could then be used by local governments to set their own goals and track progress.
- v. 5.12 Quantification of GHG Impacts of Transportation Plans and Programs. It was suggested that this option be expanded to cover projects, corridors, and construction/options, in addition to plans and programs. Change language from “MPOs” to “RTPOs,” which are the planning organizations over which the state has authority.
- w. 5.13 (New Suggestion) Pay-As-You-Drive Automobile Insurance. The state would encourage and support the provision of pay-as-you-drive auto insurance, possibly including state support for additional pilot programs. This would also require the state commission to conduct an active review of possibilities. King County has a significant demonstration underway, and if the pilot will have any meaning for how it can be replicated, it will need support from the state.
- x. 6.1 Intermodal Rail Improvements for Freight. This option should focus on improvements to railroad infrastructure (not just intermodal infrastructure) and

other strategies to encourage more use of freight rail. Title should remove the term “intermodal.”

- y. 6.5 Harbor Craft GHG Reductions. Suggestion to expand this option to include small marine engine efficiency standards and the quality standards for marine biofuels, especially for ferries.
- z. 6.7 Off-Road Vehicle GHG Reductions. Suggestion to expand this option to include several strategies for reduction GHG emissions from highway construction, including: idle reduction for construction equipment; use of alternative fuels in construction equipment; use of alternative highway construction materials that reduce GHGs (such replacing cement with fly ash in concrete).

Next steps:

1. The next TWG meeting is tentatively scheduled for the week of June 25-29, exact date and time TBD. For meeting #3, TWG members will discuss results of TWG voting on potential priorities for analysis of policy options.
2. TWG members are asked to review the GHG Inventory & Forecast for additional discussion in the next call. The GHG Inventory is currently in draft form and will be revised in June/July for a final approval at August CAT meeting. A major improvement is to incorporate the Puget Sound Marine Inventory that has been recently released.