

Catalog of State Actions Transportation Working Group

A catalog of state-level, GHG-reducing actions and policy options based on actions undertaken or considered by state, local and private actors.

Key to Future Rankings of Options in the Tables that Follow:

Potential GHG Emission Reductions <u>1/</u>	Potential Cost or Cost Savings <u>1/ 2/</u>
High (H): At least 1.0 million metric tons (MMt) carbon dioxide equivalent (CO ₂ e) per year by 2020 (~1% of current WA emissions)	High (H): \$50 per metric ton CO ₂ e (tCO ₂ e) or above
Medium (M): From 0.1 to 1.0 MMtCO ₂ e per year by 2020	Medium (M): \$5-50/tCO ₂ e
Low (L): Less than 0.1 MMtCO ₂ e per year by 2020, or 1 MMtCO ₂ e by 2050	Low (L): Less than \$5/tCO ₂ e
Uncertain (U): Not able to estimate at this time	Negative (Neg): Net cost savings
	Uncertain (U): Not able to estimate at this time
<p><u>1/</u> Several measures may overlap in terms of emissions reductions and/or cost impacts. Estimates assume measures would be implemented independently from other measures.</p> <p><u>2/</u> Costs are denoted by a positive number. Cost savings (i.e., “negative costs”) are denoted by a negative number.</p>	

Definition of “Priorities for Analysis”:

- **High:** High priority options will be analyzed first.
- **Medium:** Medium priority options will be analyzed next, time and resources permitting.
- **Low:** Low priority options will be analyzed last, time and resources permitting.

Table-3 Transportation (T)

Option No.	GHG Reduction Policy Option	Potential GHG Emissions Reduction	Cost per Ton	Other Considerations: Contribution to 2035/2050 goals, Job Creation, Fuel Imports, Externalities, Feasibility	Priority for Analysis	Notes / Related Actions in WA State
T-1 VEHICLE/EQUIPMENT TECHNOLOGY						
1.1	Clean Car Program (“Pavley” GHG standards for autos)	H	Neg			Beginning January 1, 2009, new cars and light trucks sold in the State must meet the California Clean Car vehicle emissions standards.
1.2	Fuel-Efficient Tires	M	Neg			
1.3	Freight Vehicle Fuel Efficiency Improvements	L	Neg			
1.4	Diesel Emission Reduction and Fuel Saving Technologies (for trucks, locomotives, ships, port equipment, and other equipment)	M/H	M			<p>A number of existing efforts promote these strategies in Washington, including the Puget Sound Diesel Solutions program, West Coast Collaborative, the Northwest Ports Clean Air Strategy and the bundling of truck fuel saving strategies offered by Cascade Sierra Solutions.</p> <p>HB 1303 supports the provision of incentives for plug-in truck auxiliary power units and truck stop electrification, as well as port electrification.</p> <p>In 2005, Legislature authorized \$2 million (and an additional \$2.3 million in 2007) to retrofit 20% diesel engines owned by public entities. Prior funding can also be used to retrofit privately-owned diesel vehicles.</p>

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1.5	Vehicle Purchase or Registration Incentives (registration fees, tax credits, feebates, etc.)	L/M	U	Federal Tax Code provides tax credits for alternative fuel vehicles		Clean alternative fueled vehicles and hybrid passenger vehicles with a fuel economy of at least 40 mpg on the highway are exempted from state sales and use taxes starting in 2009, under SB 5916. HB 1303 supports the use of plug-in hybrid vehicles by the state and provision of plug-in capability at state locations. Tax and fee incentives can be provided to encourage individual and fleet purchases of plug-in hybrid vehicles.
1.6	Operational Incentives for Low-GHG Vehicles (preferential parking, etc.)	L	U			
1.7	Incentives to Retire or Improve Older High-GHG Vehicles (passenger or freight)	L	M/H			
1.8	Incentives for Low Emission Transit Vehicles	L	M/H			
T-2	VEHICLE OPERATION					
2.1	Lower and/or Enforce Speed Limits	M	U			
2.2	Driver and Alternative Transportation Education	L	U			
2.3	Vehicle Idling Regulations	L/M	Neg			

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T-3 ALTERNATIVE FUELS						
3.1	Low Carbon Fuel Standard	H	M			
3.2	Renewable Fuel Standard (ethanol and/or biodiesel)	M/H	M			Beginning in November 30, 2008, fuel suppliers must ensure a minimum of 2% of total annual diesel and 2% of total annual gasoline sold in the State is biodiesel or ethanol. These standards ramp up, subject to the availability of WA-produced feedstocks.
3.3	Alternative Fuel Mandates for State/Local Fleets	L	M			An Executive Order directs agencies to reduce 20% petroleum use in the operation of state vehicles and privately-owned vehicles used for state business, by September 1, 2009. By that date, standard diesel must be replaced with 20% biodiesel blend, and as soon as practical, agencies must begin using a minimum 5% biodiesel blend.
3.4	Alternative Fuel Production Incentives (reduced fuel taxes, production tax credits, loans, etc.)	U	U			Legislature passed four bills which provide various tax and use incentives to encourage the development, distribution, and sale of biodiesel and ethanol fuels.

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3.5	Alternative Fuel Infrastructure Development	U	U			2006 Legislature appropriated \$17 million for the Energy Freedom Loan Program to develop a viable bioenergy industry, promote research, and develop bioenergy sources and markets to support growth of bioenergy crops. 2007 Legislature authorized a bill to create a vehicle electrification grant program. The bill also authorizes state agencies to provide electricity at state facilities for operation of state electric vehicles and privately-owned electric vehicles used for state business.

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T-4 SMART GROWTH						
4.1	Promote Compact and Transit-Oriented Development	L/M/H	Neg			<p>Washington adopted the Growth Management Act in 1990 that requires state and local governments to manage Washington’s growth by identifying and protecting critical and natural resource areas, designating urban growth areas, preparing comprehensive plans, and implementing them through capital investments and development regulations.</p> <p>Additionally, the Commute Trip Reduction Efficiency Act, adopted in 2006, created the Growth and Transportation Efficiency Center (GTEC) program. This allows for the creation of GTECs by local jurisdictions where land use designation, transit facilities, bike and pedestrian infrastructure, and employer and/or residential programs are in place to decrease drive-alone trip rates by at least 10% and VMT by at least 13%. The legislature appropriated \$2.4 million to this program in 2007.</p>
4.2	VMT/GHG Mitigation Requirements for Large Developments	L/M	U			

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4.3	Multimodal Concurrency and Transit/TDM Impact Fees	L/M	U			<p>The State Growth Management Act requires that adequate street capacity is provided concurrently with development to handle the projected increased traffic.</p> <p>RCW 82.02.050 allows for impact fees for public facilities narrowly defined as roads, schools, parks, and open space.</p>
4.4	VMT and GHG Reduction Goals in Comprehensive Planning	L/M/H	U			<p>The Commute Trip Reduction Efficiency Act, adopted in 2006, created the Growth and Transportation Efficiency Center (GTEC) program. This allows for the creation of GTECs by local jurisdictions where land use designation, transit facilities, bike and pedestrian infrastructure, and employer and/or residential programs are in place to decrease drive-alone trip rates by at least 10% and VMT by at least 13%. The legislature appropriated \$2.4 million to this program in 2007.</p>
T-5 SYSTEM EFFICIENCY AND DEMAND MANAGEMENT						
5.1	Transportation System Management (signal timing, roundabouts, HOV lanes, intelligent transportation systems, etc.)	L/M	M/H			
5.2	Ridesharing (carpool and vanpool programs, park-and-ride, etc.) and Transit Promotion	L/M	M/H			<p>The Legislature passed SB 5412 in 2007, requiring Washington to develop a plan to reduce per capita vehicle miles traveled. The State must commit to a series of aggressive VMT reduction goals.</p>

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5.3	Expand Transit Infrastructure (rail, BRT) and/or Improve Existing Service (frequency, quality, etc.)	L/M	M/H			
5.4	Bicycle and Pedestrian Infrastructure Improvements	L	M/H			Seattle’s and Kirkland’s “Complete Streets” ordinances establishes principals for street design to support and encourage walking, bicycling, and transit use while promoting safe operations for all users.
5.5	Additional Financing Tools to Invest in Local Transportation Infrastructure	U	U			
5.6	Commuter Choice Programs (pre-tax transit, telecommute, parking cash-out, etc.)	U	L			Legislature passed the Commute Trip Reduction Efficiency Act that uses partnerships among employers, local jurisdictions, transit systems, and the State to discourage traveling by single-occupant vehicles to the work place.
5.7	Expand Roadway Pricing (e.g., tolling)	U	U			PSRC recently conducted a pilot test of an in-vehicle taxi-like metering device to assess roadway user charges. This Traffic Choices Study involved 500 vehicles from more than 300 households. The Legislature passed SB 5412 in 2007, which requires WSDOT to consider efficiency tools including system-wide pricing. The Washington State Transportation Commission also conducted a thorough tolling study which outlines their vision for the role of tolling and pricing in the near future.
5.8	Increase Motor Fuel Taxes	L/M	U			
5.9	Parking Management	U	U			

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5.10	State VMT Reduction Plan	U	U			The Legislature passed SB 5412 in 2007, which would commit the state to development of a plan to gradually reduce per capita vehicle miles traveled. The Commute Trip Reduction Efficiency Act that uses partnerships among employers, local jurisdictions, transit systems, and the State to discourage traveling by single-occupant vehicles to the work place.
5.11	Quantification of GHG Impacts of Transportation Plans, Programs, and Projects	L	L			
5.12	Pay-as-You-Drive Automobile Insurance	M/H	Neg			King County has a significant demonstration underway.
T-6 NON-ROAD OPTIONS						
6.1	Rail Improvements for Freight	L/M	H			
6.2	Intercity Rail or High-Speed Rail Corridors	L	H			
6.3	Aircraft GHG Reductions	L/M	U			
6.4	Airport Operations and Ground Equipment	L	M/H			