

Catalog of States Climate Mitigation Actions, ©EESI/CCS, 2006

Prepared by The Center for Climate Strategies (CCS) based on actions undertaken or considered by US states.

Tables of State Level Climate Mitigation Actions:

Table	Sectors Covered
3	Transportation and Land Use (TLU)

Table 3 - Transportation and Land Use (TLU)

Option No.	GHG Reduction Policy Option	Priority for Analysis	Potential GHG Emissions Reduction	Potential Cost or Cost Savings	Ancillary Impacts, Feasibility Considerations	Notes
TLU-1 PASSENGER VEHICLE GHG EMISSION RATES						
TLU-1.1 VEHICLE TECHNOLOGY						
1.1.1	Legislate Tailpipe GHG Emission Standards: California Clean Car					Often called “Pavley” after the California legislative sponsor.
1.1.2	Legislate ZEV/LEV-2 Implementation					
1.1.3	Fund R&D on Low-GHG Vehicle Technology (e.g., fuel cell)					
1.1.4	Encourage/mandate add-on Technologies (Low Friction Oil, Low-Rolling Resistance Tires)					
1.1.5	Require adoption of hybrid engine buses					
1.1.6	Require GHG emission stickers for automobile sales					
1.1.7	Fund infrastructure for plug-in hybrids					
TLU-1.2 VEHICLE OPERATION						
1.2.1	Enforce Speed Limits – speed cameras and police					

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1.2.2	Encourage Vehicle Maintenance, Tire Pressure Maintenance, Driver Training (eco-driving, fuel-efficient shifting)					
1.2.3	Transportation System Management (Intelligent Transportation Systems) – signal synchronization, variable message signs, real-time driver information and feedback					
1.2.4	Require tune-up services to include tire pressure					
1.2.5	Passenger vehicle anti-idling program					
1.2.6	School education programs					
TLU-1.3	INCENTIVES & DISINCENTIVES					
1.3.1	Procurement of Efficient Fleet Vehicles					Government and large commercial fleets
1.3.2	Feebates (state-specific or regional)					Measure is revenue-neutral. Note that this overlaps with tailpipe GHG standards and fuel economy standards
1.3.3	CO ₂ -based registration fees					Note that this overlaps with tailpipe GHG standards and fuel economy standards
1.3.4	Tax Credits for Efficient Vehicles					

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1.3.5	Vehicle Scrappage					This is an incentive to replace low fuel economy vehicles sooner.
1.3.6	Emission-Based Tolling (discount for clean/fuel-efficient vehicles)					Introduced in Germany, Italy, and London
TLU-1.4	FUEL MEASURES					
1.4.1	Pass Low-GHG Fuel Standard (e.g., renewable)					Also known as a low-carbon fuel standard
1.4.2	Purchase Low-GHG Fuel for State Fleets (e.g., CNG, biodiesel)					
1.4.3	Subsidize Biofuel expansion (biodiesel, CNG, LPG, cellulosic ethanol)					
1.4.4	Fund Alternative Fuel Infrastructure Development					
1.4.5	Implement state government E85 use plan					
1.4.6	Build electric vehicle charging facilities at selected fueling stations					

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TLU-2 TRAVEL ACTIVITY PATTERNS						
TLU-2.1 LAND USE AND LOCATION EFFICIENCY						
2.1.1	Adopt statewide growth management plan & GHG cap guiding conforming regional transportation & land use plans/programs that meet state-determined GHG budgets and VMT per capita targets					
2.1.2	Ensure state policies and capital funding programs evaluate GHG implications to be a model for climate-friendly and energy efficient development patterns					
2.1.3	Shape public and private investment to maximize GHG reductions and growth management, including Indirect Source Rule to hold development accountable for GHGs, Transfer of Development Rights, Open Space Protection, Coastal Zone Management, Adequate Public Facilities initiatives					

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2.1.4	Provide technical/financial support to local/regional agencies, enhancing technical tools, capacity, and fund Blueprint Planning Grant program					
2.1.5	Modify & fund reforms of state and local tax and zoning/building codes and policies to support GHG reductions and implementation of State growth plans					
2.1.6	Ensure Michigan Congressional delegation works for Federal highway, transportation and land use related legislation/programs supporting timely climate change action					
TLU-2.2 INCREASING LOW-GHG TRAVEL OPTIONS						
2.2.1	Make full use of CMAQ funds—with application reviews considering GHG reductions					
2.2.2	Improve Transit Service (frequency, convenience, quality)					

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2.2.3	Transit Marketing and Promotion, (including individualized transit marketing)					
2.2.4	Invest additional funds in Bike and Pedestrian Infrastructure					
2.2.5	Expand Transit Infrastructure (rail, bus, BRT)					
2.2.6	Convert/re-stripe current lanes to HOV lanes					
2.2.7	Subsidize and promote car pooling and van pooling					
2.2.8	Transit Prioritization (signal prioritization, Bus/HOV lanes)					
2.2.9	Set standards for Telecommute, Live-Near-Your-Work and Tele-education					
2.2.10	Invest in/provide parking for car-sharing					
2.2.11	Legislate tax policies to promote e-Commerce					
2.2.12	CO2 conformity type Program capping CO2 emissions in some form of a mobile budget.					If the region/ state doesn't hit the budget then transportation dollars swing from road construction to transit

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2.2.13	Provide Guaranteed Ride Home to transit users and car poolers					
2.2.14	Provide incentives to adopt “Best Workplaces for Commuters” standards					
2.2.15	Build park-and-ride facilities					
2.2.16	Adopt a statewide per-capita VMT goal					If the region/ state doesn't hit the budget then transportation dollars swing from road construction to transit
TLU-2.3 INCENTIVES & DISINCENTIVES						
2.3.1	Require Commuter Choice measures/Parking Cash Out					
2.3.2	Implement a VMT Tax					Revenue neutral, replacing motor fuel tax
2.3.3	Pass legislation allowing Pay As You Drive Insurance					
2.3.4	Increase the Fuel Tax (w/ targeted use of revenue towards travel alternatives)					
2.3.5	Legislate allowing for/requiring Location-Efficient Mortgages					

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2.3.6	Implement Congestion Pricing (or similar cordon tolls) (w/ targeted use of revenue towards travel alternatives)					
2.3.7	Implement state-wide Parking Pricing, excise taxes, and/ or Supply Restrictions					
2.3.8	Introduce inter-city highway tolls					
2.3.9	Introduce Transit Pricing Incentives					
2.3.10	Make VMT/GHG Offset Requirements for Large Developments					
2.3.11	Benefits for Low GHG Vehicles (preferential parking, use of HOV lanes)					
TLU-3	FREIGHT					
TLU-3.1	VEHICLE TECHNOLOGY					
3.1.1	Subsidize/provide loans for Vehicle Technology Improvements (e.g., aerodynamics)					
3.1.2	Fund R&D on Low-GHG Vehicle Technology					

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3.1.3	Mandate Black carbon control technologies (e.g., use of particulate traps, other complementary technologies)					Black carbon can affect climate by absorbing sunlight, heating the air, and thereby altering large scale atmospheric circulation and the hydrologic cycle.
3.1.5	Facilitate Adoption of New Clean Technologies--Rail and Marine Engines					
TLU-3.2 VEHICLE OPERATION						
3.2.1	Fund Freight Logistics Improvements/GIS; reduced empty back-hauls					
3.2.2	Enforce Speed Limits					
3.2.3	Improve Traffic Flow through bottleneck improvements					
3.2.4	Allow Increased Size & Weight of Trucks					(May cause shift from rail to trucks)
3.2.5	Pre-clearance at Scale Houses					
3.2.7	Truck Stop Electrification to reduce idling					
3.2.8	Enforce Anti-Idling ordinances					
TLU-3.3 INCREASING LOW-GHG TRAVEL OPTIONS						
3.3.1	Fund Intermodal Freight Initiatives					
3.3.2	Develop port/terminal facilities for Feeder Barge Container Service					

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3.3.3	Increase Rail Capacity, and Address Rail Freight System Bottlenecks					
TLU-3.4 INCENTIVES & DISINCENTIVES						
3.4.1	Require Procurement of Efficient Fleet Vehicles (public, private or other)					
3.4.2	Provide Incentives to Retire or Improve Older Less Efficient Vehicles – especially drayage trucks					
3.4.3	Provide Maintenance and Driver Training					
3.4.4	Increased Emission-Based Truck Tolls or Highway User Fees					(as per Germany)
TLU-4 INTERCITY TRAVEL: AVIATION, HIGH SPEED RAIL, BUS						
4.1	Invest in High-speed Rail					
4.2	Improve Integrated Aviation, Rail, Bus Networks (planning, governance, and investment)					
4.3	Tighten standards for Aircraft emissions					
4.4	Tighten standards for Airport Ground Equipment					
4.5	Provide incentives for intercity bus service					
TLU-5 OFF-ROAD VEHICLES (CONSTRUCTION EQUIPMENT, OUT-BOARD MOTORS, ATVS, ETC)						

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5.1	Incentives for Purchase of Efficient Vehicles/Equipment					
5.2	Fund Improved Operator Training					
5.3	Require Maintenance Improvements					
5.4	Mandate Increased Use of Alternative Fuels or Low Sulfur Diesel					
5.5	Introduce locomotive idling reductions					
5.6	Adopt Green Port strategy (Port land-side: Clean-up Port Dwelling and Cargo Handling Equipment Operations)					