

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	Tailpipe GHG Emission Standards					
1.1.2	ZEV/LEV-2 Implementation					
1.1.3	R&D on Low-GHG Vehicle Technology (e.g., fuel cell)					
1.1.4	Add-on Technologies (Low Friction Oil, Low-Rolling Resistance Tires)					
TLU-1.2	VEHICLE OPERATION					
1.2.1	Enforce Speed Limits					
1.2.2	Vehicle Maintenance, Driver Training					
1.2.3	Transportation System Management					
TLU-1.3	INCENTIVES & DISINCENTIVES					
1.3.1	Procurement of Efficient Fleet Vehicles					
1.3.2	Feebates (state-specific or regional)					
1.3.3	CO ₂ -based registration fees					

Option No.	GHG Reduction Policy Option	Priority for Analysis	Potential GHG Emissions Reduction	Potential Cost or Cost Savings	Ancillary Impacts, Feasibility Considerations	Notes
1.3.4	Tax Credits for Efficient Vehicles					
1.3.5	Vehicle Scrappage					
TLU-2	LAND USE AND LOCATION EFFICIENCY					
TLU-2.1	GENERAL					
2.1.1	Infill, Brownfield Re-development					
2.1.2	Transit-Oriented Development					
2.1.3	Smart Growth Planning, Modeling, Tools					
2.1.4	Targeted Open Space Protection					
TLU-2.2	INCREASING LOW-GHG TRAVEL OPTIONS					
2.2.1	Make full use of CMAQ funds					
2.2.2	Improve Transit Service (frequency, convenience, quality)					
2.2.3	Transit Marketing and Promotion					
2.2.4	Bike and Pedestrian Infrastructure					
2.2.5	Expand Transit Infrastructure (rail, bus, BRT)					
2.2.6	HOV lanes					
2.2.7	“Fix-it-First”					
2.2.8	Transit Prioritization (signal prioritization, HOV lanes)					

Option No.	GHG Reduction Policy Option	Priority for Analysis	Potential GHG Emissions Reduction	Potential Cost or Cost Savings	Ancillary Impacts, Feasibility Considerations	Notes
2.2.9	Telecommute and Live-Near-Your-Work					
2.2.10	Car sharing					
2.2.11	E-Commerce					
TLU-2.3	INCENTIVES & DISINCENTIVES					
2.3.1	Commuter Choice/Parking Cash Out					
2.3.2	VMT Tax					
2.3.3	Pay As You Drive Insurance					
2.3.4	Increased Fuel Tax (w/ targeted use of revenue towards travel alternatives)					
2.3.5	Location-Efficient Mortgages					
2.3.6	Congestion Pricing (or tolls) (w/ targeted use of revenue towards travel alternatives)					
2.3.7	Parking Pricing or Supply Restrictions					
2.3.8	Transit Repositioning					
2.3.9	Transit Pricing Incentives					
2.3.10	VMT/GHG Offset Requirements for Large Developments					
2.3.11	Benefits for Low GHG Vehicles (preferential parking, use of HOV lanes)					

Option No.	GHG Reduction Policy Option	Priority for Analysis	Potential GHG Emissions Reduction	Potential Cost or Cost Savings	Ancillary Impacts, Feasibility Considerations	Notes
TLU-2.4 FUEL MEASURES						
2.4.1	Low-GHG Fuel Standard (e.g., renewable)					
2.4.2	Low-GHG Fuel for State Fleets (e.g., CNG, biodiesel)					
2.4.3	Biofuel expansion (biodiesel, CNG, LPG, cellulosic ethanol)					
2.4.4	Alternative Fuel Infrastructure Development					
TLU-3 FREIGHT						
TLU-3.1 VEHICLE TECHNOLOGY						
3.1.1	Vehicle Technology Improvements (e.g., aerodynamics)					
3.1.2	R&D on Low-GHG Vehicle Technology					
3.1.3	Low-sulfur diesel (Fed)					
3.1.4	Black carbon control technologies (e.g., use of particulate traps, other complementary technologies)					
TLU-3.2 VEHICLE OPERATION						
3.2.1	Freight Logistics Improvements/GIS					
3.2.2	Enforce Speed Limits					
3.2.3	Improve Traffic Flow					
3.2.4	Increased Size & Weight of Trucks					

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3.2.5	Increase the Number of Rest Areas					
3.2.6	Pre-clearance at Scale Houses					
3.2.7	Truck Stop Electrification					
3.2.8	Enforce Anti-Idling					
TLU-3.3	INCREASING LOW-GHG TRAVEL OPTIONS					
3.3.1	Intermodal Freight Initiatives					
3.3.2	Feeder Barge Container Service					
TLU-3.4	INCENTIVES & DISINCENTIVES					
3.4.1	Procurement of Efficient Fleet Vehicles (public, private or other)					
3.4.2	Incentives to Retire or Improve Older Less Efficient Vehicles					
3.4.3	Maintenance and Driver Training					
3.4.4	Increased Truck Tolls or Highway User Fees					
TLU-4	INTERCITY TRAVEL: AVIATION, HIGH SPEED RAIL, BUS					
4.1	High-speed Rail					
4.2	Integrated Aviation, Rail, Bus Networks					
4.3	Aircraft emissions					
4.4	Airport Ground Equipment					
TLU-5	OFF-ROAD VEHICLES (CONSTRUCTION EQUIPMENT, OUT-BOARD MOTORS, ATVS, ETC)					

Option No.	GHG Reduction Policy Option	Priority for Analysis	Potential GHG Emissions Reduction	Potential Cost or Cost Savings	Ancillary Impacts, Feasibility Considerations	Notes
5.1	Incentives for Purchase of Efficient Vehicles/Equipment					
5.2	Improved Operations, Operator Training					
5.3	Maintenance Improvements					
5.4	Increased Use of Alternative Fuels or Low Sulfur Diesel					