



## Catalog of State Actions Transportation and Land Use Subcommittee

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>
<b>High (H):</b> At least 1.0 million metric tons (MMt) carbon dioxide equivalent (CO <sub>2</sub> e) per year by 2020	<b>High (H):</b> \$50 per metric ton CO <sub>2</sub> e (tCO <sub>2</sub> e) or above
<b>Medium (M):</b> From 0.1 to 1.0 MMtCO <sub>2</sub> e per year by 2020	<b>Medium (M):</b> \$5-50/tCO <sub>2</sub> e
<b>Low (L):</b> Less than 0.1 MMtCO <sub>2</sub> e per year by 2020, or 1 MMtCO <sub>2</sub> e by 2050	<b>Low (L):</b> Less than \$5/tCO <sub>2</sub> e
<b>Uncertain (U):</b> Not able to estimate at this time	<b>Negative (Neg):</b> Net cost savings
	<b>Uncertain (U):</b> 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.

#### Notation of Options:

\* **Options marked in bold and asterisk (\*)** indicate some of the related state actions that are approved or underway, as described further in the companion options description document. Subcommittee members are encouraged to provide information on other relevant actions.

## Catalog of State Actions Transportation and Land Use (TLU) Working Group

Option No.	GHG Reduction Policy Option	Potential GHG Emissions Reduction	Cost per Ton	Energy Security, Externalities & Feasibility Considerations	Priority for Analysis	Notes
<b>TLU-1</b>	<b>PASSENGER VEHICLES</b>					
<b>TLU-1.1</b>	<b>PASSENGER VEHICLE TECHNOLOGY</b>					
1.1.1	<b>New Vehicle Standards: Tailpipe GHG and Fuel Economy*</b>	CE: L PR: H TC: H RH: H CP: H	CE: H PR: L TC: M RH: M CP: M			EO 07-127 Initiative – Adopt California motor vehicle emission standards.  DEP Air Office has initiated rulemaking as called for in EO 07-127
1.1.2	<b>Zero Emission Vehicles (ZEV)/Low Emission Vehicle (LEV-2) implementation*</b>	CE: L PR: H TC: H RH: L CP: L	CE: H PR: H TC: H RH: H CP: L			DEP Air Office is considering the full CA emissions program in context of GHG tailpipe standard noted above in 1.1.1.

Option No.	GHG Reduction Policy Option	Potential GHG Emissions Reduction	Cost per Ton	Energy Security, Externalities & Feasibility Considerations	Priority for Analysis	Notes
1.1.3	<b>Research and development and bringing to market lower-GHG vehicle technologies*</b>	CE: U PR: M TC: M RH: M CP: M	CE: H PR: M TC: H RH: L CP: M			DEP Energy Office is currently funding hydrogen research, development and demonstration projects for hydrogen internal combustion and hydrogen fuel cell vehicles in Orlando.
1.1.4	Vehicle add-on technologies (low friction oil, fuel efficient tires)	CE: U PR: L TC: L RH: M CP: L	CE: L PR: L TC: L RH: L CP: L			
1.1.5	<b>Support stronger federal CAFÉ standards*</b>	CE: L PR: H TC: H RH: H CP: M	CE: H PR: Neg TC: L RH: M CP: M			This is within federal jurisdiction.  Florida is supportive of recent congressional action and would support further strengthening of CAFÉ standards

Option No.	GHG Reduction Policy Option	Potential GHG Emissions Reduction	Cost per Ton	Energy Security, Externalities & Feasibility Considerations	Priority for Analysis	Notes
1.1.6	Programs for GHG emission consumer information for newly purchased cars	CE: L PR: M TC: L RH: H CP: L	CE: L PR: NA TC: L RH: L CP: M			
1.1.7	Develop infrastructure for plug-in vehicles	CE: L PR: M TC: M RH: L CP: L	CE: H PR: M TC: H RH: H CP: L			
<b>TLU-1.2 PASSENGER VEHICLE OPERATIONS</b>						
1.2.1	Enforce speed limits	CE: H PR: L TC: L RH: M CP: H	CE: L PR: Neg TC: L RH: L CP: H			
1.2.2	Vehicle maintenance and driver training	CE: H PR: L TC: L RH: M CP: M	CE: L PR: Neg TC: L RH: L CP: H			

Option No.	GHG Reduction Policy Option	Potential GHG Emissions Reduction	Cost per Ton	Energy Security, Externalities & Feasibility Considerations	Priority for Analysis	Notes
1.2.3	Improved transportation system management (eg traffic signal synchronization and intelligent transportation systems)	CE: H PR: M TC: L RH: H CP: M	CE: L PR: L TC: L RH: L CP: H			
1.2.4	Driver information technologies, including pay-as-you-drive insurance	CE: H PR: U TC: M RH: L CP: M	CE: L PR: U TC: L RH: M CP: L			Provides feedback on driving habits.
1.2.5	Tune-up services including tire pressure checks and making the Free Air Initiative at gas stations easier.	CE: H PR: M TC: L RH: L CP: M	CE: L PR: Neg TC: L RH: M CP: M			
1.2.6	<b>Passenger vehicle idling restrictions*</b>	CE: U PR: M TC: L RH: L CP: M	CE: U PR: Neg TC: M RH: L CP: M			EO 07-127 Initiative – Adopt diesel engine idle reduction standard  DEP Air Office has initiated rulemaking

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1.2.7	School education programs	CE: L PR: M TC: L RH: M CP: M	CE: U PR: U TC: L RH: L CP: M			
1.2.8	Public Education	CE: L PR: M TC: L RH: M CP: H	CE: U PR: U TC: L RH: L CP: H			
1.2.9	Mandate periodic vehicle inspections	CE: H PR: L TC: M RH: L CP: NA	CE: L PR: U TC: H RH: H CP: NA			Need to allow auto dealers to perform

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TLU-1.3 PASSENGER VEHICLE INCENTIVES AND DISINCENTIVES						
1.3.1	<b>Procurement of efficient fleet vehicles*</b>	CE: U PR: H TC: M RH: M CP: H	CE: H PR: Neg TC: H RH: L CP: H			Includes government and large private sector fleets  EO 07-126 directs state government to procure vehicles with the greatest fuel efficiency in a given class
1.3.2	Feebates (state-specific or regional) and establishing a carbon emission tax modeled after the Clean Air Discount Bill.	CE: H PR: M TC: M RH: L CP: M	CE: L PR: M TC: M RH: H CP: M			
1.3.3	CO <sub>2</sub> -based registration fees and vehicle licensing fees	CE: L PR: U TC: M RH: M CP: L	CE: H PR: U TC: M RH: L CP: M			
1.3.4	Tax credits for efficient vehicles	CE: H PR: H TC: L RH: M CP: L	CE: U PR: Neg TC: L RH: L CP: H			

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1.3.5	Vehicle scrappage	CE: H PR: L TC: L RH: L CP: L	CE: L PR: U TC: L RH: H CP: M			This is an incentive to replace low fuel economy vehicles sooner.
1.3.6	Emission-based tolling (discounts for clean vehicles)	CE: H PR: U TC: L RH: M CP: L	CE: L PR: U TC: L RH: M CP: L			This is an incentive to replace light-duty vehicles sooner.
1.3.7	Establish a fleet replacement grant program	CE: H PR: L TC: L RH: L CP: M	CE: L PR: Neg TC: M RH: L CP: M			
1.3.8	Provide a tax incentives for bicycles	CE: L PR: L TC: L RH: L CP: M	CE: L PR: U TC: L RH: L CP: M			

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1.3.9	Support alternative travel in the advertising mainstream	CE: L PR: H TC: L RH: L CP: M	CE: U PR: Neg TC: L RH: L CP: M			
<b>TLU-1.4 FUEL RELATED MEASURES</b>						
1.4.1	<b>Low-GHG fuel standard (e.g. renewable)*</b>	CE: L PR: H TC: M RH: M CP: M	CE: H PR: Neg TC: H RH: H CP: M			Also known as a low-carbon fuel standard.  Phase I Report Recommendation – Develop policies which promote the use of low carbon emission vehicles & evaluate a low carbon fuel standard to be developed into a regional standard with other southern states.
1.4.2	<b>Low-GHG for state fleets (e.g., CNG, biodiesel)*</b>	CE: L PR: H TC: L RH: M CP: M	CE: H PR: Neg TC: H RH: L CP: M			EO 07-126 All state agencies shall use ethanol or biodiesel fuels when locally available

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1.4.3	<b>Alternative fuels expansion (biodiesel, CNG, LPG, cellulosic, ethanol, liquid fuels, gas fuels, energy electrons, hydrogen)*</b>	CE: H PR: M TC: M RH: H CP: M	CE: H PR: M TC: H RH: H CP: M			Current efforts include: <ul style="list-style-type: none"> <li>• DACS Florida Farm to Fuel program which in FY 07-08 included \$25M in grants;</li> <li>• FDEP Renewable Energy Technologies Grant Program which funded some liquid biofuels in FY 06-07;</li> <li>• \$20M FY 07-08 to UF IFAS for cellulosic ethanol.</li> </ul>

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1.4.4	<b>Alternative fuel infrastructure development*</b>	CE: H PR: U TC: M RH: M CP: M	CE: H PR: U TC: H RH: H CP: M			Phase I Report Recommendation – Support existing tax incentives for the development of alternative fueling transportation infrastructure  Current efforts include: <ul style="list-style-type: none"> <li>• Sales tax exemption for fueling equipment</li> <li>• Corporate income tax credit for production and fueling equipment</li> </ul>
1.4.5	<b>Fund research and development for a full range of renewable transportation fuels*</b>	CE: H PR: M TC: L RH: M CP: M	CE: H PR: U TC: H RH: M CP: M			Phase I Report Recommendation  See 1.4.3 above
1.4.6	<b>Develop life cycle analyses of transportation fuels to determine the appropriate pathways to sustainably protect natural resources*</b>	CE: U PR: L TC: L RH: L CP: M	CE: U PR: U TC: L RH: L CP: H			Phase I Report Recommendation

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1.4.7	Provide incentives for biodiesel engine vendors	CE: H PR: M TC: L RH: L CP: M	CE: U PR: U TC: L RH: L CP: M			
1.4.8	Encourage state standards that optimize the blending of alternative fuels	CE: H PR: M TC: L RH: M CP: L	CE: L PR: M TC: L RH: L CP: L			
1.4.9	Mandate or include incentives for E10 by 2010	CE: H PR: L TC: L RH: L CP: L	CE: U PR: L TC: M RH: H CP: L			
1.4.10	Mandate or include incentives for biodiesel concentration similar to E10	CE: H PR: L TC: L RH: L CP: L	CE: U PR: L TC: M RH: H CP: L			

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1.4.11	Mandate or include incentives to phase-in, requirements in major urban areas for E85 distribution centers	CE: H PR: M TC: L RH: L CP: L	CE: H PR: U TC: M RH: H CP: L			
1.4.12	Mandate or include incentives for the inclusion of all state, county, and municipal vehicles for phase in of E85 / bio-diesel	CE: H PR: M TC: L RH: M CP: L	CE: H PR: U TC: M RH: L CP: L			
1.4.13	Establish best practices for all new tankage and establish a phase out of older / less efficient emission reduction technologies.	CE: U PR: H TC: L RH: L CP: L	CE: U PR: U TC: L RH: L CP: M			
1.4.14	Set up incentive program for major corporate fleet owners including rental car and taxi companies.	CE: H PR: H TC: M RH: M CP: M	CE: U PR: U TC: M RH: M CP: M			

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TLU-2	<b>LAND USE EFFICIENCY AND MODAL OPTIONS</b>					
TLU-2.1	GENERAL LOCATION EFFICIENCY					
2.1.1	<b>Statewide growth management plan*</b>	CE: H PR: H TC: M RH: M CP: H	CE: U PR: U TC: M RH: L CP: H			Phase I Report Recommendation – That GHG emission reduction strategies be incorporated into state, regional, and local growth management and transportation planning processes.
2.1.2	Include GHG evaluations in state policies	CE: L PR: M TC: L RH: H CP: H	CE: U PR: U TC: M RH: L CP: H			
2.1.3	Shape investment to maximize GHG reductions	CE: L PR: H TC: M RH: M CP: H	CE: H PR: U TC: H RH: M CP: H			

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2.1.4	Provide technical and financial support to local agencies	CE: L PR: M TC: L RH: M CP: H	CE: H PR: U TC: L RH: M CP: H			
2.1.5	Smart growth planning, modeling, tools	CE: H PR: H TC: L RH: H CP: H	CE: U PR: U TC: L RH: L CP: H			
2.1.6	Land use, zoning, tax and building code reform	CE: H PR: H TC: M RH: M CP: H	CE: U PR: U TC: M RH: L CP: H			
2.1.7	State congressional advocates for federal action	CE: U PR: H TC: L RH: L CP: M	CE: U PR: U TC: L RH: L CP: M			

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2.1.8	Use of flexible federal transportation funding	CE: L PR: U TC: L RH: L CP: M	CE: H PR: U TC: L RH: L CP: H			
2.1.9	Downtown revitalization	CE: H PR: H TC: L RH: M CP: H	CE: L PR: U TC: M RH: H CP: H			
2.1.10	Brownfield redevelopment	CE: H PR: M TC: L CP: H	CE: L PR: U TC: M CP: H			
2.1.11	Infill redevelopment	CE: U PR: H TC: L RH: L CP: H	CE: U PR: U TC: L RH: L CP: H			

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2.1.12	<b>Transit-oriented Development*</b>	CE: H PR: H TC: L RH: NA CP: H	CE: U PR: U TC: L RH: NA CP: H			Phase I Report Recommendation
2.1.13	Traffic calming	CE: H PR: U TC: L RH: M CP: M	CE: U PR: U TC: L RH: L CP: M			
2.1.14	Targeted open space protection	CE: U PR: H TC: L RH: L CP: M	CE: U PR: U TC: L RH: H CP: M			
2.1.15	<b>Balance economic development with agriculture, protection of natural resources, and preserving rural character*</b>	CE: U PR: H TC: L RH: NA CP: H	CE: U PR: U TC: L RH: NA CP: H			Phase I Report Recommendation

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2.1.16	Rolling Stop Right Turns	CE: L PR: U TC: L RH: L CP: M	CE: L PR: U TC: L RH: L CP: M			
2.1.17	Restrict light trucks to the same lanes where 16-wheelers are limited	CE: U PR: U TC: L RH: L CP: L	CE: U PR: U TC: L RH: M CP: L			
2.1.18	Readdress transportation concurrency requirements	CE: U PR: U TC: L RH: L CP: H	CE: U PR: U TC: L RH: L CP: H			
2.1.19	Jobs-School-Housing balancing policy requirement	CE: U PR: U TC: L RH: L CP: H	CE: U PR: U TC: L RH: L CP: H			

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2.1.20	Increase tree canopy via parks	CE: U PR: H TC: L RH: M CP: M	CE: U PR: Neg TC: L RH: L CP: M			
2.1.21	Require carbon footprint and economic assessment of transportation infrastructure and improvement.	CE: H PR: H TC: M RH: L CP: H	CE: U PR: Neg TC: M RH: L CP: H			
2.1.22	Develop zones within cities with fees for entering and flat rate cab fares within that zone	CE: U PR: U TC: L RH: L CP: M	CE: U PR: U TC: M RH: M CP: M			
2.1.23	Require carbon footprint assessment of land development	CE: H PR: H TC: L RH: M CP: H	CE: U PR: Neg TC: M RH: L CP: H			

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2.1.24	Encourage public / private partnerships (P3)	CE: H PR: M TC: L RH: L CP: M	CE: L PR: U TC: L RH: L CP: M			
2.1.25	Utilize public right-of-way for energy production. Ex. Photovoltaic solar panels on highway guardrails	CE: U PR: M TC: L RH: M CP: M	CE: U PR: Neg TC: M RH: H CP: M			
2.1.26	Replace traditional impact fees with VMT based impact fees, encouraging the reduction of VMT	CE: H PR: U TC: M RH: M CP: H	CE: L PR: U TC: M RH: L CP: H			Address differences in carbon footprint for different vehicles
TLU-2.2	INCREASING LOW-GHG TRAVEL OPTIONS					
2.2.1	Make full use of Congestion Mitigation and Air Quality (CMAQ) funds—with application reviews considering GHG reductions	CE: U PR: H TC: L RH: L CP: H	CE: U PR: U TC: L RH: L CP: H			

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2.2.2	Improve transit service (frequency, convenience, quality)	CE: L PR: M TC: M RH: M CP: H	CE: H PR: U TC: H RH: M CP: H			
2.2.3	<b>Transit marketing and promotion, (including individualized transit marketing)*</b>	CE: L PR: U TC: L RH: L CP: H	CE: H PR: U TC: L RH: L CP: H			Phase I Report Recommendation – Promote energy efficient mass and rail transit wherever feasible
2.2.4	Expand transit infrastructure (rail, bus, bus rapid transit)	CE: L PR: H TC: M RH: H CP: H	CE: H PR: Neg TC: H RH: H CP: H			
2.2.5	Transit prioritization (signal prioritization, HOV lanes)	CE: H PR: M TC: L RH: H CP: M	CE: L PR: U TC: L RH: M CP: M			

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2.2.6	Guaranteed ride home	CE: L PR: L TC: L RH: L CP: L	CE: H PR: U TC: M RH: L CP: L			
2.2.7	Create regional intermodal transportation centers	CE: L PR: L TC: M RH: M CP: M	CE: H PR: U TC: H RH: M CP: M			
2.2.8	Bike and pedestrian infrastructure	CE: L PR: H TC: L RH: M CP: H	CE: H PR: Neg TC: L RH: M CP: H			
2.2.9	HOV lanes	CE: H PR: M TC: L RH: M CP: M	CE: U PR: Neg TC: H RH: M CP: M			

Option No.	GHG Reduction Policy Option	Potential GHG Emissions Reduction	Cost per Ton	Energy Security, Externalities & Feasibility Considerations	Priority for Analysis	Notes
2.2.10	Van pooling and car pooling	CE: M PR: H TC: L RH: L CP: H	CE: U PR: Neg TC: L RH: L CP: H			
2.2.11	Park-and-ride lots	CE: L PR: M TC: L RH: L CP: M	CE: H PR: Neg TC: L RH: L CP: M			
2.2.12	Car sharing	CE: L PR: M TC: L RH: L CP: M	CE: U PR: Neg TC: L RH: L CP: M			
2.2.13	Telecommute, live-near-your-work, and compressed work week	CE: M PR: H TC: L RH: M CP: H	CE: U PR: Neg TC: L RH: L CP: H			

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2.2.14	Require government agencies to use telecommuting	CE: M PR: M TC: L RH: M CP: H	CE: U PR: U TC: L RH: L CP: H			
2.2.15	Telecommuting centers, support, and incentives	CE: L PR: M TC: L RH: L CP: H	CE: H PR: U TC: M RH: L CP: H			
2.2.16	E-commerce	CE: L PR: H TC: L RH: M CP: M	CE: H PR: U TC: L RH: L CP: M			
2.2.17	Require bike and pedestrian path ways when building new roads	CE: L PR: H TC: L RH: H CP: M	CE: H PR: U TC: M RH: L CP: M			

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2.2.18	Reform parking requirements	CE: L PR: U TC: M RH: L CP: H	CE: H PR: U TC: L RH: L CP: H			
<b>TLU-2.3</b>	<b>INCENTIVES AND DISINCENTIVES</b>					
2.3.1	Commuter choice programs / parking cash out	CE: U PR: U TC: L RH: L CP: M	CE: U PR: U TC: L RH: L CP: M			
2.3.2	Adopt best workplaces for commuters policies	CE: U PR: U TC: L RH: L CP: M	CE: U PR: U TC: L RH: L CP: M			
2.3.3	Issue free bus passes to downtown workers, students, and retired people	CE: L PR: U TC: L RH: L CP: H	CE: U PR: U TC: L RH: M CP: H			

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2.3.4	Transit pricing incentives	CE: U PR: U TC: L RH: L CP: H	CE: U PR: U TC: M RH: M CP: H			
2.3.5	Free downtown parking to carpoolers	CE: L PR: U TC: L RH: L CP: M	CE: H PR: U TC: L RH: M CP: M			
2.3.6	Reserve parking spaces for high-occupancy vehicles and car-share programs	CE: L PR: L TC: L RH: L CP: H	CE: U PR: U TC: L RH: L CP: H			
2.3.7	Benefits for low-GHG vehicles (preferential parking, use of HOV lanes)	CE: M PR: M TC: L RH: M CP: H	CE: L PR: U TC: L RH: L CP: H			

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2.3.8	Location-efficient mortgages	CE: L PR: U TC: L RH: L CP: M	CE: L PR: U TC: L RH: L CP: M			
2.3.9	<b>VMT charges*</b>	CE: H PR: U TC: M RH: L CP: H	CE: L PR: U TC: M RH: L CP: H			DCA has proposed a pilot program for this in their 2008 proposed legislation
2.3.10	Increased fuel tax (with targeted use of revenue toward travel alternatives)	CE: H PR: M TC: M RH: L CP: M	CE: L PR: U TC: M RH: H CP: M			
2.3.11	Pay-as-you-drive insurance	CE: M PR: U TC: M RH: L CP: L	CE: L PR: U TC: M RH: M CP: L			

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2.3.12	Congestion pricing (with targeted use of revenue toward travel alternatives)	CE: U PR: U TC: M RH: L CP: M	CE: U PR: U TC: M RH: L CP: M			
2.3.13	Emission-based tolls (with targeted use of revenue toward travel alternatives)	CE: M PR: U TC: M RH: L CP: L	CE: L PR: U TC: M RH: L CP: L			
2.3.14	Urban and intercity road rolls (with targeted use of revenue toward travel alternatives)	CE: L PR: U TC: M RH: M CP: M	CE: H PR: U TC: M RH: L CP: M			
2.3.15	Cordon Pricing	CE: M PR: U TC: M RH: L CP: H	CE: L PR: U TC: M RH: L CP: H			

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2.3.16	Parking pricing, excise tax, and/or supply restrictions	CE: M PR: U TC: M RH: L CP: H	CE: L PR: U TC: M RH: L CP: H			
2.3.17	VMT / GHG offset requirements for large developments	CE: H PR: U TC: M RH: L CP: H	CE: U PR: U TC: M RH: L CP: H			
2.3.18	<b>Research the impact of GHG emission reduction strategies on transportation revenue sources*</b>	CE: H PR: M TC: L RH: M CP: M	CE: U PR: U TC: L RH: L CP: M			Phase I Report Recommendation
2.3.19	<b>Research alternative ways to fund transportation that creates incentives to drive less*</b>	CE: H PR: H TC: M RH: M CP: H	CE: U PR: U TC: L RH: L CP: H			Phase I Report Recommendation

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2.3.20	CO <sub>2</sub> Conformity Requirements	CE: L PR: U TC: M RH: L CP: M	CE: H PR: U TC: M RH: L CP: L			
2.3.21	Incentivize large developments to incorporate trip capture within their developments	CE: U PR: M TC: L RH: L CP: NA	CE: U PR: U TC: L RH: L CP: H			
2.3.22	Provide incentives for rail lines to provide path ways for bikes and pedestrians	CE: L PR: M TC: L RH: M CP: NA	CE: H PR: U TC: L RH: L CP: M			
2.3.23	Incentivize workforce housing near employment centers	CE: H PR: U TC: M RH: L CP: M	CE: U PR: U TC: M RH: L CP: M			
<b>TLU-3</b>	<b>HEAVY DUTY VEHICLES</b>					
TLU-3.1	HEAVY DUTY VEHICLE TECHNOLOGIES					

Option No.	GHG Reduction Policy Option	Potential GHG Emissions Reduction	Cost per Ton	Energy Security, Externalities & Feasibility Considerations	Priority for Analysis	Notes
3.1.1	Vehicle technology improvements (e.g., aerodynamics)	CE: M PR: H TC: L RH: M CP: L	CE: U PR: Neg TC: M RH: M CP: L			
3.1.2	R&D on low-GHG vehicle technology	CE: U PR: H TC: M RH: M CP: L	CE: U PR: Neg TC: M RH: M CP: L			
3.1.3	Black carbon control technologies (e.g., use of particulate traps, other complementary technologies)	CE: U PR: U TC: L RH: L CP: L	CE: U PR: U TC: M RH: L CP: L			Black carbon can affect climate by absorbing sunlight and heating the air, thereby altering large-scale atmospheric circulation and the hydrologic cycle.
3.1.4	Facilitate adoption of new clean technologies—rail and marine engines	CE: L PR: H TC: L RH: L CP: L	CE: H PR: U TC: M RH: M CP: M			

Option No.	GHG Reduction Policy Option	Potential GHG Emissions Reduction	Cost per Ton	Energy Security, Externalities & Feasibility Considerations	Priority for Analysis	Notes
3.1.5	Single-wide tires, low resistance radials, automatic tire inflation	CE: M PR: U TC: L RH: L CP: L	CE: L PR: U TC: M RH: L CP: L			
3.1.6	Hybrid Buses	CE: H PR: H TC: L RH: L CP: M	CE: H PR: Neg TC: L RH: M CP: M			
<b>TLU-3.2</b>	<b>HEAVY DUTY VEHICLE OPERATIONS</b>					
3.2.1	Freight logistics improvements / GIS	CE: L PR: U TC: L RH: L CP: H	CE: L PR: U TC: L RH: L CP: H			
3.2.2	Enforce speed limits	CE: H PR: M TC: L RH: L CP: H	CE: L PR: U TC: M RH: L CP: H			

Option No.	GHG Reduction Policy Option	Potential GHG Emissions Reduction	Cost per Ton	Energy Security, Externalities & Feasibility Considerations	Priority for Analysis	Notes
3.2.3	Improve traffic flow	CE: H PR: H TC: L RH: M CP: M	CE: L PR: Neg TC: M RH: L CP: M			
3.2.4	Increased size and weight of trucks	CE: U PR: U TC: L RH: L CP: L	CE: U PR: U TC: L RH: L CP: L			
3.2.5	Pre-clearance at scale houses	CE: U PR: U TC: L RH: L CP: M	CE: L PR: U TC: L RH: L CP: L			
3.2.6	<b>Truck stop electrification*</b>	CE: M PR: M TC: L RH: L CP: NA	CE: U PR: Neg TC: M RH: L CP: M			EO 07-127 Initiative – Adopt diesel engine idle reduction standard  Specific implementation details of initiative yet to be determined by the DEP Division of Air

Option No.	GHG Reduction Policy Option	Potential GHG Emissions Reduction	Cost per Ton	Energy Security, Externalities & Feasibility Considerations	Priority for Analysis	Notes
3.2.7	<b>Enforce anti-idling*</b>	CE: M PR: H TC: L RH: M CP: M	CE: L PR: U TC: L RH: L CP: M			EO 07-127 Initiative – Adopt diesel engine idle reduction standard  Specific enforcement mechanisms yet to be determined by the DEP Division of Air
3.2.8	Clean freight operating improvements	CE: U PR: U TC: L RH: L CP: M	CE: U PR: U TC: L RH: L CP: M			Example: particulates from freight, including coal train coal dust
3.2.9	Freight villages / consolidation centers	CE: L PR: U TC: L RH: L CP: L	CE: H PR: U TC: M RH: L CP: L			
TLU-3.3 INCREASING LOW-GHG HEAVY DUTY TRAVEL OPTIONS						

Option No.	GHG Reduction Policy Option	Potential GHG Emissions Reduction	Cost per Ton	Energy Security, Externalities & Feasibility Considerations	Priority for Analysis	Notes
3.3.1	Intermodal freight initiatives	CE: U PR: M TC: L RH: L CP: L	CE: U PR: L TC: M RH: L CP: L			
3.3.2	Feeder barge container service	CE: U PR: U TC: L RH: L CP: L	CE: U PR: U TC: M RH: L CP: L			
3.3.3	Increase rail capacity, and address rail freight system bottlenecks	CE: H PR: H TC: M RH: M CP: L	CE: H PR: Neg TC: H RH: M CP: L			
3.3.4	Shift freight movements from truck to rail	CE: H PR: H TC: M RH: M CP: M	CE: U PR: Neg TC: H RH: M CP: M			

Option No.	GHG Reduction Policy Option	Potential GHG Emissions Reduction	Cost per Ton	Energy Security, Externalities & Feasibility Considerations	Priority for Analysis	Notes
3.3.5	<b>Promote strategies to ease the movement of freight in more GHG-efficient ways*</b>	CE: H PR: H TC: L RH: M CP: H	CE: U PR: Neg TC: H RH: L CP: H			Phase I Report Recommendation
<b>TLU-3.4 HEAVY DUTY VEHICLE INCENTIVES AND DISINCENTIVES</b>						
3.4.1	<b>Procurement of efficient fleet vehicles (public, private, or other)*</b>	CE: L PR: H TC: M RH: M CP: H	CE: H PR: Neg TC: H RH: L CP: H			DMS is directed In EO 07-126 that when procuring new vehicles, to approve only those with the greatest fuel efficiency in a given class
3.4.2	Incentives to retire or improve older less efficient vehicles	CE: M PR: M TC: L RH: L CP: M	CE: L PR: L TC: M RH: M CP: M			
3.4.3	Maintenance and driver training	CE: H PR: U TC: L RH: L CP: M	CE: L PR: U TC: L RH: L CP: M			

Option No.	GHG Reduction Policy Option	Potential GHG Emissions Reduction	Cost per Ton	Energy Security, Externalities & Feasibility Considerations	Priority for Analysis	Notes
3.4.4	Increased emission-based truck tolls or highway user fees	CE: U PR: L TC: L RH: L CP: L	CE: U PR: L TC: M RH: L CP: L			
<b>TLU-4</b>	<b>INTERCITY PASSENGER TRAVEL: AVIATION, RAIL, &amp; BUS</b>					
4.1	<b>High-speed rail*</b>	CE: U PR: H TC: L RH: H CP: H	CE: H PR: Neg TC: H RH: H CP: H			In 2000 Florida voters authorized the funding of a high speed rail. In 2004 Florida voters repealed the 2000 decision
4.2	Integrated aviation, rail, light rail, bus networks (planning, governance, and investment)	CE: U PR: M TC: M RH: M CP: M	CE: H PR: Neg TC: H RH: H CP: M			
4.3	Aircraft emissions	CE: U PR: M TC: L RH: L CP: L	CE: U PR: Neg TC: M RH: L CP: M			

Option No.	GHG Reduction Policy Option	Potential GHG Emissions Reduction	Cost per Ton	Energy Security, Externalities & Feasibility Considerations	Priority for Analysis	Notes
4.4	Airport ground equipment	CE: U PR: L TC: L RH: L CP: L	CE: U PR: U TC: M RH: L CP: L			
4.5	Intercity bus incentives and subsidies	CE: L PR: H TC: L RH: L CP: M	CE: H PR: U TC: L RH: L CP: M			
<b>TLU-5</b>	<b>OFF-ROAD VEHICLES (CONSTRUCTION EQUIPMENT, OUTBOARD MOTORS, ATVS, ETC.)</b>					
5.1	Incentives for purchase of efficient vehicles and equipment	CE: H PR: M TC: L RH: M CP: M	CE: U PR: L TC: M RH: M CP: M			
5.2	Improved operations, operator training	CE: L PR: U TC: L RH: L CP: L	CE: L PR: U TC: L RH: L CP: L			

Option No.	GHG Reduction Policy Option	Potential GHG Emissions Reduction	Cost per Ton	Energy Security, Externalities & Feasibility Considerations	Priority for Analysis	Notes
5.3	Increased use of alternative fuels or low-sulfur diesel	CE: H PR: H TC: L RH: H CP: L	CE: U PR: Neg TC: L RH: M CP: L			
5.4	Adopt green port strategy (port land-side: clean up port dwelling and cargo handling equipment operations)	CE: M PR: M TC: L RH: M CP: L	CE: H PR: U TC: M RH: M CP: L			
5.5	Low-carbon fuel (off road and recreational marine)	CE: M PR: M TC: L RH: M CP: L	CE: U PR: L TC: M RH: H CP: M			
5.6	<b>Locomotive idling reductions*</b>	CE: U PR: M TC: L RH: L CP: M	CE: U PR: L TC: L RH: L CP: M			EO 07-127 Initiative – Adopt diesel engine idle reduction standard  Specific implementation details of initiative yet to be determined by the DEP Division of Air

Option No.	GHG Reduction Policy Option	Potential GHG Emissions Reduction	Cost per Ton	Energy Security, Externalities & Feasibility Considerations	Priority for Analysis	Notes
5.7	<b>Inclusion of Idling reduction requirements*</b>	CE: L PR: U TC: L RH: L CP: M	CE: L PR: U TC: L RH: L CP: M			EO 07-127 Initiative – Adopt diesel engine idle reduction standard  Specific implementation details of initiative yet to be determined by the DEP Division of Air
5.8	All port-related strategies including diesel cranes, port-electrification or other GHG-reducing alternatives	CE: U PR: L TC: L RH: L CP: M	CE: U PR: U TC: M RH: L CP: M			
5.9	“Shore power” at port sites	CE: U PR: U TC: L RH: L CP: L	CE: U PR: U TC: M RH: L CP: L			
5.10	Regulations or incentives for the Florida cruise industry (related to fuel)	CE: U PR: H TC: L RH: L CP: L	CE: H PR: L TC: L RH: L CP: L			

Option No.	GHG Reduction Policy Option	Potential GHG Emissions Reduction	Cost per Ton	Energy Security, Externalities & Feasibility Considerations	Priority for Analysis	Notes
5.11	Regulations or incentives for more efficient engines, lower emissions for petroleum and general cargo vessels and tug barges calling at Florida ports	CE: M PR: H TC: L RH: M CP: M	CE: H PR: L TC: L RH: L CP: M			
5.12	Carl Moyer type program, provide incentives / cost-sharing for cleaner-than-required engines, equipment, and other sources of pollution	CE: M PR: U TC: L RH: L CP: L	CE: L PR: U TC: L RH: L CP: L			