



Governor’s Action Team on Energy and Climate Change

State of Florida

Transportation and Land Use (TLU) Technical Work Group

Summary List of Recommended Priority Policy Options for Analysis and Potential Bundling Elements

Proposed Tier 1 Option #	Proposed Option Name	# From Catalog of State Actions	TWG Votes
TLU-1	Develop and Expand Low-GHG and Alternative Fuels	1.4.3 Alternative fuels expansion (biodiesel, CNG, LPG, cellulosic, ethanol, liquid fuels, gas fuels, energy electrons, hydrogen)	10
		1.4.1 Low-GHG Fuel Standard	5
		1.4.2 Low GHG Fuels for State Fleets	3
		1.4.4 Alternative Fuel Infrastructure Development	5
		1.4.5 Fund R&D for a Full Range of Renewable Transportation Fuels	5
		1.4.8 Encourage state standards that optimize the blending of alternative fuels	3
		1.4.9 Mandate or include incentives for E10 by 2010	3
TLU-2	Increased Fuel Economy and GHG Emissions Standards for New Vehicles	1.1.1 New Vehicle Standards: Tailpipe GHG and Fuel Economy	9
		1.1.5 Support stronger federal CAFÉ standards	8
TLU-3	Smart Growth Planning	2.1.1 Statewide growth management plan	9
		2.1.5 Smart growth planning, modeling, tools	10
		2.1.6 Land use, zoning, tax and building code reform	7
		2.1.12 Transit-oriented Development	7
		2.1.26 Replace traditional impact fees with VMT based impact fees, encouraging the reduction of VMT	6

		2.1.9 Downtown revitalization	5
		2.1.11 Infill redevelopment	5
		2.1.14 Targeted open space protection	4
		2.1.10 Brownfield redevelopment	4
		2.1.15 Balance economic development with agriculture, protection of natural resources, and preserving rural character	4
		2.1.19 Jobs-School-Housing balancing policy requirement	3
TLU-4	Improving Transportation System Management	1.2.3 Improved transportation system management (eg traffic signal synchronization and intelligent transportation systems)	7
TLU-5	Increasing Choices in Modes of Transportation	2.2.4 Expand transit infrastructure (rail, bus, bus rapid transit)	8
		2.2.2 Improve transit service (frequency, convenience, quality)	6
		2.2.5 Transit prioritization (signal prioritization, HOV lanes)	4
		2.2.8 Bike and pedestrian infrastructure	4
		4.1 High-speed rail	4
		2.2.11 Park-and-ride lots	4
		2.2.7 Create regional intermodal transportation centers	3
		4.2 Integrated aviation, rail, light rail, bus networks (planning, governance, and investment)	3
		2.2.10 Van pooling and car pooling	3
		2.2.17 Require bike and pedestrian path ways when building new roads	3
TLU-6	Factoring GHG Emissions into Transportation and Land Use Planning Processes	2.1.21 Require carbon footprint and economic assessment of transportation infrastructure and improvement.	5
		2.1.23 Require carbon footprint assessment of land development	5
Tier 2 Options	Potential Option Name	# From Catalog of State Actions	Votes
	Incentive Programs for Increased Vehicle Fleet Efficiency	1.3.1 Procurement of efficient fleet vehicles	5
		1.3.4 Tax credits for efficient vehicles	5
		1.4.14 Set up incentive program for major corporate fleet owners including rental car and taxi companies.	5

		1.3.3	CO ₂ -based registration fees and vehicle licensing fees	3
		3.4.1	Procurement of efficient fleet vehicles (public, private, or other)	3
	Consider Transportation System Pricing Options	2.3.9	VMT charges	4
		2.3.10	Increased fuel tax (with targeted use of revenue toward travel alternatives)	4
		2.3.12	Congestion pricing (with targeted use of revenue toward travel alternatives)	4
		2.3.14	Urban and intercity road tolls (with targeted use of revenue toward travel alternatives)	3
	Increasing Freight Movement Efficiencies	3.3.3	Increase rail capacity, and address rail freight system bottlenecks	4
		3.3.4	Shift freight movements from truck to rail	4
		3.3.5	Promote strategies to ease the movement of freight in more GHG-efficient ways*	4
		1.2.5	Tune-up services including tire pressure checks and making the Free Air Initiative at gas stations easier.	3
		1.1.6	Programs for GHG emission consumer information for newly purchased cars	2
		1.2.4	Driver information technologies, including pay-as-you-drive insurance	2
		1.2.7	School education programs	2
		1.4.11	Mandate or include incentives to phase-in, requirements in major urban areas for E85 distribution centers	2
		1.4.12	Mandate or include incentives for the inclusion of all state, county, and municipal vehicles for phase in of E85 / bio-diesel	2
		2.1.3	Shape investment to maximize GHG reductions	2
		2.1.4	Provide technical and financial support to local agencies	2
		2.2.3	Transit marketing and promotion, (including individualized transit marketing)*	2
		2.2.5	Transit prioritization (signal prioritization, HOV lanes)	2

		2.2.9	HOV lanes	2
		2.3.3	Issue free bus passes to downtown workers, students, and retired people	2
		2.3.17	VMT / GHG offset requirements for large developments	2
		2.3.21	Incentivize large developments to incorporate trip capture within their developments	2
		3.3.1	Intermodal freight initiatives	2
		5.11	Regulations or incentives for more efficient engines, lower emissions for petroleum and general cargo vessels and tug barges calling at Florida ports	2
		1.1.3	Research and development and bringing to market lower-GHG vehicle technologies*	2
		1.2.1	Enforce speed limits	2
		1.2.9	Mandate periodic vehicle inspections	2
		1.3.6	Emission-based tolling (discounts for clean vehicles)	2
		1.3.7	Establish a fleet replacement grant program	2
		1.4.10	Mandate or include incentives for biodiesel concentration similar to E10	2
		2.1.8	Use of flexible federal transportation funding	2
		2.1.13	Traffic calming	2
		2.1.24	Encourage public / private partnerships (P3)	2
		2.2.12	Car sharing	2
		2.2.13	Telecommute, live-near-your-work, and compressed work week	2
		2.3.4	Transit pricing incentives	2
		2.3.19	Research alternative ways to fund transportation that creates incentives to drive less*	2
		3.1.2	R&D on low-GHG vehicle technology	2
		1.1.7	Develop infrastructure for plug-in vehicles	1
		1.2.2	Vehicle maintenance and driver training	1
		1.2.6	Passenger vehicle idling restrictions*	1

		1.2.8 Public Education	1
		1.3.2 Feebates (state-specific or regional) and establishing a carbon emission tax modeled after the Clean Air Discount Bill.	1
		1.3.5 Vehicle scrappage	1
		1.3.8 Provide a tax incentives for bicycles	1
		2.1.2 Include GHG evaluations in state policies	1
		2.1.18 Readdress transportation concurrency requirements	1
		2.1.20 Increase tree canopy via parks	1
		2.1.25 Utilize public right-of-way for energy production. Ex. Photovoltaic solar panels on highway guardrails	1
		2.2.14 Require government agencies to use telecommuting	1
		2.2.15 Telecommuting centers, support, and incentives	1
		2.2.16 E-commerce	1
		2.2.18 Reform parking requirements	1
		2.3.1 Commuter choice programs / parking cash out	1
		2.3.5 Free downtown parking to carpoolers	1
		2.3.6 Reserve parking spaces for high-occupancy vehicles and car-share programs	1
		2.3.7 Benefits for low-GHG vehicles (preferential parking, use of HOV lanes)	1
		2.3.8 Location-efficient mortgages	1
		2.3.13 Emission-based tolls (with targeted use of revenue toward travel alternatives	1
		2.3.16 Parking pricing, excise tax, and/or supply restrictions	1
		2.3.20 CO ₂ Conformity Requirements	1
		3.1.4 Vehicle technology improvements (e.g. aerodynamics)	1
		3.1.4 Facilitate adoption of new clean technologies – rail and marine engines	1
		3.2.1 Freight logistics improvements / GIS	1
		3.2.2 Enforce speed limits	1

		3.2.3	Improve traffic flow	1
		3.2.6	Truck stop electrification*	1
		3.2.7	Enforce anti-idling*	1
		3.2.8	Clean freight operating improvements	1
		3.2.9	Freight villages / consolidation centers	1
		3.3.2	Feeder barge container service	1
		3.4.4	Increased emission-based truck tolls or highway user fees	1
		5.4	Adopt green port strategy (port land-side: clean up port dwelling and cargo handling equipment operations)	1
		5.8	All port-related strategies including diesel cranes, port-electrification or other GHG-reducing alternatives	1