

# 2008 Climate Action Team Recommendations

## Proposed Policies to Reduce Greenhouse Gas Emissions

*Strategies to reduce global warming pollution that will create jobs, stimulate the economy, and reduce our dependence on foreign oil*

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### Overview

The Climate Action Team (CAT) was established in 2007 as part of Governor Gregoire's Climate Change Challenge. The CAT, a broad-based group of Washington business, academic, tribal, State and local government, labor, religious, and environmental leaders, worked throughout 2007 to create the "Comprehensive Climate Approach," defining 12 targeted areas and 45 sets of mitigation strategies that Washington could undertake to reduce greenhouse gas (GHG) emissions efficiently and effectively.

In 2008, the CAT refined their previous recommendations through Implementation Working Groups that focused on four areas:

- Transportation
- Energy efficiency and green building
- Waste management
- State Environmental Policy Act (SEPA)<sup>1</sup>

The final CAT report outlines twenty four strategies that will to continue to move Washington towards a low-carbon future, with an emphasis on the economic opportunities it holds for the state. Implementing some or all of these recommendations will create green economy jobs, develop new industries, and drive investment in Washington's economy. These strategies will also reduce GHG emissions in both the short- and long-term.

For a more detailed look at the CAT recommendations please see their full report at [http://www.ecy.wa.gov/climatechange/2008CATdocs/ltw\\_app\\_v2.pdf](http://www.ecy.wa.gov/climatechange/2008CATdocs/ltw_app_v2.pdf).

### Summary of recommendations

#### Energy Efficiency and Green Buildings – Efficiency improvements to the built environment

The recommendations include a set of actions aimed at improving energy efficiency and strengthening green building industries.

1. Establish incentive-based approaches to encourage energy efficiency.
  - Use Public Utility Tax (PUT) credits for non-residential buildings.
  - Expand the use of Local Improvement Districts to include energy efficiency.
  - Provide partial sales tax refunds for new and existing buildings that meet a high level of energy performance.
  - Offer tax and credit incentives to encourage development of combined heat and power and distributed energy systems.

2. Revise the Washington State Energy Code (WSEC) as part of the 2009 revision cycle to achieve 30 percent reductions in new building energy use relative to the 2006 edition of the WSEC. Also develop a long-term State Building Efficiency and Carbon Reduction Strategy that establishes specific targets for building energy use intensity for new buildings similar to the Architecture 2030 Challenge schedule to have net zero emissions from new buildings by 2030.
3. Upgrade the energy efficiency and develop and implement energy benchmarking and performance disclosure in existing, new, and renovated buildings.
  - Substantially upgrade the energy efficiency in existing, new, and renovated public buildings.
  - Establish an energy benchmark disclosure requirement for private buildings.

### **Beyond Waste – Reducing and recycling the next 50 percent**

Washington now diverts about 48 percent of solid waste generated in the state to reuse, recycling and beneficial use applications. The following recommendations begin with setting a new state recycling goal of 80 percent. They then focus on ways to reach that goal by 2020. They build on the parts of the current waste management system that are working well and target products and organic materials with the largest potential to reduce GHG emissions.

1. Enhance the collection system for recyclable materials.
  - Require source separation of solid waste by residential and commercial generators into at least three categories: recyclable materials and products, organic materials, and residual solid wastes.
  - Require local governments to update their local comprehensive solid waste management plans, on a phased schedule. The update for small rural counties and small population areas is optional.
  - Provide the private sector with adequate financial and other incentives necessary to invest in the infrastructure needed to support this action.
2. Develop markets for organic materials diverted from landfills:
  - Encourage anaerobic digestion and compost land application by providing financial incentives through feed-in tariffs and wheeling provisions.
3. Develop an Environmentally Responsible Purchasing strategy for state and local governments:
  - Create an intergovernmental work group to evaluate the need for and recommend revisions to state purchasing practices to ensure that products and services used by state and local governments have the lowest possible environmental and carbon footprint.
4. Collaborate with retailers to voluntarily reduce the carbon footprint and waste from products and packaging they sell to consumers.

5. Create a Product Stewardship Framework designed to maximize producer engagement and private sector ingenuity, and to maximize outreach to and input from producers of potentially covered products:
  - Establish an advisory committee and product selection and rule-making processes to minimize the environmental and health impacts of products throughout all stages of their lifecycle, including GHG emission impacts.
  - Potential initial products include carpet, mercury-containing lighting and thermostats, paint, and rechargeable batteries.

### **Transportation – Reducing GHG emissions & increasing transportation choices for the future**

Emissions from transportation account for nearly half of the state’s total GHG emissions. The transportation recommendations include tools and best practices to achieve the vehicle miles traveled (VMT) reduction benchmarks outlined in E2SHB 2815.

1. Expand and enhance transit, rideshare, and commuter choice to enable users to make environmentally-friendly transportation choices:
  - Develop and enhance a Washington State Transportation Access Network, a deliberate and coordinated strategy to ensure a statewide approach to transit and provide affordable alternatives to a car-dependent lifestyle.
  - Enhance existing urban commute trip reduction and rideshare programs to expand the number of commute trips by vanpool, carpool, and telework, and implement compressed workweek schedules statewide.
  - Implement a Statewide Residential Trip Reduction Program to encourage all travelers, not just commuters, to travel in ways other than driving alone for their trips.
2. Encourage Compact and Transit Oriented Development:
  - Promote and support housing and employment density by:
    - Expanding the use of the Multi-Family Tax Exemption.
    - Adjusting grant criteria.
    - Establishing new revenue sources (tax credits, loans, revolving funds).
    - Identifying new finance mechanisms.
    - Leveraging public and private partnerships.
    - Conducting education and outreach.
  - Develop programs and provide incentives for “climate-friendly” parking management.
  - Encourage bicycle and pedestrian accessibility by adopting a policy based on the “Complete Streets” national movement.
  - Better enable Growth Management Act Transportation Concurrency provisions to address all modes of transportation.

- Encourage urban brownfield redevelopment by augmenting the state’s brownfield revolving loan fund to create opportunities for compact and transit-oriented development.
3. Use per capita VMT and GHG emissions reductions as criteria for funding and pursue new revenue sources.
    - Reexamine existing and proposed new investments to align the achievement of the VMT and GHG provisions of E2SHB 2815.
    - Pursue new revenue sources for transportation choices, particularly transit operations.
  4. Use transportation pricing to reduce per capita VMT and GHG emissions, raise needed revenue, and manage the system for better efficiency and reliability. Implement use-based pricing strategies including: tolls, parking charges, and per capita VMT or gasoline taxes to fund alternatives such as transit, cycling, and walking, or provide an incentive to invest in a more efficient vehicle.
  5. Pursue non-VMT actions to achieve additional GHG emissions reductions from the transportation sector:
    - Increase the use of rail for both the movement of passengers and freight.
    - Encourage GHG emissions reductions and fuel efficiency improvements in diesel engines.
    - Implement a package of transportation systems management strategies.
    - Accelerate deployment and commercialization of Plug-In Hybrid Electric Vehicles (PHEVs) and Electric Vehicles.
    - Using the work being done in California, Ecology, CTED, WSDOT, and other affected agencies seek resources from the 2010 Legislature to evaluate and implement a Low Carbon Fuel Standard (LCFS) requirement appropriate for Washington.

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<sup>1</sup> SEPA recommendations are summarized in Ecology publication 08-01-036.

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