Washington State Transportation Carbon Reduction Strategy

Appendix A: Identified Strategic Actions and Project Types

WSDOT

Appendix A. Identified Strategic Actions and Project Types

A.1. Overview

The state initiated development of this Transportation Carbon Reduction Strategy (TCRS) with research to capture the current state and federal policy landscape and Washington's existing efforts to curb transportation emissions. To conduct this research, the state considered publications dated within the last 15 years. Washington selected this period to align with the Legislature's first emission limits in 2008[60] and Washington's adoption of greenhouse gas (GHG) standards for light-duty vehicles starting with model year 2009.

WSDOT extracted, compiled, and reviewed strategies for transportation-sector GHG reductions from various documents, articles, and other literature. WSDOT identified documents through web searches using specific keywords (e.g., the name of the entity + "greenhouse gas", "emissions"), keyword searches ("emissions", "transportation", "greenhouse gas") on key entity websites, and documents provided to the agency. Documents include materials from state, regional (MPO / RTPO), freight/ports (maritime, air, rail)/clean air agencies, tribes, and local jurisdictions (cities, counties, etc.).

Generally, the state's approach was to search for strategies, not specific documents, while also emphasizing state plans. For example, with a recurring plan, the team reviewed only the most recent version. Because of this, WSDOT may not have included strategies from older plans, but this report list would be the most current. WSDOT also conducted a survey seeking information presented in Appendix B. Our search strategy emphasized actionable strategies related to GHG reduction. Thus, comprehensive, or other transportation plans would only be captured if they specifically included relevant strategies. Due to limited time, our approach focused on identifying a comprehensive set of relevant, actionable strategies being implemented statewide, with an emphasis on state-level documents (and did not include every plan in the state).

WSDOT reviewed the resulting literature to identify relevant emission reduction strategies, which are those where:

- Reducing GHG emissions is explicitly mentioned in an actionable strategy,
- GHG emissions are addressed as a goal and actionable strategies that are related to transportation are listed, or
- The document was relevant for GHG reduction in general.

For instance, strategies expected to support GHG reduction such as mode shift to transit, active transportation, or transportation demand management were added to the inventory.

Presented in the following sections of this appendix are:

- Organizations included in the review of documents
- Strategy categories used in the strategies section
- Documents reviewed
- Carbon reduction identified

[60] Washington Greenhouse Gas Emission Reduction Limits, Report prepared under RCW 70.235.04. Washington State Dept. of Ecology, Publication no. 14-01-006, December 2014. https://apps.ecology.wa.gov/publications/documents/1401006.pdf

A.2. Organizations included for review

Documents from the following organizations included transportation GHG reduction strategies.

Agency Level	Entity Name
State	
	Department of Ecology
	US Department of Energy (Referencing State strategies)
	Office of Program Research, Washington State House of Representatives
	Environmental Justice Council
	Office of Financial Management
	Department of Commerce
	Transportation Commission
	Department of Transportation
Tribes	
	Jamestown S'Klallam Tribe
	Lummi Nation
	Puyallup Tribe of Indians
MPO / RTPO	
	Benton-Franklin Council of Governments
	Chelan-Douglas Transportation Council
	Island Regional Transportation Planning Organization
	Northeast Washington Regional Transportation Planning Organization
	Okanogan Council of Governments
	Palouse Regional Transportation Planning Organization
	Peninsula Regional Transportation Planning Organization
	Puget Sound Regional Council
	Skagit Council of Governments
	Southwest Washington Regional Transportation Planning Organization
	Spokane Regional Transportation Council
	Thurston Regional Planning Council
	Walla Walla Metropolitan Panning Organization
	Whatcom Council of Governments
	Yakima Valley Conference of Governments
City, County, Transit	
	City of Bellevue
	City of Olympia
	City of Seattle
	City of Tacoma
	King County
	Okanogan County Transit Authority
Freight / Ports / Clear Air Agencies	
	King County International Airport
	Port of Anacortes
	Port of Bellingham
	Port of Coupeville
	Port of Edmonds

	Port of Everett
	Port of Longview
	Port of Olympia
	Port of Port Angeles
	Port of Seattle
	Northwest Seaport Alliance
	Port of Tacoma
	Port of Vancouver USA
	Vancouver Fraser Port Authority
	Puget Sound Clean Air Agency
	Puget Sound Maritime Air Forum (includes Port of Everett, Port of Olympia, WSDOT, PSRC, Port of Tacoma, Northwest Clean Air Agency, Port of Port Angeles among others)
	SeaTac (airport)

A.3. Categories

Level 1 Category	Level 2 Category
Clean Fuels and Vehicles	
	Electrification/ZEV
	Alternative Fuels
	Incentives/Grants
	Taxes/Sales Restrictions
	Fuel Economy Improvements
	Fuel Composition Regulations
	GHG Limits
	Supportive Infrastructure
	Public Outreach
VMT Reduction	
	Mode shift (transit)
	Mode shift (pedestrians and cyclists)
	Mode shift (new mobility, shared mobility[61], micromobility)
	Mode shift (multiple)
	Transportation Demand Management
	Incentives
	Taxes/Pricing
	GHG Limits
	Telework/Alternative work arrangements
	Reduction Targets
	Complete Streets
System Operation (reduce congestion, idling, etc.)	
	Intelligent Transportation Solutions (ITS)
	Transit Infrastructure and Service Enhancements
	Pricing

[61] Included here. However, shared mobility such as private transit services or TNCs may increase total VMT in some cases.

	Transportation Options
	Pollution Restrictions
	Parking Management/Strategies
	Efficient Use of Fuels
	First/Last Mile Connectivity
Land Use	
	Transit Oriented Development (TOD)
	Infill/Mixed-use Development
	Parking Requirements
Business Operations	
	General Strategic Planning
	GHG Tracking
	Fleet Management

A.4. Documents Reviewed

Agency Level	Entity Name	Document or Website Page Name	Link (if available):
City/ County	City of Bellevue	Bellevue's Comprehensive Plan	https://cobgis.maps.arcgis.com/apps/MapSeries/index.html?appid=6b17a256e0a94991b40029f35c204cf8
City/ County	City of Olympia	Transportation Master Plan (pg. 16-17)	https://cms7files.revize.com/olympia/Document_center/Services/Transportation/Plans,%20Studies%20and%20Data/Transportation%20Master%20Plan/Transportation-Master-Plan.pdf
City/ County	City of Seattle	Seattle Climate Action	http://greenspace.seattle.gov/wp-content/uploads/2018/04/SeaClimateAction_April2018.pdf
City / County	City of Tacoma	Climate Action Plan	https://www.cityoftacoma.org/UserFiles/Servers/Server_6/File/cms/enviro/Sustain/CAP%20Final/Tacoma%20CAP%20Sections.pdf
City/ County	King County	Implementation Plan for a Carbon Neutral King County Government	https://kingcounty.gov/~/media/services/environment/climate/documents/190228-operational-carbon-neutral-plan.ashx?la=en
City/ County	King County	Strategic Climate Action Plan	https://your.kingcounty.gov/dnrp/climate/documents/scap-2020-approved/2020-king-county-strategic-climate-action-plan.pdf
Freight/ Ports/ Clear Air	King County International Airport	Work Plan for Certification in the Airport Carbon Accreditation Program	https://kingcounty.gov/~/media/services/airport/documents/environment/tech_memo.ashx?la=en
Freight/ Ports / Clear Air Agencies	Port of Anacortes	MARINE TERMINAL MODERNIZATION PLAN	https://www.portofanacortes.com/wp-content/uploads/Marine_Modernization_Report_final.pdf
Freight/ Ports / Clear Air Agencies	Port of Anacortes	Port of Anacortes Greenhouse Gas Inventory 2019-2021	https://www.portofanacortes.com/wp-content/uploads/Results-of-POA-GHG-Inventory-FINAL_20220830_report-format.pdf
Freight/ Ports / Clear Air Agencies	Port of Bellingham	2013 Sustainability Report	https://www.portofbellingham.com/DocumentCenter/View/2792/Sustainability-Report-July2013-Final?bidId=
Freight/ Ports / Clear Air Agencies	Port of Bellingham	Roadmap to a Climate Action Plan	https://www.portofbellingham.com/DocumentCenter/View/9496/PoB_Climate_Roadmap-Final?bidId=

Agency Level	Entity Name	Document or Website Page Name	Link (if available):
Freight/ Ports / Clear Air Agencies	Port of Coupeville	Port of Coupeville Resolution No. 286	https://portoc.org/wp-content/uploads/2021/10/Resolution-286-Greenhouse-Gas-Policy-signed.pdf
Freight/ Ports / Clear Air Agencies	Port of Edmonds	Environmental Policy	https://www.portofedmonds.org/marina/environmental-resources/
Freight/ Ports / Clear Air Agencies	Port of Everett	Climate Change Strategy	https://www.portofeverett.com/environment/climate_change.php
Freight/ Ports / Clear Air Agencies	Port of Everett	Environmental Stewardship & Sustainability Report 2020	https://cms9files.revize.com/everett/Document%20Center/Your%20Port/Document%20Center/Environment/2020StewardshipSustainabil.pdf
Freight/ Ports / Clear Air Agencies	Port of Longview	Port of Longview Newsletter, April 2019 (Section on 'No Idling')	https://www.portoflongview.com/DocumentCenter/View/1132/April-2019?bidId=
Freight/ Ports / Clear Air Agencies	Port of Olympia	2017 GHG Emissions Inventory Report	https://portolympia.com/wp-content/uploads/2021/01/2017-Port-of-Olympia-GHG-Emissions-Inventory.pdf
Freight/ Ports / Clear Air Agencies	Port of Port Angeles Washington	Strategic Plan 2009-2013	https://portofpa.com/DocumentCenter/View/58/Strategic-Plan-12-_-9-17-2012?bidId=
Freight/ Ports / Clear Air Agencies	Port of Seattle	Charting the Course to Zero Port of Seattle's Maritime Climate and Air Action Plan	https://www.portseattle.org/sites/default/files/2021-11/MCAAP_November_2021_20210928_LowRes.pdf
Freight/ Ports / Clear Air Agencies	Port of Seattle	Measuring Greenhouse Gas Emissions at Port of Seattle	https://www.portseattle.org/page/measuring-greenhouse-gas-emissions-port-seattle
Freight/ Ports / Clear Air Agencies	Port of Seattle, Port of Tacoma, Northwest Seaport Alliance, and Vancouver Fraser	Northwest Ports Clean Air Strategy 2020	https://www.portseattle.org/sites/default/files/2021-04/NWP_CAS_Report_2012_WEB%20%28002%29.pdf
Freight/ Ports / Clear Air Agencies	Port of Seattle, Port of Tacoma, Northwest Seaport Alliance, and Vancouver Fraser	Northwest Ports Clean Air Strategy: 2021-2025 Implementation Plan	https://www.portseattle.org/sites/default/files/2021-04/NWP_CAS_Report_2012_WEB%20%28002%29.pdf
Freight/ Ports / Clear Air Agencies	Port of Tacoma	2021 Puget Sound Maritime Emissions Inventory Development	Internal - Provided by WSDOT
Freight/ Ports / Clear Air Agencies	Port of Tacoma	Environmental Action Plan: Tacoma Harbor	https://player.flipsnack.com/?hash=QkM5QUVEODhCN0ErdTNmNmpwendiMQ%3D%3D&p=1
Freight/ Ports / Clear Air Agencies	Port of Vancouver	Climate Action Plan	https://www.portvanusa.com/assets/Final-CAP-11-12-21_SCREEN.pdf
Freight/ Ports / Clear Air Agencies	Puget Sound Clean Air Agency	Candidate Actions to Reduction Transportation Greenhouse Gas Emissions Evaluation Report	https://www.pscleanair.gov/DocumentCenter/View/3314/Evaluation-Report_Transportation-Actions_June2018?bidId=
Freight/ Ports / Clear Air Agencies	Puget Sound Maritime Air Forum (includes Port of Everett, Port of Olympia, WSDOT,	2016 Puget Sound Maritime Emissions Inventory - Revised 2018	https://pugetsoundmaritimeairforum.files.wordpress.com/2018/10/final-2016-psei-report-19-oct-2018-scg.pdf
Freight/ Ports / Clear Air Agencies	SeaTac (airport)	"How Seattle-Tacoma International Airport leveraged RNG for thermal use"	https://www.usgain.com/wp-content/uploads/2021/10/Seattle-Tacoma-International-Airport-Leveraged-RNG-for-Thermal-Use.pdf

Agency Level	Entity Name	Document or Website Page Name	Link (if available):
Freight/ Ports / Clear Air Agencies	SeaTac (airport)	"SEA Steps on the (Renewable) Gas to Halve Carbon Emissions"	https://www.portseattle.org/blog/sea-steps-renewable-gas-halve-carbon-emissions
MPO / RTPO	Benton-Franklin Council of Governments	Regional Active Transportation Plan	https://static1.squarespace.com/static/60f0b327ca36d35991be43b4/t/620fd5d97a52ff4c995195 5c/1645204998929/Regional+Active+Transportation+Plan+-+Adopted+18SEP20.pdf
MPO / RTPO	Benton-Franklin Council of Governments	Transition 2045 Metropolitan Transportation Plan	BFCOG+MTP+-+Adopted+May+2022.pdf (squarespace.com)
MPO / RTPO	Chelan-Douglas Transportation Council	2020 Chelan-Douglas Regional Transportation Plan Update	RTP_UPDATE_2020_Reduced_2.pdf (squarespace.com)
MPO/ RTPO	Chelan-Douglas Transportation Council	Coordinated Mobility Plan	CDTC_COORDINATED_MOBILITY_PLAN_FINAL_APPROVED.pdf (squarespace.com)
MPO / RTPO	Island Regional Transportation Planning Organization	Regional Transportation Plan for the Island Region	islandcountywa.gov/DocumentCenter/View/3447/2019-Regional-Transportation-Plan-pdf
MPO / RTPO	Northeast Washington Regional Transportation Planning Organization	Northeast Washington Regional Transportation Plan 2042	https://teddonline-my.sharepoint.com/personal/srappe_teddonline_com/_layouts/15/onedrive.aspx?id=%2Fpersonal%2Fsrappe%5Fteddonline%5Fcom%2FDocuments%2FR
MPO / RTPO	Okanogan Council of Governments	2040 Regional Transportation Plan for the Okanogan Region	2040 Regional Transportation Plan for the Okanogan Region by TransRants - Issuu
MPO / RTPO	Okanogan County Transit Authority	Transit Development Plan 2022-2027	http://okanogantransit.com/wp-content/uploads/2022/08/2022_2027%20Transit%20Development%20Plan%20Approved%208.17.2022.pdf
MPO / RTPO	Palouse Regional Transportation Planning Organization	Palouse 2040 Regional Transportation Plan	Palouse RTP 2040 final adopted March 13 2018.pdf (palousertpo.org)
MPO / RTPO	Peninsula Regional Transportation Planning Organization	Regional Transportation Plan 2040	PRTPO+Regional+Transportation+Plan+2040.pdf (squarespace.com)
MPO / RTPO	Puget Sound Regional Council	Regional Transportation Plan 2022-2050	Regional Transportation Plan | Puget Sound Regional Council (psrc.org)
MPO / RTPO	Puget Sound Regional Council	Vision2050	https://www.psrc.org/sites/default/files/2022-11/vision-2050-plan.pdf
MPO / RTPO	Skagit Council of Governments	Skagit 2045 Regional Transportation Plan	https://www.scog.net/MTP-RTP/2021/Skagit2045RTP-Amended.pdf
MPO / RTPO	Southwest Washington Regional Transportation Planning Organization	Coordinated Public Transit – Human Services Transportation Plan	https://www.cwcog.org/wp-content/uploads/bsk-pdf-manager/2022/11/SWRTPO-2022-HSTP-11-16-2022-Final-Draft-w-Res.pdf
MPO / RTPO	Spokane Regional Transportation Council	Horizon 2045 Spokane Metropolitan Transportation Plan	https://www.srtc.org/wp-content/uploads/2022/01/Horizon2045.pdf
MPO / RTPO	Thurston Regional Planning Council	Thurston Climate Mitigation Plan	https://www.trpc.org/909/Thurston-Climate-Mitigation-Plan
MPO / RTPO	Walla Walla Metropolitan Planning Organization	2045 Plan	https://wwvmpo.org/uploads/3/5/3/8/35381422/2045_plan_adopted_02-03-2021.pdf

Agency Level	Entity Name	Document or Website Page Name	Link (if available):
MPO / RTPO	Whatcom Council of Governments	Way to Go, Whatcom	https://waytogowhatcom.org/strategies/
MPO / RTPO	Yakima Valley Conference of Governments	YVTP 20/45	Microsoft Word - Section1-Revised DLL 1-25-2016 (yvcog.org)
State	Department of Ecology, State of Washington	Clean Fuel Standard Cost Benefit Analysis Report	https://ecology.wa.gov/DOE/files/22/22790fe6-fc3a-414d-b3ba-036af0975258.pdf
State	Department of Ecology, State of Washington	Clean Fuel Standard	https://ecology.wa.gov/Air-Climate/Reducing-Emissions/Clean-Fuel-Standard
State	Department of Ecology, State of Washington	Climate Commitment Act	https://ecology.wa.gov/Air-Climate/Climate-Commitment-Act
State	US Department of Energy, (for the State of Washington)	Alternative Fuels Data Center - Washington Laws and Incentives	https://afdc.energy.gov/laws/all?state=WA
State	Evolved Energy Research	Washington State Energy Strategy Decarbonization Modeling: Final Report	Internal - Provided by WSDOT
State	Office of Program Research Washington State House of Representatives	Carbon Reduction Stakeholder Meetings- December 2022	Internal - Provided by WSDOT
State	State Environmental Justice Council	Environmental Justice Council Meeting Materials November 18, 2022 Special Meeting	Internal - Provided by WSDOT
State	Washington Office of Financial Management	Governor's Climate Commitment Act investments to benefit overburdened communities and tribes	Internal - Provided by WSDOT
State	Washington State Department of Commerce	Clean Transportation	https://www.commerce.wa.gov/growing-the-economy/energy/clean-transportation/
State	Washington State Department of Commerce, WSDOT	Interagency Electric Vehicle Coordinating Council	Internal - Provided by WSDOT
State	Washington State Department of Commerce	Fleet Electrification	https://www.commerce.wa.gov/growing-the-economy/energy/state-efficiency-and-environmental-performance-seep-archive/ev-fleet-electrification/
State	Washington State Department of Commerce	Green Electrolytic Hydrogen and Renewable Fuels: Recommendations for Deployment in Washington State	Internal - Provided by WSDOT
State	Washington State Department of Commerce	State Energy Strategy	https://www.commerce.wa.gov/growing-the-economy/energy/2021-state-energy-strategy/
State	Washington State Department of Commerce	Washington Transportation Electrification Strategy (TES)	https://www.commerce.wa.gov/growing-the-economy/energy/clean-transportation/ev-coordinating-council/transportation-electrification-strategy/
State	Washington State Transportation Commission	Washington Transportation Plan: 2040 and Beyond	https://wstc.wa.gov/wp-content/uploads/2020/03/WTP-2040-and-Beyond.pdf

Agency Level	Entity Name	Document or Website Page Name	Link (if available):
State	WSDOT	2016 Washington State Public Transportation Plan	https://wsdot.wa.gov/sites/default/files/2021-10/PT-Report-WashingtonStatePublicTransportationPlan-2016.pdf
State	WSDOT	2017-2027 Grain Train Strategic Plan	https://wsdot.wa.gov/sites/default/files/2021-10/Nov-2017-Grain-Train-2017-2027-Strategic-Plan.pdf
State	WSDOT	2019 Washington State Rail Plan	https://wsdot.wa.gov/sites/default/files/2021-10/2019-2040-State-Rail-Plan.pdf
State	WSDOT	2020 WSDOT Greenhouse Gas Emissions Fact Sheet	Internal - Provided by WSDOT
State	WSDOT	2021 Summary of Public Transportation	https://wsdot.wa.gov/publications/manuals/fulltext/M3079/spt.pdf
State	WSDOT	2021 Washington State Truck Parking Workshop	https://wsdot.wa.gov/sites/default/files/2021-12/Synopsis-2021-WA-Truck-Parking-Workshop.pdf
State	WSDOT	2022 Public Transportation Mobility Report	https://wsdot.wa.gov/sites/default/files/2022-11/2022-Public-Transportation-Mobility-Report.pdf
State	WSDOT	Active Transportation Plan	https://wsdot.wa.gov/construction-planning/statewide-plans/active-transportation-plan
State	WSDOT	Draft WSDOT Transportation Sector GHG Actions	Internal - Provided by WSDOT
State	WSDOT	Interagency Electric Vehicle Advisory Council	Internal - Provided by WSDOT
State	WSDOT	Interagency Electric Vehicle Advisory Council	Internal - Provided by WSDOT
State	WSDOT	Expanding Travel Options: Faster, Smarter and More Affordable A 2019-2023 Strategic Plan	https://wsdot.wa.gov/sites/default/files/2021-10/PT-Report-TransportationDemandManagementStrategicPlan-2018.pdf
State	WSDOT	Palouse River and Coulee City Rail System 2015 to 2025 Strategic Plan	https://wsdot.wa.gov/sites/default/files/2021-10/2015-PCC-Strategic-Plan.pdf
State	WSDOT	Sustainable Transportation Website	https://wsdot.wa.gov/construction-planning/protecting-environment/sustainable-transportation
State	WSDOT	Transportation Systems Management & Operations Program Plan Phase 1	https://tsmowa.org/sites/default/files/public/resources/WSDOT-TSMO-ProgramPlan-r20-8-26-22.pdf
State	WSDOT	Vehicle Miles of Travel Reduction Proviso	https://wsdot.wa.gov/sites/default/files/2022-06/VMT-Targets-Interim-Report-June2022_0.pdf https://wsdot.wa.gov/sites/default/files/2022-01/VMT-Targets-Technical-Report-December2021.pdf
State	WSDOT	Washington State Department of Transportation Greenhouse Gas Reduction Plan	Internal - Provided by WSDOT

Agency Level	Entity Name	Document or Website Page Name	Link (if available):
State	WSDOT	Washington State Electric Vehicle Action Plan 2015-2020	WA_EV_ActionPlanFebruary2015.pdf (westcoastgreenhighway.com)
State	WSDOT	Washington State Ferries System Electrification Plan	https://wsdot.wa.gov/sites/default/files/2021-11/WSF-SystemElectrificationPlan-December2020.pdf
State	WSDOT	Washington State Ferries Transit Asset Management Plan	https://wsdot.wa.gov/sites/default/files/2021-10/WSF-TransitAssetManagementPlan.pdf
State	WSDOT	Washington State Plan for Electric Vehicle Infrastructure Deployment	https://wsdot.wa.gov/sites/default/files/2022-08/Electricvehicle-plan-infastructuredeployment.pdf
State	WSDOT	WSDOT Transportation Asset Management Plan (MAP-21)	https://wsdot.wa.gov/sites/default/files/2021-10/Washington-State-DOT-Transportation-Asset-Management-Plan.pdf
Tribes	Jamestown S'Klallam Tribe	Carbon Neutral Plan 2022	Internal - Provided by WSDOT
Tribes	Lummi Nation	Climate Change Mitigation and Adaptation Plan	https://mrsc.org/getmedia/8172b625-e724-4036-a1d3-40a28c8d78a2/m58libcclimate.pdf
Tribes	Puyallup Tribe of Indians	Climate Change Impact Assessment and Adaptation Options	http://www.puyallup-tribe.com/tempFiles/PuyallupClimateChangeImpactAssessment_2016_FINAL_pages.pdf

A.5. Carbon reduction strategic actions identified

Level 1 Category	Level 2 Category	Strategic Action	Agency	Document Title
Move People and Goods More Efficiently and Equitably	Land Use	Develop the transportation system in Bellevue to minimize environmental and neighborhood impacts, while addressing the city's long-term transportation and land use objectives	City of Bellevue	Comprehensive Plan (pg. 203)
Move People and Goods More Efficiently and Equitably	Land Use	Promote transit-oriented development to support walking, biking, and transit use	City of Bellevue	Comprehensive Plan (pg. 247)
Move People and Goods More Efficiently and Equitably	Land Use	Increase transit, walking, and biking options and design compact, livable neighborhoods	City of Bellevue	Comprehensive Plan (pg. 247)
Move People and Goods More Efficiently and Equitably	Land Use	Promote a land use pattern to support an integrated multimodal transportation system	City of Bellevue	Comprehensive Plan (pg. 53)
Move People and Goods More Efficiently and Equitably	Land Use	Create places where people feel it makes the most sense to walk, bike, or use transit by emphasizing the urban corridors planning concept which integrates land use and transportation along our arterials with higher-frequency transit	City of Olympia	Transportation Master Plan (pg. 16-17)
Move People and Goods More Efficiently and Equitably	Land Use	Continue to update zoning and development standards to ensure that new development supports active transportation, transit ridership, and integrated public and private urban design that minimizes parking requirements and parking management strategies to meet City affordability and sustainability goals	City of Tacoma	Climate Action Plan (pg. 50)
Move People and Goods More Efficiently and Equitably	Land Use	Focus more than 98.5 percent of new residential development and growth in urban areas connected to the region's growing transit and trail systems	King County	King County Strategic Climate Action Plan
Move People and Goods More Efficiently and Equitably	Land Use	Develop and implement both a countywide and a Metro-specific Equitable Transit-Oriented Communities policy and implementation plan	King County	King County Strategic Climate Action Plan (pg. 61)
Move People and Goods More Efficiently and Equitably	Land Use	Develop more mixed-use dense land use with affordable housing and affordable commercial space with access to high-capacity transit	King County	King County Strategic Climate Action Plan (pg. 69)
Move People and Goods More Efficiently and Equitably	Land Use	Update King County Countywide Planning Policies that result in local jurisdictions taking transit supportive actions, including prioritizing right-of-way for transit, increased zoning capacity, reducing parking requirements, increasing affordable housing, and minimizing displacement near transit	King County	King County Strategic Climate Action Plan (pg. 76)

Level 1 Category	Level 2 Category	Strategic Action	Agency	Document Title
Move People and Goods More Efficiently and Equitably	Land Use	Update King County Centers framework to focus growth in countywide designated centers that are zoned for transit-supported densities	King County	King County Strategic Climate Action Plan (pg. 76)
Move People and Goods More Efficiently and Equitably	Land Use	All new buildings should be strong modes of cost-effective, energy efficient design	Port of Coupeville	Port of Coupeville Resolution No. 286 (pg. 1)
Move People and Goods More Efficiently and Equitably	Land Use	Continue development of the Waterfront Place Central mixed-use development	Port of Everett	Climate Change Strategy (pg. 1)
Move People and Goods More Efficiently and Equitably	Land Use	Emphasize compact urban development and mixed land use promotes active transportation as a feasible choice for short trips	Benton-Franklin Council of Governments	Regional Active Transportation Plan (pg. 31-32)
Move People and Goods More Efficiently and Equitably	Land Use	Commit to a Transit Focused Regional Growth Strategy that plans for 65% of the population growth and 75% of the job growth to occur near planned high-capacity transit investments	Puget Sound Regional Council	Regional 2030 Climate Analysis – Background Documentation and Analysis Results Review Draft
Move People and Goods More Efficiently and Equitably	Land Use	Prioritize investments in transportation facilities and services in the urban growth area that support compact, pedestrian- and transit-oriented densities and development	Puget Sound Regional Council	Vision 2050 (pg. 105)
Move People and Goods More Efficiently and Equitably	Land Use	Promote land uses that reduce VMT and promote transit, biking, and walking	Puget Sound Regional Council	Vision 2050 (pg. 61)
Move People and Goods More Efficiently and Equitably	Land Use	Reduce transportation GHG emissions through mixed-use growth and development	Puget Sound Regional Council	Vision 2050 (pg. 63)
Move People and Goods More Efficiently and Equitably	Land Use	Promote cooperation and coordination among transportation providers, local government, and developers to ensure that joint- and mixed-use developments are designed to … reduce the impacts of climate change on the natural and built environments	Puget Sound Regional Council	Vision 2050 (pg. 67)
Move People and Goods More Efficiently and Equitably	Land Use	Support land use patterns that reduce travel demands for single-occupant vehicles	Yakima County Conference of Governments	YVTP 20/45 (pg. 47)
Move People and Goods More Efficiently and Equitably	Land Use	Take steps to incentivize and remove barriers that restrict Transit Oriented Development (TOD)	Washington State Department of Commerce	Washington 2021 State Energy Strategy (pg. 55)

Level 1 Category	Level 2 Category	Strategic Action	Agency	Document Title
Move People and Goods More Efficiently and Equitably	Land Use	Link cross-jurisdictional coordination and community engagement with funding related to the planning and implementation of land use policies, TOD, transportation demand management (TDM) measures (including vehicle usage charges or similar policies), transit and active transport infrastructure development and other measures designed to reduce VMT and enhance accessibility and mobility	Washington State Department of Commerce	Washington 2021 State Energy Strategy (pg. 55)
Move People and Goods More Efficiently and Equitably	Land Use	Fund WSDOT and Commerce to provide centralized assistance for jurisdictions to support development and implementation of model code related to corridor planning, "smart growth" zoning and land use policies, TOD and related infrastructure development	Washington State Department of Commerce	Washington 2021 State Energy Strategy (pg. 55)
Move People and Goods More Efficiently and Equitably	Land Use	Explore ways for transit and state agencies to collaborate more effectively with land developers to create efficient mixed-use centers in the vicinity of multimodal transportation hubs	Washington State Transportation Commission	Washington Transportation Plan: 2040 and Beyond (pg. 61)
Move People and Goods More Efficiently and Equitably	Land Use	Pilot efforts to further integrate access to transit and land use in planning, environmental review and permitting	WSDOT	2016 Washington State Public Transportation Plan (pg. 63)
Move People and Goods More Efficiently and Equitably	Land Use	Infill distribution centers closer to where goods need to go	WSDOT	Vehicle Miles of Travel Reduction Proviso Presentation (Slide 14)
Move People and Goods More Efficiently and Equitably	Land Use	Land Use – implement the Vision 2050 Regional Growth Strategy; advance transit-oriented development and focus growth around high-capacity transit	Puget Sound Regional Council	Regional Transportation Plan, adopted May 2022
Move People and Goods More Efficiently and Equitably	Land Use	Encourage efficient use of urban land by optimizing the development potential of existing urban lands and increasing density in the urban growth area in locations consistent with the Regional Growth Strategy.	Puget Sound Regional Council	Vision 2050
Move People and Goods More Efficiently and Equitably	Land Use	Attract 65% of the region's residential growth and 75% of the region's employment growth to the regional growth centers and high-capacity transit station areas to realize the multiple public benefits of compact growth around high-capacity transit investments. As jurisdictions plan for growth targets, focus development near high-capacity transit to achieve the regional goal.	Puget Sound Regional Council	Vision 2050
Move People and Goods More Efficiently and Equitably	Land Use	Focus a significant share of population and employment growth in designated regional growth centers.	Puget Sound Regional Council	Vision 2050

Level 1 Category	Level 2 Category	Strategic Action	Agency	Document Title
Move People and Goods More Efficiently and Equitably	Land Use	Focus a significant share of employment growth in designated regional manufacturing/industrial centers.	Puget Sound Regional Council	Vision 2050
Move People and Goods More Efficiently and Equitably	Land Use	Encourage growth in designated countywide centers.	Puget Sound Regional Council	Vision 2050
Move People and Goods More Efficiently and Equitably	Land Use	Avoid increasing development capacity inconsistent with the Regional Growth Strategy in regional geographies not served by high-capacity transit.	Puget Sound Regional Council	Vision 2050
Move People and Goods More Efficiently and Equitably	Active Transportation	Promote the use of new transportation technology, including ride-hailing, micromobility, drones, CAVs, and etc.	City of Olympia	Transportation Master Plan (pg. 131-139)
Move People and Goods More Efficiently and Equitably	Active Transportation	Invest in transit and bike and pedestrian infrastructure to reduce single occupant vehicle (SOV) use in Seattle	City of Seattle	Seattle Climate Action (pg. 8)
Move People and Goods More Efficiently and Equitably	Active Transportation	Develop and implement a plan to fund, prioritize, and complete the City's network of sidewalks, curb ramps, Safe Routes to School improvements, and bike connections by 2050	City of Tacoma	Climate Action Plan (pg. 47)
Move People and Goods More Efficiently and Equitably	Active Transportation	Increase staffing and funding for community programming that provides easy entry opportunities for community members to access active transportation and transit (i.e. open streets events, InMotion residential outreach programs, e-bikes for essential workers, micromobility access, play streets, parklets, etc.	City of Tacoma	Climate Action Plan (pg. 48)
Move People and Goods More Efficiently and Equitably	Active Transportation	Strengthen internal policies to require Complete Streets implementation on all projects that impact the street, including repaving, chip sealing, and re-striping projects.	City of Tacoma	Climate Action Plan (pg. 49)
Move People and Goods More Efficiently and Equitably	Active Transportation	Seek federal and state grant funding to support electric vehicle and e-bike use in low and very low opportunity neighborhoods	City of Tacoma	Climate Action Plan (pg. 50)
Move People and Goods More Efficiently and Equitably	Active Transportation	Improve safe and non-motorized access to transit via walk, roll and bike	King County	King County Strategic Climate Action Plan (pg. 69)
Move People and Goods More Efficiently and Equitably	Active Transportation	Enhance opportunities to walk, roll, and bike safely and convenient to transit by providing secure bike parking at transit locations and partnering with jurisdictions to design and construct pedestrian and bike connections	King County	King County Strategic Climate Action Plan (pg. 72)

Level 1 Category	Level 2 Category	Strategic Action	Agency	Document Title
Move People and Goods More Efficiently and Equitably	Active Transportation	Enhance bicycle and pedestrian infrastructure to provide alternative and sustainable modes of transportation	Benton-Franklin Council of Governments	Regional Active Transportation Plan (pg. 31-32)
Move People and Goods More Efficiently and Equitably	Active Transportation	Develop criteria for pedestrian circulation serving public facilities, transit systems, and housing complexes	Benton-Franklin Council of Governments	Regional Active Transportation Plan (pg. 32)
Move People and Goods More Efficiently and Equitably	Active Transportation	Add planned bikeways during all preservation, reconstruction, and striping to support a connected and efficient multimodal transportation system	Chelan-Douglas Transportation Council	2020 Chelan-Douglas Regional Transportation Plan Update (pg. 2-5)
Move People and Goods More Efficiently and Equitably	Active Transportation	Add sidewalks during all road reconstruction to support a connected and efficient multimodal transportation system	Chelan-Douglas Transportation Council	2020 Chelan-Douglas Regional Transportation Plan Update (pg. 2-5)
Move People and Goods More Efficiently and Equitably	Active Transportation	Pursue grants to implement standalone sidewalk and bicycle projects to support a connected and efficient multimodal transportation system	Chelan-Douglas Transportation Council	2020 Chelan-Douglas Regional Transportation Plan Update (pg. 2-5)
Move People and Goods More Efficiently and Equitably	Active Transportation	Add pedestrian and bike crossing at Bridge St. over the BNSF right of way connecting to the Columbia River Pedestrian and Bike Bridge	Chelan-Douglas Transportation Council	2020 Chelan-Douglas Regional Transportation Plan Update (pg. 3-2)
Move People and Goods More Efficiently and Equitably	Active Transportation	Encourage biking and walking through provision of bikeway and sidewalk networks	Chelan-Douglas Transportation Council	2020 Chelan-Douglas Regional Transportation Plan Update (pg. 3-7)
Move People and Goods More Efficiently and Equitably	Active Transportation	Convert former railroad rights-of-way to trails for public use	Northeast Washington Regional Transportation Planning Organization	Northeast Washington Regional Transportation Plan 2042 (pg. 44)
Move People and Goods More Efficiently and Equitably	Active Transportation	Advance 'Safe Routes to Schools' measures that increase opportunities for children to bike and walk to school while increasing their physical activity	Okanogan Council of Governments	2040 Regional Transportation Plan for the Okanogan Region (pg. 30)
Move People and Goods More Efficiently and Equitably	Active Transportation	Support walking and biking as a means to improve overall public health while reducing impacts on the natural environment	Okanogan Council of Governments	2040 Regional Transportation Plan for the Okanogan Region (pg. 30)
Move People and Goods More Efficiently and Equitably	Active Transportation	Expand and integrate a regional transit network, active transportation and other multimodal investments	Puget Sound Regional Council	2030 GHG Analysis and Climate Implementation Strategy (pg. 19)

Level 1 Category	Level 2 Category	Strategic Action	Agency	Document Title
Move People and Goods More Efficiently and Equitably	Active Transportation	Promote and incorporate bicycle and pedestrian travel as important modes of transportation by providing facilities and navigable connections	Puget Sound Regional Council	Vision 2050 (pg. 106)
Move People and Goods More Efficiently and Equitably	Active Transportation	Invest in infrastructure to close gaps in the active transportation network and increase safety	Southwest Washington Regional Transportation Planning Organization	Coordinated Public Transit – Human Services Transportation Plan (Chapter 8-4)
Move People and Goods More Efficiently and Equitably	Active Transportation	Reevaluate long term plans and update to prioritize people walking and riding bikes. Set goals for mode shift and plans on how to achieve those goals like developing car-free corridors in commercial and mixed-use areas to encourage mode shift	Thurston Regional Planning Council	Thurston Climate Mitigation Plan (pg. 87)
Move People and Goods More Efficiently and Equitably	Active Transportation	Coordinate bicycle and pedestrian plans of the cities and Thurston County into a large regional plan to expand walking and bicycling infrastructure, including separated and protected opportunities	Thurston Regional Planning Council	Thurston Climate Mitigation Plan (pg. 87)
Move People and Goods More Efficiently and Equitably	Active Transportation	Adopt programming criteria and processes that give relative priority to investments in multimodal connectivity and prioritize the regional system's ability to serve travel demand over its ability to serve vehicle volume	Whatcom Council of Governments	Way to Go, Whatcom (pg. 1)
Move People and Goods More Efficiently and Equitably	Active Transportation	Support efforts to improve and connect trail networks in the Whatcom region with the perspective that all trails serve trip making and recreation in varying degrees and thus all trails provide meaningful transportation	Whatcom Council of Governments	Way to Go, Whatcom (pg. 1)
Move People and Goods More Efficiently and Equitably	Active Transportation	Implement ZAP—Zero-Emissions Access Program - $2.4M	Office of Program Research Washington State House of Representatives	Carbon Reduction Stakeholder Meetings— December 2022 Alternative Fuels and Transportation Overview of Programs, Incentives, and Projects
Move People and Goods More Efficiently and Equitably	Active Transportation	Adopt new, discrete, near- and long-term targets for transit and active transportation	Washington State Department of Commerce	Washington 2021 State Energy Strategy (pg. 54)
Move People and Goods More Efficiently and Equitably	Active Transportation	Explore options for providing incentives for e-bikes and other electric transportation devices	Washington State Department of Commerce	Washington 2021 State Energy Strategy (pg. 58)
Move People and Goods More Efficiently and Equitably	Active Transportation	Adequately plan for and provide first- and last-mile access as a part of regional and statewide mobility strategies to support transit and freight transport	Washington State Transportation Commission	Washington Transportation Plan: 2040 and Beyond (pg. 56)

Level 1 Category	Level 2 Category	Strategic Action	Agency	Document Title
Move People and Goods More Efficiently and Equitably	Active Transportation	Provide more than $103 million in the 2021-2023 biennium for 48 projects to explore innovative ways to reduce congestion and improve connectivity between counties and regional population centers	WSDOT	2022 Public Transportation Mobility Report (pg. 3)
Move People and Goods More Efficiently and Equitably	Active Transportation	Complete a statewide active transportation network across jurisdictional boundaries	WSDOT	Active Transportation Plan (pg. 2)
Move People and Goods More Efficiently and Equitably	Active Transportation	Continue to refine and implement the Complete Streets Requirement (requires WSDOT projects over $500,000 to incorporate the principles of Complete Streets into facilities that provide street access on state highways projects routed over city streets where the design phase of the project begins on or after July 1, 2022)	WSDOT	Draft WSDOT Transportation Sector GHG Actions (FY 2023 tab of spreadsheet)
Move People and Goods More Efficiently and Equitably	Active Transportation	Promote improved access through low GHG emissions/ low VMT transportation options and choices, and minimize the need for travel through promoting Complete Streets, public transportation, active transportation	WSDOT	Draft WSDOT Transportation Sector GHG Actions (Resilience Goal P2 tab of spreadsheet)
Move People and Goods More Efficiently and Equitably	Active Transportation	Promote improved access through low GHG emissions/ low VMT transportation options and choices, and minimize the need for travel through promoting efficient urban freight delivery and transportation efficient land use	WSDOT	Draft WSDOT Transportation Sector GHG Actions (Resilience Goal P2 tab of spreadsheet)
Move People and Goods More Efficiently and Equitably	Active Transportation	Complete pedestrian and bicycle networks by installing sidewalks and bike lanes	WSDOT	Transportation Systems Management & Operations Program Plan Phase 1 (pg. 13)
Move People and Goods More Efficiently and Equitably	Active Transportation	Integrate micromobility, such as bike sharing or scooter sharing programs coupled with location-based technology, to allow users to complete the last mile of their trip	WSDOT	Transportation Systems Management & Operations Program Plan Phase 1 (pg. 13)
Move People and Goods More Efficiently and Equitably	Active Transportation	Develop Plan to Improve Multimodal Connectivity	WSDOT	Transportation Systems Management & Operations Program Plan Phase 1 (pg. 24)
Move People and Goods More Efficiently and Equitably	Active Transportation	Implement a subsidized bicycle purchase program for Tribal Citizens and employees.	Jamestown S'Klallam Tribe	Carbon Neutral Plan 2022 (pg. 16)
Move People and Goods More Efficiently and Equitably	Active Transportation	Designate Priority Planning Areas, including those to promote walking and biking	Lummi Nation	Climate Change Mitigation and Adaptation Plan: 2016-2026 (pg. 79)
Move People and Goods More Efficiently and Equitably	Transit, Vanpool and Carpool	Develop and release a strategy to address congestion and transportation emissions through pricing, coupled with	City of Seattle	Seattle Climate Action (pg. 14)

Level 1 Category	Level 2 Category	Strategic Action	Agency	Document Title
		investments in expanded transit and electrification in underserved communities		
Move People and Goods More Efficiently and Equitably	Transit, Vanpool and Carpool	Increase staff capacity to coordinate on transit projects and implement the green transportation hierarchy, which prioritizes the movement of people over the movement of cars with pedestrians, bicyclists, and transit riders as the top priorities	City of Tacoma	Climate Action Plan (pg. 48)
Move People and Goods More Efficiently and Equitably	Transit, Vanpool and Carpool	Coordinate land use changes with high-capacity transit investments to support transit-oriented development	City of Tacoma	Climate Action Plan (pg. 48)
Move People and Goods More Efficiently and Equitably	Transit, Vanpool and Carpool	Improve transit options and infrastructure in frontline communities with the greatest need for sustainable public transportation	King County	King County Strategic Climate Action Plan (pg. 14)
Move People and Goods More Efficiently and Equitably	Transit, Vanpool and Carpool	Expand regional transit ridership on King County Metro Transit, Sound Transit, and City of Seattle services by 2040 to 398 million annually	King County	King County Strategic Climate Action Plan (pg. 60)
Move People and Goods More Efficiently and Equitably	Transit, Vanpool and Carpool	Reduce total passenger vehicle miles traveled 20 percent by 2030 and 28 percent by 2050 against 2017 baseline	King County	King County Strategic Climate Action Plan (pg. 61)
Move People and Goods More Efficiently and Equitably	Transit, Vanpool and Carpool	Develop corridor prioritization to invest in speed and reliability improvements that benefit public transit in areas with greatest needs	King County	King County Strategic Climate Action Plan (pg. 61)
Move People and Goods More Efficiently and Equitably	Transit, Vanpool and Carpool	See transit and local jurisdictions collaborate to improve speed and reliability of bus service through dedicated bus lanes and right-of-way improvements	King County	King County Strategic Climate Action Plan (pg. 69)
Move People and Goods More Efficiently and Equitably	Transit, Vanpool and Carpool	Advocate and engage in regional conversation on transit service growth and service funding to achieve county climate goals	King County	King County Strategic Climate Action Plan (pg. 71)
Move People and Goods More Efficiently and Equitably	Transit, Vanpool and Carpool	Update Metro's policies, including Service Guidelines and METRO Connects, to reflect service priorities in routes that will reduce GHG emissions, balancing ridership and climate priorities with other investment needs, including equity	King County	King County Strategic Climate Action Plan (pg. 71)
Move People and Goods More Efficiently and Equitably	Transit, Vanpool and Carpool	Develop station area passenger facilities and guidelines that prioritize SOV access at Metro and partner agency transit stops and stations	King County	King County Strategic Climate Action Plan (pg. 72)
Move People and Goods More Efficiently and Equitably	Transit, Vanpool and Carpool	Provide a range of transit and mobility services that allow for seamless connections between modes and destinations, including on-demand, flexible services that leverage MAAS	King County	King County Strategic Climate Action Plan (pg. 72)

Level 1 Category	Level 2 Category	Strategic Action	Agency	Document Title
Move People and Goods More Efficiently and Equitably	Transit, Vanpool and Carpool	Provide sustained and increased transit frequency, as funding allows, to make it more convenient for people to use transit and get out of their cars	King County	King County Strategic Climate Action Plan (pg. 73)
Move People and Goods More Efficiently and Equitably	Transit, Vanpool and Carpool	Promote a fast and reliable transit system between ... complementary land uses [housing, employment, services, recreation]	Chelan-Douglas Transportation Council	2020 Chelan-Douglas Regional Transportation Plan Update (pg. 3-12)
Move People and Goods More Efficiently and Equitably	Transit, Vanpool and Carpool	Support additional transit transportation choices	Puget Sound Regional Council	2030 GHG Analysis and Climate Implementation Strategy (pg. 17)
Move People and Goods More Efficiently and Equitably	Transit, Vanpool and Carpool	Reduce roadway capacity where it interferes with transit	Puget Sound Regional Council	2030 GHG Analysis and Climate Implementation Strategy (pg. 19)
Move People and Goods More Efficiently and Equitably	Transit, Vanpool and Carpool	Promote a 2030 High-Capacity Transit Network, which reflects VISION 2050, the RTP and the region's vehicle fleet under current federal fuel economy standards	Puget Sound Regional Council	2030 GHG Analysis and Climate Implementation Strategy (pg. 8)
Move People and Goods More Efficiently and Equitably	Transit, Vanpool and Carpool	Extend Sound Transit's Link Light Rail to the University of Washington and Northgate	Puget Sound Regional Council	Regional Transportation Plan (pg. 138)
Move People and Goods More Efficiently and Equitably	Transit, Vanpool and Carpool	Increase the proportion of trips made by transportation modes that are alternatives to driving alone, especially to and within centers and along corridors connecting centers, by ensuring availability of reliable and competitive transit options	Puget Sound Regional Council	Vision 2050 (pg. 105)
Move People and Goods More Efficiently and Equitably	Transit, Vanpool and Carpool	Emphasize transportation investments that provide and encourage alternatives to single-occupancy vehicle travel and increase travel options, especially to and within centers and along corridors connecting centers	Puget Sound Regional Council	Vision 2050 (pg. 105)
Move People and Goods More Efficiently and Equitably	Transit, Vanpool and Carpool	Increase alternatives to driving alone	Puget Sound Regional Council	Vision 2050 (pg. 60)
Move People and Goods More Efficiently and Equitably	Transit, Vanpool and Carpool	Prioritize transportation investments that support achievement of regional greenhouse gas emissions reduction goals, such as by reducing vehicle miles traveled	Puget Sound Regional Council	Vision 2050 (pg. 61)
Move People and Goods More Efficiently and Equitably	Transit, Vanpool and Carpool	Align investment strategies with achievement of VMT and GHG reduction provisions	Skagit Council of Governments	Skagit 2045 Regional Transportation Plan (pg. 92)

Level 1 Category	Level 2 Category	Strategic Action	Agency	Document Title
Move People and Goods More Efficiently and Equitably	Transit, Vanpool and Carpool	Use GHG/VMT as criteria for funding and pursue new revenue sources to support transportation choices	Skagit Council of Governments	Skagit 2045 Regional Transportation Plan (pg. 92)
Move People and Goods More Efficiently and Equitably	Transit, Vanpool and Carpool	Pursue new revenue sources to support transportation choices, particularly transit operations	Skagit Council of Governments	Skagit 2045 Regional Transportation Plan (pg. 92)
Move People and Goods More Efficiently and Equitably	Transit, Vanpool and Carpool	Expand and enhance transit, rideshare and commuter choice	Skagit Council of Governments	Skagit 2045 Regional Transportation Plan (pg. 92)
Move People and Goods More Efficiently and Equitably	Transit, Vanpool and Carpool	Develop more park-and-ride and park-and-pool lots	Skagit Council of Governments	Skagit 2045 Regional Transportation Plan (pg. 92)
Move People and Goods More Efficiently and Equitably	Transit, Vanpool and Carpool	Develop actions to address congestion issues on the transit network (e.g., vehicle capacity, bus lanes, signal priority)	Skagit Council of Governments	Skagit 2045 Regional Transportation Plan (pg. 92)
Move People and Goods More Efficiently and Equitably	Transit, Vanpool and Carpool	Increase local public transit routes/frequency with a focus on ensuring the greatest number of riders have access to a low-carbon transportation option.	Thurston Regional Planning Council	Thurston Climate Mitigation Plan (pg. 86)
Move People and Goods More Efficiently and Equitably	Transit, Vanpool and Carpool	Identify and implement first/last mile, low carbon solutions to connect neighborhoods without the population to support fixed routes transit options	Thurston Regional Planning Council	Thurston Climate Mitigation Plan (pg. 86)
Move People and Goods More Efficiently and Equitably	Transit, Vanpool and Carpool	Maintain a fareless system for public transit	Thurston Regional Planning Council	Thurston Climate Mitigation Plan (pg. 86)
Move People and Goods More Efficiently and Equitably	Transit, Vanpool and Carpool	Work with employers and transit agencies to develop ways to incentivize employee ridership (ex. rebates for employees who give up use of employer parking facilities)	Thurston Regional Planning Council	Thurston Climate Mitigation Plan (pg. 86)
Move People and Goods More Efficiently and Equitably	Transit, Vanpool and Carpool	Use Climate Commitment Act Funds (Carbon Emissions Reduction Account) to support frequent and accessible public transportation services statewide	State Environmental Justice Council	Environmental Justice Council Meeting Materials November 18, 2022, Special Meeting (pg. 4)
Move People and Goods More Efficiently and Equitably	Transit, Vanpool and Carpool	Identify and establish stable funding mechanisms for maintenance, preservation and system improvements across all transportation modes	Washington State Department of Commerce	Washington 2021 State Energy Strategy (pg. 57)
Move People and Goods More Efficiently and Equitably	Transit, Vanpool and Carpool	Adopt incentive programs that offset the relative cost of transit and other alternative travel modes	Washington State Department of Commerce	Washington 2021 State Energy Strategy (pg. 58)

Level 1 Category	Level 2 Category	Strategic Action	Agency	Document Title
Move People and Goods More Efficiently and Equitably	Transit, Vanpool and Carpool	Explore options to make transit universally affordable, including creating a statewide transit pass option and means-tested transit subsidies for low- and no-income riders, or establishing fare-free transit statewide.	Washington State Department of Commerce	Washington 2021 State Energy Strategy (pg. 58)
Move People and Goods More Efficiently and Equitably	Transit, Vanpool and Carpool	Invest in transit infrastructure including lighting, covered stops and pedestrian crossings	Washington State Department of Commerce	Washington 2021 State Energy Strategy (pg. 58)
Move People and Goods More Efficiently and Equitably	Transit, Vanpool and Carpool	Promote development of a seamless, statewide transit fare system with interoperability between public transit, ferry systems, and mobility services providers across the state.	Washington State Transportation Commission	Washington Transportation Plan: 2040 and Beyond (pg. 56)
Move People and Goods More Efficiently and Equitably	Transit, Vanpool and Carpool	Plan for future demand on the commuter rail	WSDOT	2016 Washington State Public Transportation Plan (pg. 50)
Move People and Goods More Efficiently and Equitably	Transit, Vanpool and Carpool	Continue to develop practical solution methodologies to create a more integrated multimodal system	WSDOT	2016 Washington State Public Transportation Plan (pg. 64)
Move People and Goods More Efficiently and Equitably	Transit, Vanpool and Carpool	Gather and use data that provides a more complete picture of public transportation performance gaps and opportunities	WSDOT	2016 Washington State Public Transportation Plan (pg. 69)
Move People and Goods More Efficiently and Equitably	Transit, Vanpool and Carpool	Maximize the effectiveness of park and ride lots as part of the integrated multimodal system	WSDOT	2016 Washington State Public Transportation Plan (pg. 70)
Move People and Goods More Efficiently and Equitably	Transit, Vanpool and Carpool	Establish an interdisciplinary innovation center to foster and better support public transportation innovation and adaptation	WSDOT	2016 Washington State Public Transportation Plan (pg. 76)
Move People and Goods More Efficiently and Equitably	Transit, Vanpool and Carpool	Improve multimodal connectivity for passenger rail	WSDOT	2020 Washington State Rail Plan (pg. 65)
Move People and Goods More Efficiently and Equitably	Transit, Vanpool and Carpool	Implement more than $3 billion in public transportation projects to expand and complete the public transportation network	WSDOT	2022 Public Transportation Mobility Report (pg. 3)
Move People and Goods More Efficiently and Equitably	Transit, Vanpool and Carpool	Begin implementation of expanded technical assistance to local agencies and tribes for [Safe Routes to School] planning and project development	WSDOT	Draft WSDOT Transportation Sector GHG Actions (FY 2023 tab of spreadsheet)
Move People and Goods More Efficiently and Equitably	Transit, Vanpool and Carpool	Promote improved access through low GHG emissions/ low VMT transportation options and choices, and minimize the need for travel through active transportation and transit	WSDOT	Draft WSDOT Transportation Sector GHG Actions (Resilience Goal P2 tab of spreadsheet)

Level 1 Category	Level 2 Category	Strategic Action	Agency	Document Title
		planning [and] improving and expanding passenger rail system (including HSR)		
Move People and Goods More Efficiently and Equitably	Transit, Vanpool and Carpool	Promote improved access through low GHG emissions/ low VMT transportation options and choices, and minimize the need for travel through collaborating on road usage charges and transit expansion	WSDOT	Draft WSDOT Transportation Sector GHG Actions (Resilience Goal P2 tab of spreadsheet)
Move People and Goods More Efficiently and Equitably	Transit, Vanpool and Carpool	Implement bus on shoulder (BOS) operations to support transit reliability	WSDOT	Transportation Systems Management & Operations Program Plan Phase 1 (pg. 13)
Move People and Goods More Efficiently and Equitably	Transit, Vanpool and Carpool	As related to rail, add enhancements for infrastructure modifications for larger passenger trains, adding passenger cars, and making modifications to platforms to accommodate additional ridership and reduce delays	WSDOT	Transportation Systems Management & Operations Program Plan Phase 1 (pg. 15)
Move People and Goods More Efficiently and Equitably	Transit, Vanpool and Carpool	Implement bus rapid transit (BRT) to support transit on-time performance	WSDOT	Transportation Systems Management & Operations Program Plan Phase 1(pg. 13)
Move People and Goods More Efficiently and Equitably	The Internet	Continue to support City staff telework to reduce commute trips	City of Olympia	Transportation Master Plan (pg. 152)
Move People and Goods More Efficiently and Equitably	The Internet	Investigate how strategies such as teleworking or other evolutions in the workplace could help to decrease overall VMT, using lessons learned from the COVID-19 pandemic	King County	King County Strategic Climate Action Plan (pg. 72)
Move People and Goods More Efficiently and Equitably	The Internet	Adopt virtual meetings, training, and other options where appropriate and possible to decrease transportation requirements	Port of Coupeville	Port of Coupeville Resolution No. 286 (pg. 1)
Move People and Goods More Efficiently and Equitably	The Internet	Encourage employees to find alternatives to driving alone to work, and offers remote working options as appropriate	Port of Everett	Climate Change Strategy (pg. 1)
Move People and Goods More Efficiently and Equitably	The Internet	Implement flexible work arrangements like teleworking or compressed work weeks to reduce the number of days employees must commute to work	Port of Seattle	Charting the Course to Zero Port of Seattle's Maritime Climate and Air Action Plan (pg. 49)
Move People and Goods More Efficiently and Equitably	The Internet	Reduce Emissions from Employee Commute	Port of Vancouver	Climate Action Plan (pg. 14-15)
Move People and Goods More Efficiently and Equitably	The Internet	Reduce Business Travel Emissions	Port of Vancouver	Climate Action Plan (pg. 14-15)

Level 1 Category	Level 2 Category	Strategic Action	Agency	Document Title
Move People and Goods More Efficiently and Equitably	The Internet	Increase opportunities for employee teleworking options and staggering workdays or schedules to reduce employees driving during peak traffic times	Thurston Regional Planning Council	Thurston Climate Mitigation Plan (pg. 84)
Move People and Goods More Efficiently and Equitably	The Internet	Promote improved access through low GHG emissions/ low VMT transportation options and choices, and minimize the need for travel through promoting telework	WSDOT	Draft WSDOT Transportation Sector GHG Actions (Resilience Goal P2 tab of spreadsheet)
Move People and Goods More Efficiently and Equitably	Efficient Systems Operations	Incorporate environmental targets into the Mobility Implementation Plan (MIP) to align with the Environmental Sustainability Plan to reduce transportation-source greenhouse gas emissions	City of Bellevue	Comprehensive Plan (pg. 172)
Move People and Goods More Efficiently and Equitably	Efficient Systems Operations	Support means to reduce transportation-source greenhouse gas emissions	City of Bellevue	Comprehensive Plan (pg. 203)
Move People and Goods More Efficiently and Equitably	Efficient Systems Operations	Avoid, minimize or mitigate significant adverse impacts to air quality, noise, light/glare and other elements of the environmental in planning and implementing transportation projects	City of Bellevue	Comprehensive Plan (pg. 203)
Move People and Goods More Efficiently and Equitably	Efficient Systems Operations	Take corrective actions to reduce greenhouse gas emissions such as reducing energy consumption and vehicle emissions, and enhancing land use patterns to reduce vehicle dependency	City of Bellevue	Comprehensive Plan (pg. 257)
Move People and Goods More Efficiently and Equitably	Efficient Systems Operations	Implement transportation projects that provide significant air quality improvements to areas with existing air quality problems, even where the project does not bring all locations up to adopted standards, provided that the project is the best feasible solution and it significantly improves the air quality at each substandard location	City of Bellevue	Comprehensive Plan (pg. 262)
Move People and Goods More Efficiently and Equitably	Efficient Systems Operations	Shift traffic to less congested facilities nearby, provided this does not encourage cut-through traffic in neighborhoods	City of Bellevue	Comprehensive Plan (pg. 263)
Move People and Goods More Efficiently and Equitably	Efficient Systems Operations	Focus transportation demand management programs on the downtown and Capitol Campus, our largest employment centers	City of Olympia	Transportation Master Plan (pg. 150)
Move People and Goods More Efficiently and Equitably	Efficient Systems Operations	Utilize parking management to help reduce drive-alone trips	City of Olympia	Transportation Master Plan (pg. 151)
Move People and Goods More Efficiently and Equitably	Efficient Systems Operations	Build out a Shared Mobility Hubs program to aggregate transportation connections, travel information, and other	City of Seattle	Seattle Climate Action (pg. 9)

Level 1 Category	Level 2 Category	Strategic Action	Agency	Document Title
		mobility amenities into a seamless, understandable, and on-demand travel experience		
Move People and Goods More Efficiently and Equitably	Efficient Systems Operations	Expand bulk renewable fuel delivery at city facilities to the greatest extent needed	City of Tacoma	Climate Action Plan (pg. 186)
Move People and Goods More Efficiently and Equitably	Efficient Systems Operations	Increase communication about Metro's services to ensure that residents from all communities know about these services and how to use them	King County	King County Strategic Climate Action Plan (pg. 71)
Move People and Goods More Efficiently and Equitably	Efficient Systems Operations	Launch at least one TDM campaign per year	King County	King County Strategic Climate Action Plan (pg. 71)
Move People and Goods More Efficiently and Equitably	Efficient Systems Operations	Develop GHG Inventory Data Management Plan establishing methods and responsibilities	King County International Airport	Work Plan for Certification in the Airport Carbon Accreditation Program (pg. 2)
Move People and Goods More Efficiently and Equitably	Efficient Systems Operations	Engage third parties and collaborate with airline partners for additional GHG reduction opportunities	King County International Airport	Work Plan for Certification in the Airport Carbon Accreditation Program (pg. 3)
Move People and Goods More Efficiently and Equitably	Efficient Systems Operations	Strive to communicate with partners on a coordinated effort to reduce GHG emissions (e.g., cargo ships, PUD, City of Everett, etc.)	Port of Everett	Climate Change Strategy (pg. 1)
Move People and Goods More Efficiently and Equitably	Efficient Systems Operations	Assist with GHG mitigation planning and implementation efforts	Port of Everett	Climate Change Strategy (pg. 1)
Move People and Goods More Efficiently and Equitably	Efficient Systems Operations	Implement a "no idle" policy	Port of Longview	Port Talk: Port of Longview Newsletter (pg. 1)
Move People and Goods More Efficiently and Equitably	Efficient Systems Operations	Review and investigate the Port's emissions sources	Port of Olympia	2017 GHG Emissions Inventory Report (pg. 5-1)
Move People and Goods More Efficiently and Equitably	Efficient Systems Operations	Update employee commute benefits as new opportunities emerge to expand lower-emission commute options	Port of Seattle	Charting the Course to Zero Port of Seattle's Maritime Climate and Air Action Plan (pg. 50)
Move People and Goods More Efficiently and Equitably	Efficient Systems Operations	Expand communication and enhance employee education about commute options beyond driving alone	Port of Seattle	Charting the Course to Zero Port of Seattle's Maritime Climate and Air Action Plan (pg. 51)

Level 1 Category	Level 2 Category	Strategic Action	Agency	Document Title
Move People and Goods More Efficiently and Equitably	Efficient Systems Operations	Continue to advocate for more accessible multi-modal transportation options for Port Maritime workers.	Port of Seattle	Charting the Course to Zero Port of Seattle's Maritime Climate and Air Action Plan (pg. 51)
Move People and Goods More Efficiently and Equitably	Efficient Systems Operations	Support domestic and international efforts to phase out emissions from ocean-going vessels	Port of Seattle	Charting the Course to Zero Port of Seattle's Maritime Climate and Air Action Plan (pg. 70)
Move People and Goods More Efficiently and Equitably	Efficient Systems Operations	Continually increase equipment efficiency and replace old high-emitting engines	Port of Seattle, Port of Tacoma, Northwest Seaport Alliance, and Vancouver Fraser Port Authority	Northwest Ports Clean Air Strategy (pg. 30)
Move People and Goods More Efficiently and Equitably	Efficient Systems Operations	Reduce emissions from diesel drayage truck fleet (independent truckers/companies)	Port of Tacoma	Environmental Action Plan: Tacoma Harbor (pg. 11)
Move People and Goods More Efficiently and Equitably	Efficient Systems Operations	Support efforts to reduce emissions from locomotives	Port of Tacoma	Environmental Action Plan: Tacoma Harbor (pg. 11)
Move People and Goods More Efficiently and Equitably	Efficient Systems Operations	Increase the fuel economy for Light-Duty Vehicles (LDVs) in the Puget Sound region	Puget Sound Clean Air Agency	Candidate Actions to Reduce Transportation Greenhouse Gas Emissions: Evaluation Report (pg. 11)
Move People and Goods More Efficiently and Equitably	Efficient Systems Operations	Regional fuel economy requirement with revised schedule	Puget Sound Clean Air Agency	Candidate Actions to Reduce Transportation Greenhouse Gas Emissions: Evaluation Report (pg. 11)
Move People and Goods More Efficiently and Equitably	Efficient Systems Operations	Implement a ‘Cash for Clunkers’ program (targeting 5% to 10% of vehicles with the lowest fuel economy)	Puget Sound Clean Air Agency	Candidate Actions to Reduce Transportation Greenhouse Gas Emissions: Evaluation Report (pg. 11)
Move People and Goods More Efficiently and Equitably	Efficient Systems Operations	Create differential charges on vehicles based on fuel economy	Puget Sound Clean Air Agency	Candidate Actions to Reduce Transportation Greenhouse Gas Emissions: Evaluation Report (pg. 11)
Move People and Goods More Efficiently and Equitably	Efficient Systems Operations	Install diesel particulate filters on port and terminal equipment	Puget Sound Maritime Air Forum	2016 Puget Sound Maritime Emissions Inventory - Revised 2018 (pg. 10)
Move People and Goods More Efficiently and Equitably	Efficient Systems Operations	Repower existing diesel forklifts with cleaner engines	Puget Sound Maritime Air Forum	2016 Puget Sound Maritime Emissions Inventory - Revised 2018 (pg. 10)

Level 1 Category	Level 2 Category	Strategic Action	Agency	Document Title
Move People and Goods More Efficiently and Equitably	Efficient Systems Operations	Repower harbor vessel engines with new cleaner engines	Puget Sound Maritime Air Forum	2016 Puget Sound Maritime Emissions Inventory - Revised 2018 (pg. 10)
Move People and Goods More Efficiently and Equitably	Efficient Systems Operations	Encouraged cleaner vehicle purchases	Puget Sound Maritime Air Forum	2016 Puget Sound Maritime Emissions Inventory - Revised 2018 (pg. 10)
Move People and Goods More Efficiently and Equitably	Efficient Systems Operations	Repower harbor vessel engines with new cleaner engines	Puget Sound Maritime Air Forum	2016 Puget Sound Maritime Emissions Inventory - Revised 2018 (pg. 10)
Move People and Goods More Efficiently and Equitably	Efficient Systems Operations	Promote Non-Motorized Elements in Transportation Demand Management (TDM) such as eliminating employee parking subsidies.	Benton-Franklin Council of Governments	Regional Active Transportation Plan (pg. 32)
Move People and Goods More Efficiently and Equitably	Efficient Systems Operations	Collect data to analyze performance measures such as: *use of TDM strategies like Vanpools and park and ride lots implemented in the region *fixed Route Transit utilization *Rates of SOV to HOV use, and non-motorized travel	Benton-Franklin council of Governments	Transition 2045 Metropolitan Transportation Plan
Move People and Goods More Efficiently and Equitably	Efficient Systems Operations	Implement transportation demand management strategies to reduce peak capacity demand for cars on the transportation system by promoting incremental mode-shift away from automobiles to strike a balance amongst auto, bike, pedestrian, and transit capacity investments	Chelan-Douglas Transportation Council	2020 Chelan-Douglas Regional Transportation Plan Update (pg. 3-7)
Move People and Goods More Efficiently and Equitably	Efficient Systems Operations	Establish an online, One-Stop Traveler Information Portal to make it as convenient as possible for people to use alternatives to driving alone to meet their mobility needs as to minimize transportation impacts on the environment	Island Regional Transportation Planning Organization	Regional Transportation Plan for the Island Region (pg.44)
Move People and Goods More Efficiently and Equitably	Efficient Systems Operations	Utilize transportation demand management/commute trip reduction to engage local communities and employers to increase the number of people who ride transit, carpool, vanpool, bicycle, walk, telework and shift their work schedules to off-commute times	Peninsula Regional Transportation Planning Organization	Regional Transportation Plan 2040 (pg. 11)
Move People and Goods More Efficiently and Equitably	Efficient Systems Operations	Advocate and implement incentives for vehicle trip reduction strategies to reduce the growth in per capita vehicle miles traveled	Peninsula Regional Transportation Planning Organization	Regional Transportation Plan 2040 (pg. 11)
Move People and Goods More Efficiently and Equitably	Efficient Systems Operations	Complete the Puget Sound Regional Emissions Analysis Project which consists of seven agency partnership to update greenhouse gas inventories for each county (PSRC, PSCAA, King, Kitsap, Pierce, Snohomish Counties, City of Seattle and Seattle City Light) and includes forecast “wedge	Puget Sound Regional Council	2030 GHG Analysis and Climate Implementation Strategy (pg. 17)

Level 1 Category	Level 2 Category	Strategic Action	Agency	Document Title
		analyses" for 2030 and 2050, understanding the contribution of all sources and potential levers to reduce emissions.		
Move People and Goods More Efficiently and Equitably	Efficient Systems Operations	Establish mode split goals for these centers and identify strategies to encourage transportation demand management and alternatives to driving alone	Puget Sound Regional Council	Vision 2050 (pg. 80)
Move People and Goods More Efficiently and Equitably	Efficient Systems Operations	An integrated regional transportation system shall be designed to minimize air pollution by promoting the use of alternative transportation modes, reducing vehicular traffic, maintaining acceptable traffic flow, and siting of facilities	Skagit Council of Governments	Skagit 2045 Regional Transportation Plan (pg. 42)
Move People and Goods More Efficiently and Equitably	Efficient Systems Operations	Provide incentives for vanpool and carpool programs	Skagit Council of Governments	Skagit 2045 Regional Transportation Plan (pg. 92)
Move People and Goods More Efficiently and Equitably	Efficient Systems Operations	Pursue additional non-VMT actions to reduce GHG emissions from the transportation sector, including increasing the use of rail for both the movement of passengers and freight	Skagit Council of Governments	Skagit 2045 Regional Transportation Plan (pg. 92)
Move People and Goods More Efficiently and Equitably	Efficient Systems Operations	Adopt fuel efficient technologies	Southwest Washington Regional Transportation Planning Organization	Coordinated Public Transit – Human Services Transportation Plan (Chapter 8-4)
Move People and Goods More Efficiently and Equitably	Efficient Systems Operations	Develop educational campaigns about benefits (reduced greenhouse gas emission, increase fuel efficiency, safety) of properly inflated tires, including signage at gas stations and local businesses and partnering with schools	Thurston Regional Planning Council	Thurston Climate Mitigation Plan (pg. 84)
Move People and Goods More Efficiently and Equitably	Efficient Systems Operations	Improve air quality by promoting opportunities to reduce greenhouse gas emissions and single occupancy vehicle (SOV) travel	Walla Walla Metropolitan Panning Organization	2045 Plan (pg. 76)
Move People and Goods More Efficiently and Equitably	Efficient Systems Operations	Promote use of alternative travel modes and transportation demand strategies to reduce the need for widening or constructing new roadways	Yakima County Conference of Governments	YVTP 20/45 (pg. 47)
Move People and Goods More Efficiently and Equitably	Efficient Systems Operations	Direct proceeds from the Climate Commitment Act (CCA) allowance auctions must be invested in critical climate projects focused on improving clean transportation options	Department of Ecology, State of Washington	Climate Commitment Act
Move People and Goods More Efficiently and Equitably	Efficient Systems Operations	Improve vehicle fuel economies	Washington State Department of Commerce	Washington 2021 State Energy Strategy (pg. 53)

Level 1 Category	Level 2 Category	Strategic Action	Agency	Document Title
Move People and Goods More Efficiently and Equitably	Efficient Systems Operations	Adjust and update state VMT reduction targets to reflect existing VMT levels and the state's greenhouse gas emission limits	Washington State Department of Commerce	Washington 2021 State Energy Strategy (pg. 54)
Move People and Goods More Efficiently and Equitably	Efficient Systems Operations	Consider transportation efficiency and emission targets to accompany updates to VMT reduction targets	Washington State Department of Commerce	Washington 2021 State Energy Strategy (pg. 54)
Move People and Goods More Efficiently and Equitably	Efficient Systems Operations	Expand transportation system policy goals to expressly address VMT reduction, efficiency, greenhouse gas emissions reductions and equity as a means to achieve accessibility and environmental stewardship objectives	Washington State Department of Commerce	Washington 2021 State Energy Strategy (pg. 57)
Move People and Goods More Efficiently and Equitably	Efficient Systems Operations	Expand the reach of and funding for Washington's Commute Trip Reduction (CTR) program	Washington State Department of Commerce	Washington 2021 State Energy Strategy (pg. 58)
Move People and Goods More Efficiently and Equitably	Efficient Systems Operations	Incentivize VMT and greenhouse gas reductions in freight operations	Washington State Department of Commerce	Washington 2021 State Energy Strategy (pg. 60)
Move People and Goods More Efficiently and Equitably	Efficient Systems Operations	Explore whether a state-run vehicle buyback program could cost-effectively and equitably contribute to near-term greenhouse gas reductions, and, if feasible and appropriate, adopt such a program	Washington State Department of Commerce	Washington 2021 State Energy Strategy (pg. 60)
Move People and Goods More Efficiently and Equitably	Efficient Systems Operations	Develop and implement integrated, multimodal system improvements that move more people in fewer vehicles and at least cost	WSDOT	2016 Washington State Public Transportation Plan (pg. 5)
Move People and Goods More Efficiently and Equitably	Efficient Systems Operations	Develop additional strategies for local jurisdictions and partners to reduce drive-alone vehicle trips	WSDOT	2016 Washington State Public Transportation Plan (pg. 63)
Move People and Goods More Efficiently and Equitably	Efficient Systems Operations	Support efforts to make it easier for customers to pay for transportation services and manage transportation payments, regardless of agency, organization or mode	WSDOT	2016 Washington State Public Transportation Plan (pg. 81)
Move People and Goods More Efficiently and Equitably	Efficient Systems Operations	Invest $25M in Transportation Demand Management	WSDOT	2022 Public Transportation Mobility Report (pg. 6)
Move People and Goods More Efficiently and Equitably	Efficient Systems Operations	Develop a [b]aseline Inventory of Embodied GHG Emission in Transportation Infrastructure Projects	WSDOT	Draft WSDOT Transportation Sector GHG Actions (FY 2023 tab of spreadsheet)
Move People and Goods More Efficiently and Equitably	Efficient Systems Operations	Begin pilot projects with willing RTPOs/MPOs to set regional/local VMT targets	WSDOT	Draft WSDOT Transportation Sector GHG Actions (FY 2023 tab of spreadsheet)

Level 1 Category	Level 2 Category	Strategic Action	Agency	Document Title
Move People and Goods More Efficiently and Equitably	Efficient Systems Operations	Assess and build WSDOT's organizational capacity to lead in and implement GHG and Vehicle Miles Traveled (VMT) reduction measures	WSDOT	Draft WSDOT Transportation Sector GHG Actions (Resilience Goal P2 tab of spreadsheet)
Move People and Goods More Efficiently and Equitably	Efficient Systems Operations	Develop and update plans for Agency GHG emissions reductions and update policy, procedures, and tools to integrate GHG and VMT reductions into agency planning, design, construction, system management, operations, and maintenance	WSDOT	Draft WSDOT Transportation Sector GHG Actions (Resilience Goal P2 tab of spreadsheet)
Move People and Goods More Efficiently and Equitably	Efficient Systems Operations	[Integrate] GHG and VMT reductions into transportation planning, design and system management	WSDOT	Draft WSDOT Transportation Sector GHG Actions (Resilience Goal P2 tab of spreadsheet)
Move People and Goods More Efficiently and Equitably	Efficient Systems Operations	[Develop] a GHG reductions project prioritization tool, a state transportation GHG reduction strategy that builds on the State Energy Strategy, a framework and plan for reduction transportation sector emissions and VMT with associated metrics	WSDOT	Draft WSDOT Transportation Sector GHG Actions (Resilience Goal P2 tab of spreadsheet)
Move People and Goods More Efficiently and Equitably	Efficient Systems Operations	Promote improved access through low GHG emissions/ low VMT transportation options and choices, and minimize the need for travel through implementing transportation demand management	WSDOT	Draft WSDOT Transportation Sector GHG Actions (Resilience Goal P2 tab of spreadsheet)
Move People and Goods More Efficiently and Equitably	Efficient Systems Operations	Reduce demand for trucking using rail for freight	WSDOT	Palouse River and Coulee City Rail System 2015 to 2025 Strategic Plan (pg. 40)
Move People and Goods More Efficiently and Equitably	Efficient Systems Operations	Through TSMO practices, support safe and efficient movement of pedestrians, bicyclists, transit, freight haulers, ferries, aviation, and motor vehicles across the entire transportation system	WSDOT	Transportation Systems Management & Operations Program Plan Phase 1 (pg. 12)
Move People and Goods More Efficiently and Equitably	Efficient Systems Operations	Install way-finding signs, maps, and landscape cues to direct pedestrians and bicyclists to the safest and most direct route	WSDOT	Transportation Systems Management & Operations Program Plan Phase 1 (pg. 13)
Move People and Goods More Efficiently and Equitably	Efficient Systems Operations	Develop vehicle miles traveled targets for the counties in Washington state with (a) a population density of at least 100 people per square mile and a population of at least 200,000; or (b) a population density of at least 75 people per square mile and an annual growth rate of at least 1.75 percent as determined by the office of financial management. Potentially include all vehicles in the targets, not only light-duty vehicles.	WSDOT	Vehicle Miles of Travel Reduction Proviso Presentation (Slide 11)

Level 1 Category	Level 2 Category	Strategic Action	Agency	Document Title
Move People and Goods More Efficiently and Equitably	Efficient Systems Operations	Promote efficient use of land for parking/curb use for heavy-duty vehicles	WSDOT	Vehicle Miles of Travel Reduction Proviso Presentation (Slide 6)
Move People and Goods More Efficiently and Equitably	Efficient Systems Operations	Renew the sales and use tax exemption for the purchase or lease of Clean Cars	WSDOT	Washington State Electric Vehicle Action Plan (pg. 23-25)
Move People and Goods More Efficiently and Equitably	Efficient Systems Operations	"Increase the use of high-efficiency transportation options for commutes."	WSDOT and Washington State Commute Trip Reduction Board	Expanding Travel Options: Faster, Smarter and More Affordable A 2019-2023 Strategic Plan (pg. 3)
Move People and Goods More Efficiently and Equitably	Efficient Systems Operations	"Expand the availability and use of transportation options."	WSDOT and Washington State Commute Trip Reduction Board	Expanding Travel Options: Faster, Smarter and More Affordable A 2019-2023 Strategic Plan (pg. 3)
Move People and Goods More Efficiently and Equitably	Efficient Systems Operations	"Increase policy makers' support for TDM."	WSDOT and Washington State Commute Trip Reduction Board	Expanding Travel Options: Faster, Smarter and More Affordable A 2019-2023 Strategic Plan (pg. 3)
Move People and Goods More Efficiently and Equitably	Efficient Systems Operations	Conduct an employee survey regarding commute behaviors; include questions about interest and existing barriers for participating in different trip reduction programs and public transit.	Jamestown S'Klallam Tribe	Carbon Neutral Plan 2022 (pg. 15)
Move People and Goods More Efficiently and Equitably	Efficient Systems Operations	Encourage staff to reduce trips (both commute and work-related) through encouraging telecommuting, trip reduction programs, and resources for public transit.	Jamestown S'Klallam Tribe	Carbon Neutral Plan 2022 (pg. 15)
Move People and Goods More Efficiently and Equitably	Efficient Systems Operations	Improve ... transportation-related energy efficiency	Lummi Nation	Climate Change Mitigation and Adaptation Plan: 2016-2026 (pg. 3)
Move People and Goods More Efficiently and Equitably	Efficient Systems Operations	Promote transportation demand management strategies such as: (1) Walk, bike, or carpool to your destination; (2) Provide and promote utilization of public transportation; (3) Invest in pedestrian-friendly infrastructure; (4) Drive an electric, hybrid, or high fuel economy vehicle; (5) Use fuel efficient driving habits	Lummi Nation	Climate Change Mitigation and Adaptation Plan: 2016-2026 (pg. 80-81)
Move People and Goods More Efficiently and Equitably	Efficient Systems Operations	Considering climate change in constructing or updating transportation infrastructure will ensure that transportation systems can withstand future impacts	Puyallup Tribe of Indians	Climate Change Impact Assessment and Adaptation Options 2016 (pg. 30)

Level 1 Category	Level 2 Category	Strategic Action	Agency	Document Title
Move People and Goods More Efficiently and Equitably	Efficient Systems Operations	Transportation Choices – invest in a sustainable, multimodal transportation system, including significant expansion of high-capacity transit (light rail, bus rapid transit, passenger only ferry), bicycle and pedestrian network connections, HOV lanes and operational and efficiency improvements.	Puget Sound Regional Council	Regional Transportation Plan, adopted May 2022
Move People and Goods More Efficiently and Equitably	Efficient Systems Operations	Fund, complete, and operate the highly efficient, multimodal system in the Regional Transportation Plan to support the Regional Growth Strategy. Coordinate WSDOT, regional, and local transportation agencies, in collaboration with the state legislature, to build the multimodal system.	Puget Sound Regional Council	Vision 2050
Move People and Goods More Efficiently and Equitably	Efficient Systems Operations	Strategically expand capacity and increase efficiency of the transportation system to move goods, services, and people consistent with the Regional Growth Strategy. Focus on investments that produce the greatest net benefits to people and minimize the environmental impacts of transportation.	Puget Sound Regional Council	Vision 2050
Move People and Goods More Efficiently and Equitably	Efficient Systems Operations	Improve local street patterns – including their design and how they are used – for walking, bicycling, and transit use to enhance communities, connectivity, and physical activity.	Puget Sound Regional Council	Vision 2050
Move People and Goods More Efficiently and Equitably	Efficient Systems Operations	Design transportation programs and projects to support local and regional growth centers and high-capacity transit station areas.	Puget Sound Regional Council	Vision 2050
Move People and Goods More Efficiently and Equitably	Efficient Systems Operations	Promote the preservation of existing rights-of-way for future high-capacity transit.	Puget Sound Regional Council	Vision 2050
Move People and Goods More Efficiently and Equitably	Efficient Systems Operations	Reduce greenhouse gases by expanding the use of conservation and alternative energy sources, electrifying the transportation system, and reducing vehicle miles traveled by increasing alternatives to driving alone.	Puget Sound Regional Council	Vision 2050
Move People and Goods More Efficiently and Equitably	User Fees	Develop vehicle usage pricing strategies that are equitable, while also reducing emissions from County-owned vehicles by 45% by 2025	King County	King County Strategic Climate Action Plan (pg. 12)
Move People and Goods More Efficiently and Equitably	User Fees	Support vehicle usage pricing to reduce car trips that is equitable and socially just, such as congestion or VMT pricing that fund transit and ensure rates are reduced for people with low-incomes	King County	King County Strategic Climate Action Plan (pg. 69)
Move People and Goods More Efficiently and Equitably	User Fees	Differential sales tax based on vehicles GHG emissions	Puget Sound Clean Air Agency	Candidate Actions to Reduce Transportation Greenhouse Gas Emissions: Evaluation Report (pg. 11)

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Move People and Goods More Efficiently and Equitably	User Fees	Restrict sales of light-duty internal combustion engine (ICE) vehicles by a future date	Puget Sound Clean Air Agency	Candidate Actions to Reduce Transportation Greenhouse Gas Emissions: Evaluation Report (pg. 11)
Move People and Goods More Efficiently and Equitably	User Fees	Further examination of PSRC's RTP for "User Fees"	Puget Sound Clean Air Agency	Candidate Actions to Reduce Transportation Greenhouse Gas Emissions: Evaluation Report (pg. 11)
Move People and Goods More Efficiently and Equitably	User Fees	Create differential charges on fuels based on life-cycle carbon-intensity	Puget Sound Clean Air Agency	Candidate Actions to Reduce Transportation Greenhouse Gas Emissions: Evaluation Report (pg. 11)
Move People and Goods More Efficiently and Equitably	User Fees	Impose a tax or fee on diesel to subsidize alternative fuels	Puget Sound Clean Air Agency	Candidate Actions to Reduce Transportation Greenhouse Gas Emissions: Evaluation Report (pg. 11)
Move People and Goods More Efficiently and Equitably	User Fees	Implement a road usage charge (RUC) system by 2030 that will serve as an eventual replacement of the motor fuel tax	Puget Sound Regional Council	Regional 2030 Climate Analysis – Background Documentation and Analysis Results Review Draft
Move People and Goods More Efficiently and Equitably	User Fees	Manage traffic flow using toll lanes	WSDOT	Sustainable Transportation Website
Move People and Goods More Efficiently and Equitably	User Fees	Pricing – transition from the gas tax to a user pricing system, such as implementation of a variable time of day road usage charge (10 cents/mile peak, 5 cents/mile off peak); revenues generated should be available for multimodal improvements.	Puget Sound Regional Council	Regional Transportation Plan, adopted May 2022
Move People and Goods More Efficiently and Equitably	User Fees	Pursue alternative transportation financing methods, such as user fees, tolls, and other pricing mechanisms to manage and fund the maintenance, improvement, preservation, and operation of the transportation system.	Puget Sound Regional Council	Vision 2050
Move People and Goods More Efficiently and Equitably	Fleet Operations Management	Deploy EV charging stations within the City	City of Bellevue	Comprehensive Plan (pg. 248)
Move People and Goods More Efficiently and Equitably	Fleet Operations Management	Utilize electric vehicles and alternative fuels for the City fleet	City of Seattle	Seattle Climate Action (pg. 9)
Move People and Goods More Efficiently and Equitably	Fleet Operations Management	Increase funding for fleet capital budget to accelerate replacement with low emission vehicles	City of Tacoma	Climate Action Plan (pg. 187)
Move People and Goods More Efficiently and Equitably	Fleet Operations Management	Transition transit fixed route fleet vehicles to zero-emission battery buses	King County	Implementation Plan for a Carbon Neutral King County Government (pg. 24)

Level 1 Category	Level 2 Category	Strategic Action	Agency	Document Title
Move People and Goods More Efficiently and Equitably	Fleet Operations Management	Transition fleet and transit (non-fixed route) vehicles to electric vehicles (EVs) and other alternative fuels and improving fuel efficiency. Fleet include ACCESS vehicles, rideshare vehicles, Transit NRV, and EV Fleet	King County	Implementation Plan for a Carbon Neutral King County Government (pg. 28)
Move People and Goods More Efficiently and Equitably	Fleet Operations Management	Increase the efficiency of County vehicle fleets and minimize their GHG emissions by establishing targets and supporting actions - such as transitioning to electric vehicles - to reduce fleet GHG emissions by 45% by 2050 and 70% by 2030	King County	King County Strategic Climate Action Plan (pg. 39)
Move People and Goods More Efficiently and Equitably	Fleet Operations Management	Reduce fleet GHG emissions by 45 percent by 2025 and 70 percent by 2030	King County	King County Strategic Climate Action Plan (pg. 61)
Move People and Goods More Efficiently and Equitably	Fleet Operations Management	Electrify the fleet and build out electric vehicle charging infrastructure	King County	King County Strategic Climate Action Plan (pg. 61)
Move People and Goods More Efficiently and Equitably	Fleet Operations Management	Pursue fleet and workforce efficiencies such as right-sizing vehicles, pooling equipment, and expanding employee remote work options	King County	King County Strategic Climate Action Plan (pg. 61)
Move People and Goods More Efficiently and Equitably	Fleet Operations Management	Complete a Zero-Emission Fleet Transition Plan	Okanogan County Transit Authority	Transit Development Plan 2022-2027 (pg. 10)
Move People and Goods More Efficiently and Equitably	Fleet Operations Management	Offer grants to transit authorities for projects that reduce the carbon intensity of the Washington transportation system, including fleet electrification, modification or replacement of facilities to facilitate fleet electrification and hydrogen fueling, upgrades to electrical transmission and distribution systems, and constructing of charging and fueling infrastructure	Department of Energy, State of Washington	Alternative Fuels Data Center - Washington Laws and Incentives (pg. 1)
Move People and Goods More Efficiently and Equitably	Fleet Operations Management	Transition fleet vehicles to battery-electric options	Washington State Department of Commerce	Fleet Electrification
Move People and Goods More Efficiently and Equitably	Fleet Operations Management	Pursue accelerative policies, including financial incentives, loan programs, fleet targets and outreach campaigns for public and private fleets	Washington State Department of Commerce	Washington 2021 State Energy Strategy (pg. 65)
Move People and Goods More Efficiently and Equitably	Fleet Operations Management	Prioritize investments to reduce GHG emissions and VMT from facilities, assets and fleet operations	WSDOT	Draft WSDOT Transportation Sector GHG Actions (Resilience Goal P2 tab of spreadsheet)
Move People and Goods More Efficiently and Equitably	Vehicle Efficiency	Protect federal vehicle efficiency standards	King County	King County Strategic Climate Action Plan (pg. 81)

Level 1 Category	Level 2 Category	Strategic Action	Agency	Document Title
Move People and Goods More Efficiently and Equitably	Vehicle Efficiency	Limit fossil fuel consumption from idling ships by (1) enabling ships to connect to expended electricity systems serving the Marine Terminal and (2) deploying a mobile bulk ship loader	Port of Anacortes	Marine Modernization Plan (pg. 13)
Move People and Goods More Efficiently and Equitably	Vehicle Efficiency	Reduce emissions for maritime vehicles at shore by offering shore power	Port of Bellingham	2013 Sustainability Report (pg. 21)
Move People and Goods More Efficiently and Equitably	Vehicle Efficiency	Operate all vehicles and equipment in a manner that reduces emissions to the extent possible	Port of Edmonds	Environmental Policy (pg. 1)
Move People and Goods More Efficiently and Equitably	Vehicle Efficiency	Provide direct shore power connections to support net zero emissions when vessels are working alongside Port docks	Port of Port Angeles Washington	Strategic Plan 2009-2013 (pg. 7)
Move People and Goods More Efficiently and Equitably	Vehicle Efficiency	Install shore power at all major cruise berths by 2030	Port of Seattle	Charting the Course to Zero Port of Seattle's Maritime Climate and Air Action Plan (pg. 69)
Move People and Goods More Efficiently and Equitably	Vehicle Efficiency	Support continual advancements in equipment efficiency and emission reduction from ocean-going vessels	Port of Seattle	Charting the Course to Zero Port of Seattle's Maritime Climate and Air Action Plan (pg. 70)
Move People and Goods More Efficiently and Equitably	Vehicle Efficiency	Install and require shore power usage at international container terminals	Port of Tacoma	Environmental Action Plan: Tacoma Harbor (pg. 10)
Move People and Goods More Efficiently and Equitably	Vehicle Efficiency	Promote Lower Carbon Marine Operations	Port of Vancouver	Climate Action Plan (pg. 21)
Move People and Goods More Efficiently and Equitably	Vehicle Efficiency	Install drayage truck traffic monitoring systems to reduce idling	Puget Sound Maritime Air Forum	2016 Puget Sound Maritime Emissions Inventory - Revised 2018 (pg. 10)
Move People and Goods More Efficiently and Equitably	Vehicle Efficiency	Provide shore power at the TOTE Terminal and for tugboats	Puget Sound Maritime Air Forum	2016 Puget Sound Maritime Emissions Inventory - Revised 2018 (pg. 10)
Move People and Goods More Efficiently and Equitably	Vehicle Efficiency	Equip switching locomotives with idle reduction equipment	Puget Sound Maritime Air Forum	2016 Puget Sound Maritime Emissions Inventory - Revised 2018 (pg. 10)
Move People and Goods More Efficiently and Equitably	Vehicle Efficiency	Provide shore power at Terminal 91 cruise terminal for cruise and commercial fishing fleet	Puget Sound Maritime Air Forum	2016 Puget Sound Maritime Emissions Inventory - Revised 2018 (pg. 10)

Level 1 Category	Level 2 Category	Strategic Action	Agency	Document Title
Move People and Goods More Efficiently and Equitably	Vehicle Efficiency	Install drayage truck traffic monitoring systems to reduce idling	Puget Sound Maritime Air Forum	2016 Puget Sound Maritime Emissions Inventory - Revised 2018 (pg. 10)
Move People and Goods More Efficiently and Equitably	Vehicle Efficiency	Equip switching locomotives with idle reduction equipment	Puget Sound Maritime Air Forum	2016 Puget Sound Maritime Emissions Inventory - Revised 2018 (pg. 10)
Move People and Goods More Efficiently and Equitably	Vehicle Efficiency	Use CMAQ grant funding to provide electrical shore power infrastructure for vessels	Puget Sound Maritime Air Forum	2016 Puget Sound Maritime Emissions Inventory - Revised 2018 (pg. 9)
Move People and Goods More Efficiently and Equitably	Vehicle Efficiency	Repower existing ferries with newer engines	Puget Sound Maritime Air Forum	2016 Puget Sound Maritime Emissions Inventory - Revised 2018 (pg. 9)
Move People and Goods More Efficiently and Equitably	Vehicle Efficiency	Connect to shore power during tie-up at night	Puget Sound Maritime Air Forum	2016 Puget Sound Maritime Emissions Inventory - Revised 2018 (pg. 9)
Move People and Goods More Efficiently and Equitably	Vehicle Efficiency	Limit train speeds and shut down idle locomotives to save fuel	Puget Sound Maritime Air Forum	2016 Puget Sound Maritime Emissions Inventory - Revised 2018 (pg. 9)
Move People and Goods More Efficiently and Equitably	Vehicle Efficiency	Install idle reduction equipment on existing locomotives	Puget Sound Maritime Air Forum	2016 Puget Sound Maritime Emissions Inventory - Revised 2018 (pg. 9)
Move People and Goods More Efficiently and Equitably	Vehicle Efficiency	Replace older locomotives with new fuel-efficient locomotives and implement rail lubrication to increase fuel efficiency	Puget Sound Maritime Air Forum	2016 Puget Sound Maritime Emissions Inventory - Revised 2018 (pg. 9)
Move People and Goods More Efficiently and Equitably	Vehicle Efficiency	Pursue opportunities for reduction in GHG emissions through improvements in traffic operations and roadway design that reduce vehicle delay, idling, and starting and stopping at intersections	Skagit Council of Governments	Skagit 2045 Regional Transportation Plan (pg. 92)
Move People and Goods More Efficiently and Equitably	Vehicle Efficiency	Fund programs and projects to increase transportation efficiency, reduce delay, and reduce emissions such as signalization coordination improvements along with application of speed harmonization techniques (ex. reevaluate speed limits, roundabouts vs signalized intersection, street connectivity	Thurston Regional Planning Council	Thurston Climate Mitigation Plan (pg. 84)
Move People and Goods More Efficiently and Equitably	Vehicle Efficiency	Assess how to effectively mitigate freight VMT and greenhouse gas emissions	Washington State Department of Commerce	Washington 2021 State Energy Strategy (pg. 60)

Level 1 Category	Level 2 Category	Strategic Action	Agency	Document Title
Move People and Goods More Efficiently and Equitably	Vehicle Efficiency	Ports and railroads can invest in improvements that make operations more efficient	WSDOT	2020 Washington State Rail Plan (pg. 86)
Move People and Goods More Efficiently and Equitably	Vehicle Efficiency	Identify additional opportunities for ferry vessel operational efficiencies, such as adjusting vessel trim and reducing engine use	WSDOT	2020 WSDOT Greenhouse Gas Emissions Fact Sheet
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Require electric vehicle charging stations with new developments, including multi-family housing and some commercial buildings	City of Olympia	Transportation Master Plan (pg. 16-17)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Ensure visible and ready access to charging infrastructure to support expanded vehicle electrification	City of Seattle	Seattle Climate Action (pg. 8)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Implement a pilot program to understand how EV charging will impact the electric grid	City of Seattle	Seattle Climate Action (pg. 9)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Amend the electrical code to ensure new parking is built to facilitate future electric vehicle charging infrastructure	City of Seattle	Seattle Climate Action (pg. 9)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Expand EV charging infrastructure at all City prioritized fleet sites using results from the EV Siting Study	City of Tacoma	Climate Action Plan (pg. 187)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Improve access to electric vehicles and charging through incentives, shared-use opportunities, and outreach	King County	King County Strategic Climate Action Plan (pg. 69)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Evaluate opportunities to expand publicly accessible EV charging infrastructure at King County facilities that prioritize equitable access to shared mobility	King County	King County Strategic Climate Action Plan (pg. 81)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Develop code revisions for unincorporated King County that require or incentive(s) EV readiness in new development	King County	King County Strategic Climate Action Plan (pg. 82)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Electrify King County's vehicle fleet and build out charging infrastructure.	King County	King County Strategic Climate Action Plan (pg. 84)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Deploy EV charging across Port waterfront properties	Port of Seattle	Charting the Course to Zero Port of Seattle's Maritime Climate and Air Action Plan (pg. 44)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Provide infrastructure to enable adoption of zero-emission harbor vessels by 2030	Port of Seattle	Charting the Course to Zero Port of Seattle's Maritime Climate and Air Action Plan (pg. 71)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Provide infrastructure to enable adoption of zero-emission supply trucks and buses by 2030, support adoption of zero-emission supply truck and bus equipment by 2050, and	Port of Seattle	Charting the Course to Zero Port of Seattle's Maritime Climate and Air Action Plan (pg. 78)

Level 1 Category	Level 2 Category	Strategic Action	Agency	Document Title
		support continual advancements in vehicle efficiency and emission reduction from trucks and buses		
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Provide infrastructure to enable adoption of zero-emission on-terminal rail by 2030, support adoption of zero-emission rail by 2050, and support continual advancements in equipment efficiency and emission reductions from rail	Port of Seattle	Charting the Course to Zero Port of Seattle's Maritime Climate and Air Action Plan (pg. 79)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	By 2030, sufficient infrastructure is in place to enable the transition to zero-emission trucks	Port of Seattle, Port of Tacoma, Northwest Seaport Alliance, and Vancouver Fraser Port Authority	Northwest Ports Clean Air Strategy (pg. 26)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	By 2030, sufficient infrastructure is in place to enable adoption of zero-emissions harbor vessels	Port of Seattle, Port of Tacoma, Northwest Seaport Alliance, and Vancouver Fraser Port Authority	Northwest Ports Clean Air Strategy (pg. 28)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	By 2030, sufficient infrastructure is in place to enable adoption of zero-emissions on-terminal rail	Port of Seattle, Port of Tacoma, Northwest Seaport Alliance, and Vancouver Fraser Port Authority	Northwest Ports Clean Air Strategy (pg. 30)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Install infrastructure needed to support adoption of zero-emission technologies	Port of Tacoma	Environmental Action Plan: Tacoma Harbor (pg. 10)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Place GHG requirements on operation of heavy-duty on-road trucks	Puget Sound Clean Air Agency	Candidate Actions to Reduce Transportation Greenhouse Gas Emissions: Evaluation Report (pg. 12)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Install electric vehicle charging station	Puget Sound Maritime Air Forum	2016 Puget Sound Maritime Emissions Inventory - Revised 2018 (pg. 10)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Advance electric ground support equipment (eGSE) charging for Concourses A and B and South Satellite at SEA	SeaTac (airport)	SEA Steps on the (Renewable) Gas to Halve Carbon Emissions
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Developing a complete electrical vehicle charging network in strategic locations	Northeast Washington Regional Transportation	Northeast Washington Regional Transportation Plan 2042 (pg.25)

Level 1 Category	Level 2 Category	Strategic Action	Agency	Document Title
			Planning Organization	
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Develop a robust EV charging network along the region's scenic byways, highways, and other strategic locations	Okanogan Council of Governments	2040 Regional Transportation Plan for the Okanogan Region (pg. 30)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Participate in Avista's electric vehicle supply equipment (EVSE) charging station installation program	Palouse Regional Transportation Planning Organization	Palouse 2040 Regional Transportation Plan (pg. 56)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Provide infrastructure sufficient to support widespread electrification of the transportation system	Puget Sound Regional Council	Vision 2050 (pg. 106)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Build EV charging infrastructure	Southwest Washington Regional Transportation Planning Organization	Coordinated Public Transit – Human Services Transportation Plan (Chapter 8-4)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Require large commercial and residential buildings to dedicate a percentage of parking spots for electric vehicle charging	Thurston Regional Planning Council	Thurston Climate Mitigation Plan (pg. 85)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Allow free parking for all electric vehicles at local government buildings and in city centers to encourage the adoption of all electric vehicles	Thurston Regional Planning Council	Thurston Climate Mitigation Plan (pg. 85)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Require all new residential construction be built EV ready	Thurston Regional Planning Council	Thurston Climate Mitigation Plan (pg. 85)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Reevaluate regulations and make necessary changes to ensure charging stations are able to be permitted in locations where they are needed	Thurston Regional Planning Council	Thurston Climate Mitigation Plan (pg. 85)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Partner with environmental and other agencies to increase consumer awareness about EV options and incentives for use and purchase	Thurston Regional Planning Council	Thurston Climate Mitigation Plan (pg. 85)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Create a group purchase program for residents to get deep discounts on EVs, other fuel efficient and alternative fuel vehicles	Thurston Regional Planning Council	Thurston Climate Mitigation Plan (pg. 86)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Partner with car sale and lease dealerships to provide incentives for purchase of electric vehicles by Thurston County residents	Thurston Regional Planning Council	Thurston Climate Mitigation Plan (pg. 86)

Level 1 Category	Level 2 Category	Strategic Action	Agency	Document Title
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Evaluate and apply data and standardized methods for optimizing locations of public charging infrastructure, public-private partnerships, and cost-sharing	Whatcom Council of Governments	Way to Go, Whatcom (pg. 1)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Submit an EV Infrastructure Deployment Plan annually and deploy EV infrastructure accordingly	Department of Energy, State of Washington	Alternative Fuels Data Center - Washington Laws and Incentives (pg. 1)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Fund the deployment of Level 2 and direct current fast charging (DCFC) electric vehicle (EV) chargers and hydrogen fueling infrastructure along highway corridors in Washington	Department of Energy, State of Washington	Alternative Fuels Data Center - Washington Laws and Incentives (pg. 1)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Require that any regional transportation planning organization containing a county with a population greater than one million must collaborate with state and local governments to promote EV use, invest in EV charging infrastructure, and seek federal or private funding for these efforts	Department of Energy, State of Washington	Alternative Fuels Data Center - Washington Laws and Incentives (pg. 1)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	install electrical outlets suitable for charging EVs in each of the state's fleet parking and maintenance facilities as well as every state-operated highway rest stop	Department of Energy, State of Washington	Alternative Fuels Data Center - Washington Laws and Incentives (pg. 1)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Require that jurisdictions develop regulations to allow the use of EV infrastructure and battery charging stations in all areas except critical areas or areas zoned for residential or resource use	Department of Energy, State of Washington	Alternative Fuels Data Center - Washington Laws and Incentives (pg. 1)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Install co-located DCFC and hydrogen fueling stations in the Wenatchee or East Wenatchee area near a state route or publicly owned facility	Department of Energy, State of Washington	Alternative Fuels Data Center - Washington Laws and Incentives (pg. 1)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Implement ZEVIP—Zero Emission Vehicle (ZEV) Infrastructure Partnership Grant Prgm. 10.M	Office of Program Research Washington State House of Representatives	Carbon Reduction Stakeholder Meetings— December 2022 Alternative Fuels and Transportation Overview of Programs, Incentives, and Projects
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Implement NEVI—National EV Infrastructure Grant Program. 9.8M (Fed)	Office of Program Research Washington State House of Representatives	Carbon Reduction Stakeholder Meetings— December 2022 Alternative Fuels and Transportation Overview of Programs, Incentives, and Projects
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Invest with EV Infrastructure Grants (local/tribal govt., utilities) $69M in 2021-2023; $138M for 2023-25	Office of Program Research Washington State	Carbon Reduction Stakeholder Meetings— December 2022 Alternative Fuels and Transportation Overview of Programs, Incentives, and Projects

Level 1 Category	Level 2 Category	Strategic Action	Agency	Document Title
			House of Representatives	
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Install Direct Current (DC) fast and Level 2 “medium speed” charging equipment along Interstate 5, eastward along Interstate 90, and US Highway 2	Washington State Department of Commerce	Clean Transportation (pg. 1)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Direct and fund a comprehensive Battery Electric Vehicle (BEV) charging and FCV fueling infrastructure needs assessment	Washington State Department of Commerce	Washington 2021 State Energy Strategy (pg. 60)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Establish a permanent BEV charging and FCV fueling infrastructure planning and development entity responsible for setting near- and long-term priorities, coordinating among different stakeholders and jurisdictions, and helping to secure funding	Washington State Department of Commerce	Washington 2021 State Energy Strategy (pg. 64)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Establish — and promote enforcement of — building codes that require installation of conduit, wiring and panel capacity needed to support EVSE in new and retrofitted buildings, including commercial buildings, office buildings and multi-family dwelling units	Washington State Department of Commerce	Washington 2021 State Energy Strategy (pg. 64)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Identify major BEV charging and FCV fueling infrastructure projects with significant public benefit and provide these with direct public investment	Washington State Department of Commerce	Washington 2021 State Energy Strategy (pg. 64)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Provide resources for robust, comprehensive and accessible EV outreach and education	Washington State Department of Commerce	Washington 2021 State Energy Strategy (pg. 65)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Provide guidance to cities, counties, and transit agencies on various business models and funding mechanisms that can enable them to plan for and stimulate an expansion of electric vehicle charging stations across Washington	Washington State Transportation Commission	Washington Transportation Plan: 2040 and Beyond (pg. 61)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Determine future needs and opportunities for electric truck charging facilities in the state.; Look for opportunities to increase [truck] parking availability when building out charging infrastructure	WSDOT	2021 Washington State Truck Parking Workshop (pg. 7)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Promote and invest in the conversion to zero emission infrastructure and fuels by developing plans for statewide zero emissions fueling infrastructure	WSDOT	Draft WSDOT Transportation Sector GHG Actions (Resilience Goal P2 tab of spreadsheet)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Conduct public education and outreach to increase consumer awareness and demand	WSDOT	Washington State Electric Vehicle Action Plan (pg. 26)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Provide more EV charging signage to increase public awareness of availability	WSDOT	Washington State Electric Vehicle Action Plan (pg. 27)

Level 1 Category	Level 2 Category	Strategic Action	Agency	Document Title
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Explore providing other incentives to increase use of electric vehicles	WSDOT	Washington State Electric Vehicle Action Plan (pg. 28)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Complete the build-out of Washington's fast charging network along highways	WSDOT	Washington State Electric Vehicle Action Plan (pg. 29)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Explore funding mechanisms and business models to bolster installation of EVSE	WSDOT	Washington State Electric Vehicle Action Plan (pg. 30)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Support workplace charging	WSDOT	Washington State Electric Vehicle Action Plan (pg. 31)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Address building codes, policy, and zoning barriers to EV infrastructure	WSDOT	Washington State Electric Vehicle Action Plan (pg. 32)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Engage utilities on EV issues	WSDOT	Washington State Electric Vehicle Action Plan (pg. 33-34)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Require future state-supported DC fast charging stations to serve more vehicles	WSDOT	Washington State Electric Vehicle Action Plan (pg. 34)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Support and participate in regional partnerships to advance EVs	WSDOT	Washington State Electric Vehicle Action Plan (pg. 35-36)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Identify investments in fast charging along the state's existing Alternative Fuel Corridors (AFCs), beginning with interstates	WSDOT	Washington State Plan for Electric Vehicle Infrastructure Deployment (pg. 1)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Fill gaps in the EV infrastructure network such that the frequency of stations [is] no less than 50 miles along the selected corridor and stations are within one travel mile from the corridor	WSDOT	Washington State Plan for Electric Vehicle Infrastructure Deployment (pg. 15)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Conduct gap analysis to identify remaining [EV charging] network discontinuities	WSDOT	Washington State Plan for Electric Vehicle Infrastructure Deployment (pg. 2)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Place fast chargers at or near ferry terminals	WSDOT	Washington State Plan for Electric Vehicle Infrastructure Deployment (pg. 20)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Deploy a grant program for the development of EV charging infrastructure in rural areas, office buildings, multifamily housing, ports, schools and school districts, and state and local government offices	WSDOT	Washington State Plan for Electric Vehicle Infrastructure Deployment (pg. 26)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Build a mapping and forecasting tool that provides locations and information on charging and refueling infrastructure	WSDOT	Washington State Plan for Electric Vehicle Infrastructure Deployment (pg. 26)

Level 1 Category	Level 2 Category	Strategic Action	Agency	Document Title
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Use grant funding to support the City of Mount Vernon for the Mount Vernon Library Commons project to install 75 electric vehicle charging stations	WSDOT	Washington State Plan for Electric Vehicle Infrastructure Deployment (pg. 27)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Use grant funding to support the Lewis Public Transportation Benefit Area to construct a hydrogen fueling station near Chehalis	WSDOT	Washington State Plan for Electric Vehicle Infrastructure Deployment (pg. 27)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Use grant funding to support the city of Lacey to install 12 electric vehicle charging stations in parks and other public spaces	WSDOT	Washington State Plan for Electric Vehicle Infrastructure Deployment (pg. 27)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Use grant funding to support the town of Steilacoom to install electric vehicle charging stations at the town's public works facility	WSDOT	Washington State Plan for Electric Vehicle Infrastructure Deployment (pg. 27)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Deploy EVSE infrastructure at state-owned facilities to accommodate charging station installations	WSDOT	Washington State Plan for Electric Vehicle Infrastructure Deployment (pg. 28)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Prepare a ZEV implementation strategy state fleet passenger vehicle fleet; identify barriers to EV replacement strategies; identify optimal hub locations; estimate fiscal impacts	WSDOT	Washington State Plan for Electric Vehicle Infrastructure Deployment (pg. 28)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Deploy a co-located DC fast charging and hydrogen fueling station near the Wenatchee or East Wenatchee area to serve passenger, light-duty, and heavy-duty vehicles	WSDOT	Washington State Plan for Electric Vehicle Infrastructure Deployment (pg. 29)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Design an electric charging mega-site project at Mount Vernon library commons	WSDOT	Washington State Plan for Electric Vehicle Infrastructure Deployment (pg. 29)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Conduct assessment of options for a publicly available mapping and forecasting tool that provides locations and essential information of charging and fueling infrastructure	WSDOT	Washington State Plan for Electric Vehicle Infrastructure Deployment (pg. 29)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Identify all electric vehicle infrastructure grants related including state, federal, and other funds	WSDOT	Washington State Plan for Electric Vehicle Infrastructure Deployment (pg. 3)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Conduct public engagement to better understand EV charging needs to inform project prioritization	WSDOT	Washington State Plan for Electric Vehicle Infrastructure Deployment (pg. 4)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Plan for and expand EV charging station availability for Tribal Facilities	Jamestown S'Klallam Tribe	Carbon Neutral Plan 2022 (pg. 14)

Level 1 Category	Level 2 Category	Strategic Action	Agency	Document Title
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Support EV/hydrogen purchases through public outreach	Jamestown S'Klallam Tribe	Carbon Neutral Plan 2022 (pg. 15)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Promote the use of alternative fuels such as electricity and compressed natural gas and evaluate the use of such fuels for the city's vehicles	City of Bellevue	Comprehensive Plan (pg. 263)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Provide support to Pierce Transit to develop a zero-emission transit plan and help Pierce Transit compete effectively for state and federal funding opportunities.	City of Tacoma	Climate Action Plan (pg. 49)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Support zero emission technology innovation in the marine, trucking and rail sector	City of Tacoma	Climate Action Plan (pg. 51)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Engage in regional coordination efforts with King County Climate and Equity Community Taskforce and existing forums, including the Regional Transportation Electrification Workgroup, to accelerate equitable distribution of benefits of EVs, so communities that have experiences disproportionate burden from air pollution see reductions first and promoting equitable access to mobility that prioritizes mobility solutions	King County	King County Strategic Climate Action Plan (pg. 81)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Support engagement and partnership with utilizes and organizations to develop regional pilots to incent the transition to EV ownership	King County	King County Strategic Climate Action Plan (pg. 81)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Evaluate and consider adoption of incentives or requirements for Transportation Network Companies licensing that phases in EV adoption	King County	King County Strategic Climate Action Plan (pg. 82)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Replace older vehicles with more fuel efficient or electric-powered vehicles	Port of Olympia	2017 GHG Emissions Inventory Report (pg. 5-1)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Support accelerated turnover of harbor vessels to zero-emission models by 2050	Port of Seattle	Charting the Course to Zero Port of Seattle's Maritime Climate and Air Action Plan (pg. 71)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	By 2050, zero-emissions trucks are adopted	Port of Seattle, Port of Tacoma, Northwest Seaport Alliance, and Vancouver Fraser Port Authority	Northwest Ports Clean Air Strategy (pg. 27)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	By 2050, zero-emissions harbor vessels are adopted	Port of Seattle, Port of Tacoma, Northwest Seaport Alliance, and Vancouver	Northwest Ports Clean Air Strategy (pg. 29)

Level 1 Category	Level 2 Category	Strategic Action	Agency	Document Title
			Fraser Port Authority	
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	By 2050, zero-emissions on-terminal rail is adopted	Port of Seattle, Port of Tacoma, Northwest Seaport Alliance, and Vancouver Fraser Port Authority	Northwest Ports Clean Air Strategy (pg. 32)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	By 2050, port authorities have adopted zero-emissions vehicles, equipment, and vessel fleets	Port of Seattle, Port of Tacoma, Northwest Seaport Alliance, and Vancouver Fraser Port Authority	Northwest Ports Clean Air Strategy (pg. 32)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Transition Port fleet to zero-emission vehicles by 2050	Port of Tacoma	Environmental Action Plan: Tacoma Harbor (pg. 10)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Transition to zero-emission drayage trucks (independent trucks/companies)	Port of Tacoma	Environmental Action Plan: Tacoma Harbor (pg. 11)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Support deployment of a hybrid or zero emission tug	Port of Tacoma	Environmental Action Plan: Tacoma Harbor (pg. 11)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Promote the Upgrade of Fossil-fueled Tenant Vehicles and Equipment	Port of Vancouver	Climate Action Plan (pg. 20-21)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Reduce Emissions from Rail Operation	Port of Vancouver	Climate Action Plan (pg. 21)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Accelerate zero-emission vehicle (ZEV) adoption in the Puget Sound region	Puget Sound Clean Air Agency	Candidate Actions to Reduce Transportation Greenhouse Gas Emissions: Evaluation Report (pg. 11)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Adopt a ZEV mandate similar to California	Puget Sound Clean Air Agency	Candidate Actions to Reduce Transportation Greenhouse Gas Emissions: Evaluation Report (pg. 11)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Offer ZEV infrastructure incentive programs	Puget Sound Clean Air Agency	Candidate Actions to Reduce Transportation Greenhouse Gas Emissions: Evaluation Report (pg. 11)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Expand zero-emission bus services in rural areas, along with the related and necessary charging and storage facilities in rural communities, park-and-rides and the Link	Chelan-Douglas Transportation Council	Coordinated Mobility Plan (pg. 21)

Level 1 Category	Level 2 Category	Strategic Action	Agency	Document Title
		Transit operations base to accommodate additional electric transit vehicles		
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Shift to zero-emission vehicles	Puget Sound Regional Council	2030 GHG Analysis and Climate Implementation Strategy (pg. 21)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Invest in new, greener vessels through electrification	Puget Sound Regional Council	Regional Transportation Plan (pg. 136)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Work with partner agencies on regional collaboration to support electric vehicles and associated infrastructure issues	Puget Sound Regional Council	Vision 2050 (pg. 107)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Electrify the transportation system	Puget Sound Regional Council	Vision 2050 (pg. 60)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	"STA has invested in more than ten battery electric buses in 2020 and 2021. There are ongoing efforts to plan and fund bus charging at various transit stops throughout the region."	Spokane Regional Transportation Council	Horizon 2045 Spokane Metropolitan Transportation Plan (pg.98)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	"SRTC was awarded a grant of $2.5 million for electric vehicle supply equipment (EVSE) from the Washington State Dept. of Commerce through the US Dept of Energy's Clean Energy Fund III. Matching funds were provided by Avista and STA."	Spokane Regional Transportation Council	Horizon 2045 Spokane Metropolitan Transportation Plan (pg.98)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Investigate options then set appropriate timetables and policies for municipal and other governmental entities to replace public fleets with cleaner, energy-efficient vehicles to reduce long term fuel costs, improve air quality, and reduce greenhouse gas emissions	Thurston Regional Planning Council	Thurston Climate Mitigation Plan (pg. 85)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Conduct planning and programming activities in alignment with the compatible elements of federal, state, and member jurisdiction's electric vehicle infrastructure plans and initiatives	Whatcom Council of Governments	Way to Go, Whatcom (pg. 1)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Coordinate with WTA, neighboring county transit agencies, and WSDOT to support transit's needs to transition vehicles to zero-emission, including funding opportunities	Whatcom Council of Governments	Way to Go, Whatcom (pg. 1)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Assess and plan for electric vehicle charging needs of visitors and freight trucks from Canada and, through WCOG's IMTC Program, identify possible benefits related to electrification initiatives in Lower Mainland British Columbia	Whatcom Council of Governments	Way to Go, Whatcom (pg. 1)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Finalize a Zero Emission Vehicle mandate ("ZEV mandate") reflecting California's ZEV policy, which requires 100 percent of new passenger vehicles and light-duty trucks sold in the state to be zero-emissions vehicles (ZEVs) by 2035.	Department of Ecology, State of Washington	Clean Fuel Standard Cost Benefit Analysis Report (pg. 15)

Level 1 Category	Level 2 Category	Strategic Action	Agency	Document Title
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Adopt California's Advanced Clean Trucks standard for new medium and heavy duty-vehicle sales starting with model year 2025	Department of Ecology, State of Washington	Clean Fuel Standard Cost Benefit Analysis Report (pg. 16)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Exempt public lands used for installing, maintaining, and operating EV charges from leadhold excise taxes.	Department of Energy, State of Washington	Alternative Fuels Data Center - Washington Laws and Incentives (pg. 1)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Exempt EV and FCEV batteries and fuel cells, along with the following, from state sales and use taxes: labor and services for installing, repairing, altering, or improving EV and FCEV batteries fuel cells, or EV and FCEV infrastructure; the sale of property used for EV and hydrogen fueling infrastructure; and the sale of zero emission buses	Department of Energy, State of Washington	Alternative Fuels Data Center - Washington Laws and Incentives (pg. 1)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Offer grants to nonprofit organizations and local governments to design and create a ZEV carshare program in underserved and low-to moderate-income communities	Department of Energy, State of Washington	Alternative Fuels Data Center - Washington Laws and Incentives (pg. 1)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Have utilities submit transportation electrification plans that deploy electric vehicle (EV) charging stations or programs and incentives that support transportation electrification	Department of Energy, State of Washington	Alternative Fuels Data Center - Washington Laws and Incentives (pg. 1)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Exempt the sale or lease of new or used passenger vehicles, light-duty trucks, and medium-duty passenger AFVs...from the state retail sales and use tax	Department of Energy, State of Washington	Alternative Fuels Data Center - Washington Laws and Incentives (pg. 1)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Offer rebates through utilities for purchasing or charging EVs	Department of Energy, State of Washington	Alternative Fuels Data Center - Washington Laws and Incentives (pg. 1)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	State executive and small-cabinet agency fleets must procure EVs to replace light-, medium-, and heavy- duty internal combustion engine (ICE) vehicles once they reach the end of their useful life	Department of Energy, State of Washington	Alternative Fuels Data Center - Washington Laws and Incentives (pg. 1)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Exempt entities that offer electric vehicle supply equipment to the public for hire from having their rates, services, facilities or practices regulated by the Washington Utilities and Transportation Commission (Commission)	Department of Energy, State of Washington	Alternative Fuels Data Center - Washington Laws and Incentives (pg. 1)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Work with the Office of the Governor and state agencies to select projects and distribute funding to leverage 15% of Washington's portion of the VW Environmental Mitigation Trust for the acquisition, installation, operation, and maintenance of light-duty zero-emission vehicle charging infrastructure	Department of Energy, State of Washington	Alternative Fuels Data Center - Washington Laws and Incentives (pg. 1)

Level 1 Category	Level 2 Category	Strategic Action	Agency	Document Title
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Require, for all new buildings, that at least one parking space, or 10% of parking spaces rounded to the next whole number, must be made-ready for Level 2 EV charging stations	Department of Energy, State of Washington	Alternative Fuels Data Center - Washington Laws and Incentives (pg. 1)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Require that all light-duty vehicles sold, purchased, or registered in Washington state must be EVs by model year 2030	Department of Energy, State of Washington	Alternative Fuels Data Center - Washington Laws and Incentives (pg. 1)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Establish and coordinate a zero-emission truck stakeholder group to lead the development and implementation of at least one zero-emission drayage truck demonstration project and develop a roadmap to transition the NWSA cargo gateway fleet to zero-emission trucks, by 2050	Department of Energy, State of Washington	Alternative Fuels Data Center - Washington Laws and Incentives (pg. 1)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Establish an interagency EV coordinating council (Council) to advance transportation electrification	Department of Energy, State of Washington	Alternative Fuels Data Center - Washington Laws and Incentives (pg. 1)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Exempt EV Batteries, Fuel Cells, Infrastructure, and Zero Emission Bus from Retail Sales and Use Taxes	Office of Program Research Washington State House of Representatives	Carbon Reduction Stakeholder Meetings— December 2022 Alternative Fuels and Transportation Overview of Programs, Incentives, and Projects
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Invest in Hybrid-Electric Ferries	Office of Program Research Washington State House of Representatives	Carbon Reduction Stakeholder Meetings— December 2022 Alternative Fuels and Transportation Overview of Programs, Incentives, and Projects
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Invest in Ferry Electrification (for vessel conversions and terminals)	Office of Program Research Washington State House of Representatives	Carbon Reduction Stakeholder Meetings— December 2022 Alternative Fuels and Transportation Overview of Programs, Incentives, and Projects
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Invest in Ferry Electrification Project (Guemes Ferry Boat Replacement)	Office of Program Research Washington State House of Representatives	Carbon Reduction Stakeholder Meetings— December 2022 Alternative Fuels and Transportation Overview of Programs, Incentives, and Projects
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Provide Electric Vessel, Marine Battery, and Infrastructure Tax Exemptions	Office of Program Research Washington State House of Representatives	Carbon Reduction Stakeholder Meetings— December 2022 Alternative Fuels and Transportation Overview of Programs, Incentives, and Projects

Level 1 Category	Level 2 Category	Strategic Action	Agency	Document Title
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Deploy State and Local Decarbonization Grants $392M planned in future funding over next 15 years	Office of Program Research Washington State House of Representatives	Carbon Reduction Stakeholder Meetings— December 2022 Alternative Fuels and Transportation Overview of Programs, Incentives, and Projects
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Deploy Carbon Emission Reduction Grants $125M planned in future funding over next 15 years	Office of Program Research Washington State House of Representatives	Carbon Reduction Stakeholder Meetings— December 2022 Alternative Fuels and Transportation Overview of Programs, Incentives, and Projects
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Deploy Volks Wagon Settlement Grants (to reduce toxic diesel and GHG emissions; 15% for ZEV infrastructure)	Office of Program Research Washington State House of Representatives	Carbon Reduction Stakeholder Meetings— December 2022 Alternative Fuels and Transportation Overview of Programs, Incentives, and Projects
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Fund Electrification of Transportation Systems Program (includes grants for grid modernization to fund new approaches to electrification)	Office of Program Research Washington State House of Representatives	Carbon Reduction Stakeholder Meetings— December 2022 Alternative Fuels and Transportation Overview of Programs, Incentives, and Projects
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Fund an incentive program and technical assistance and support for conversion of heavy and medium duty vehicles from gas to zero emission in overburdened communities [including tribes]	State Environmental Justice Council	Environmental Justice Council Meeting Materials November 18, 2022, Special Meeting (pg. 4)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Fund an incentive program and technical assistance and support for conversion to zero emissions vehicles for those who are using a primary vehicle for small business write-offs.	State Environmental Justice Council	Environmental Justice Council Meeting Materials November 18, 2022, Special Meeting (pg. 4)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Register 50,000 plug-in electric vehicles by 2020	Washington State Department of Commerce	Clean Transportation (pg. 1)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Provide grants to Washington local governments and Tribal Governments for electric vehicle charging infrastructure	Washington State Department of Commerce	Clean Transportation (pg. 1)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Transportation Electrification Strategy (TES)	Washington State Department of Commerce	Transportation Electrification Strategy (TES)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Set targets for Electric Vehicles (EV) and Fuel Cell Vehicle (FCV) adoption, differentiated by vehicle class	Washington State Department of Commerce	Washington 2021 State Energy Strategy (pg. 60)

Level 1 Category	Level 2 Category	Strategic Action	Agency	Document Title
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Continue to publicly track annual metrics on BEV and FCV adoption	Washington State Department of Commerce	Washington 2021 State Energy Strategy (pg. 60)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Continue efforts to convert state-owned vehicle fleets to EVs and expand the current goal beyond 50% of new state passenger vehicle purchases	Washington State Department of Commerce	Washington 2021 State Energy Strategy (pg. 65)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Enhance existing and restore expired electric vehicle and low carbon fuel incentive and reduce disincentives	Washington State Department of Commerce	Washington 2021 State Energy Strategy (pg. 65)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Incentivize the use of clean technology and energy efficiency in the freight sector	Washington State Transportation Commission	Washington Transportation Plan: 2040 and Beyond (pg. 62)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Complete System Electrification Plan to outline efforts to electrify the vessel fleet	WSDOT	2020 WSDOT Greenhouse Gas Emissions Fact Sheet
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Promote and invest in the conversion to zero emission infrastructure and fuels by implementing grant programs	WSDOT	Draft WSDOT Transportation Sector GHG Actions (Resilience Goal P2 tab of spreadsheet)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Promote and invest in the conversion to zero emission infrastructure and fuels by advocating for sustainable fuels and seeking funding	WSDOT	Draft WSDOT Transportation Sector GHG Actions (Resilience Goal P2 tab of spreadsheet)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Purchase plug-in hybrid work trucks	WSDOT	Sustainable Transportation Website
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Deploy new locomotives to the Amtrak Cascades fleet	WSDOT	Sustainable Transportation Website
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Replace 25% of WSDOT gasoline use with electricity by 2040; 50% by 2050	WSDOT	Washington State Department of Transportation Greenhouse Gas Reduction Plan (pg. 13)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Relace 25% of WSDOT diesel use with electricity by 2050	WSDOT	Washington State Department of Transportation Greenhouse Gas Reduction Plan (pg. 13)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Replace 25% of WSDOT natural gas use with electricity by 2040; 75% by 2050	WSDOT	Washington State Department of Transportation Greenhouse Gas Reduction Plan (pg. 13)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Track and participate in national EV efforts	WSDOT	Washington State Electric Vehicle Action Plan (pg. 36)

Level 1 Category	Level 2 Category	Strategic Action	Agency	Document Title
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Convert Washington State Ferries to a hybrid-electric propulsion fleet, which includes delivering 16 new vessels as well as six diesel conversions	WSDOT	Washington State Ferries System Electrification Plan
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Conduct 17 terminal electrification projects to electrify Washington State Ferries	WSDOT	Washington State Ferries System Electrification Plan
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Develop training plan focused on hybrid-electric technologies to support ferry electrification	WSDOT	Washington State Ferries System Electrification Plan
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Promote EV adoption through the EV charging network	WSDOT	Washington State Plan for Electric Vehicle Infrastructure Deployment (pg. 15)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Transition King County Metro fleet to 100 percent zero emissions powered by renewable energy by 2035	WSDOT	Washington State Plan for Electric Vehicle Infrastructure Deployment (pg. 20)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Support the Spokane Transit Authority City Line project with a zero emission battery-electric bus	WSDOT	Washington State Plan for Electric Vehicle Infrastructure Deployment (pg. 20)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Deploy a grant program that demonstrates innovative approaches to electrification of transportation services	WSDOT	Washington State Plan for Electric Vehicle Infrastructure Deployment (pg. 27)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Conduct a study to assess opportunities to encourage high-consumption fuel users, including users of diesel fuel and gasoline, as well as in consideration to fleet usage, to switch to zero emission vehicles	WSDOT	Washington State Plan for Electric Vehicle Infrastructure Deployment (pg. 28)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Exempt hydrogen fuel cell electric vehicles from sales and use taxes	WSDOT	Washington State Plan for Electric Vehicle Infrastructure Deployment (pg. 28)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Develop a pilot program to provide clean alternative fuel vehicle use opportunities to underserved communities and low to moderate income members of the workforce not readily served by transit or located in transportation corridors that exceed emission standards	WSDOT	Washington State Plan for Electric Vehicle Infrastructure Deployment (pg. 29)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Study maximizing walk on ferry ridership, including EV rentals at ferry terminals	WSDOT	Washington State Plan for Electric Vehicle Infrastructure Deployment (pg. 29)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Develop a statewide transportation electrification strategy to meet the Clean Cars 2030 target	WSDOT	Washington State Plan for Electric Vehicle Infrastructure Deployment (pg. 3)

Level 1 Category	Level 2 Category	Strategic Action	Agency	Document Title
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Ensure that 100 percent of all new truck and bus sales are zero emission vehicles (ZEVs) by 2050, with an interim target of at least 30 percent by 2030.	WSDOT	Washington State Plan for Electric Vehicle Infrastructure Deployment (pg. 30)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Mandate that at least one parking space, or 10% of parking spaces, must be made ready for Level 2 EV Charging at all new buildings	WSDOT	Washington State Plan for Electric Vehicle Infrastructure Deployment (pg. 30)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Transition fleet vehicles to all electric	Jamestown S'Klallam Tribe	Carbon Neutral Plan 2022 (pg. 14)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Explore electric marine fleet options	Jamestown S'Klallam Tribe	Carbon Neutral Plan 2022 (pg. 15)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles	Technology / Decarbonization – transition the region's vehicle fleets to zero emission vehicles, with at least 90% of passenger vehicles and 50% of trucks zero emission by 2050.	Puget Sound Regional Council	Regional Transportation Plan, adopted May 2022
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles/Efficient Systems Operations	Transition to Electric vehicles and right-size vehicles and fleet by replacing older vehicles with newer, more fuel-efficient models, eliminating under-utilized vehicles from the fleet, and by pooling vehicles to maximize use per asset	Port of Seattle	Charting the Course to Zero Port of Seattle's Maritime Climate and Air Action Plan (pg. 45)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles/Green Hydrogen and Low-carbon Fuels	By 2030, port authority passenger fleets are zero emissions vehicles or use renewable fuels	Port of Seattle, Port of Tacoma, Northwest Seaport Alliance, and Vancouver Fraser Port Authority	Northwest Ports Clean Air Strategy (pg. 32)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles/Green Hydrogen and Low-carbon Fuels	Upgrade or Replace Fossil-Fueled Vehicles and Equipment	Port of Vancouver	Climate Action Plan (pg. 14)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles/Green Hydrogen and Low-carbon Fuels	Support the transition to a cleaner transportation system through investments in zero emission vehicles, low carbon fuels and other clean energy options	Puget Sound Regional Council	Vision 2050 (pg. 106)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles/Green Hydrogen and Low-carbon Fuels	Promote exploration of low emission fuels such as compressed natural gas (CNG), liquified natural gas (LNG), and renewable natural gas (RNG) to use in transit fleets	Southwest Washington Regional Transportation Planning Organization	Coordinated Public Transit – Human Services Transportation Plan (Chapter 8-4)

Level 1 Category	Level 2 Category	Strategic Action	Agency	Document Title
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles/Green Hydrogen and Low-carbon Fuels	Require that all state agencies and local government agencies use, to the extent practicable, 100% biofuels or electricity to operate all publicly owned vehicles	Department of Energy, State of Washington	Alternative Fuels Data Center - Washington Laws and Incentives (pg. 1)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles/Green Hydrogen and Low-carbon Fuels	Require that state agencies consider purchasing low carbon fuel vehicles or converting conventional vehicles to use low carbon fuels when financially comparable over the vehicle's useful life	Department of Energy, State of Washington	Alternative Fuels Data Center - Washington Laws and Incentives (pg. 1)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles/Green Hydrogen and Low-carbon Fuels	Reduce diesel emissions in rail systems	WSDOT	2020 Washington State Rail Plan (pg. 78)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles/Green Hydrogen and Low-carbon Fuels	Convert ferries to hybrids (M/V Wenatchee, M/V Tacoma, M/V Puyallup Hybrid Electric Conversions)	WSDOT	Draft WSDOT Transportation Sector GHG Actions (FY 2023 tab of spreadsheet)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles/Green Hydrogen and Low-carbon Fuels	Transform public and private fleets	WSDOT	Washington State Electric Vehicle Action Plan (pg. 26)
Reduce Carbon Intensity of Transportation Fuels	Electric Vehicles/Green Hydrogen and Low-carbon Fuels	Implement programs and incentives that promote the purchase or conversion to alternative fuel vehicles	WSDOT	Washington State Plan for Electric Vehicle Infrastructure Deployment (pg. 26)
Reduce Carbon Intensity of Transportation Fuels	Green Hydrogen and Low-carbon Fuels	Promote the use of alternative fuels such as electricity and compressed natural gas and evaluate the use of such fuels for the city's vehicles	City of Bellevue	Comprehensive Plan (pg. 263)
Reduce Carbon Intensity of Transportation Fuels	Green Hydrogen and Low-carbon Fuels	Develop and incorporate contractor fuel emissions reduction standards into bids and contracts to ensure construction contractors doing work on the City's behalf are using fuel efficient and low polluting vehicles and equipment when feasible and practicable	City of Tacoma	Climate Action Plan (pg. 190)
Reduce Carbon Intensity of Transportation Fuels	Green Hydrogen and Low-carbon Fuels	Adopt a clean fuels standard to reduce transportation-fuel GHG emissions intensities by at least 20% by 2030, compared to 2017 levels	King County	King County Strategic Climate Action Plan (pg. 61)
Reduce Carbon Intensity of Transportation Fuels	Green Hydrogen and Low-carbon Fuels	Expand the use of biofuels and renewable diesel	King County	King County Strategic Climate Action Plan (pg. 69)

Level 1 Category	Level 2 Category	Strategic Action	Agency	Document Title
Reduce Carbon Intensity of Transportation Fuels	Green Hydrogen and Low-carbon Fuels	Support the adoption of a statewide or regional low carbon fuel standard that gradually lowers pollution from transportation fuels. Additionally, support funding and policies that advance other clean fuel and zero emission vehicle strategies.	King County	King County Strategic Climate Action Plan (pg. 81)
Reduce Carbon Intensity of Transportation Fuels	Green Hydrogen and Low-carbon Fuels	Expand the use of alternative fuels when EVs are not feasible.	King County	King County Strategic Climate Action Plan (pg. 85)
Reduce Carbon Intensity of Transportation Fuels	Green hydrogen and low-carbon fuels	Replace organization carpool vehicles with hybrid vehicles	Port of Bellingham	2013 Sustainability Report (pg. 21)
Reduce Carbon Intensity of Transportation Fuels	Green Hydrogen and Low-carbon Fuels	Consider ways to reduce pollutants from transportation activities, including fleet vehicles, vehicle policies, maintenance practices, and cleaner fuels	Port of Coupeville	Port of Coupeville Resolution No. 286 (pg. 1)
Reduce Carbon Intensity of Transportation Fuels	Green Hydrogen and Low-carbon Fuels	Continue to explore cost-effective alternatives to fossil fuels in Port vehicles and equipment and implement changes as they become cost-feasible	Port of Edmonds	Environmental Policy (pg. 1)
Reduce Carbon Intensity of Transportation Fuels	Green Hydrogen and Low-carbon Fuels	Strive to acquire appropriate vehicle technology with the lowest GHG emissions as financially feasible	Port of Everett	Climate Change Strategy (pg. 1)
Reduce Carbon Intensity of Transportation Fuels	Green Hydrogen and Low-carbon Fuels	Invest in clean energy vehicles and equipment	Port of Everett	Environmental Stewardship & Sustainability Report 2020 (pg. 13)
Reduce Carbon Intensity of Transportation Fuels	Green Hydrogen and Low-carbon Fuels	Use drop-in renewable fuels for the port fleet (non-petroleum-based fuels like renewable diesel and renewable gasoline, made from sources like waste cooking oil, grease, tallow, or other renewable feedstocks	Port of Seattle	Charting the Course to Zero Port of Seattle's Maritime Climate and Air Action Plan (pg. 43)
Reduce Carbon Intensity of Transportation Fuels	Green Hydrogen and Low-carbon Fuels	Support continual advancements in vessel efficiency and emission reduction from harbor vessels	Port of Seattle	Charting the Course to Zero Port of Seattle's Maritime Climate and Air Action Plan (pg. 72)
Reduce Carbon Intensity of Transportation Fuels	Green Hydrogen and Low-carbon Fuels	Replace fossil natural gas with renewable natural gas in the Port bus fleet.	Port of Seattle	Measuring Greenhouse Gas Emissions at Port of Seattle (pg. 1)
Reduce Carbon Intensity of Transportation Fuels	Green Hydrogen and Low-carbon Fuels	Use renewable diesel in the Port fleet	Port of Seattle	Measuring Greenhouse Gas Emissions at Port of Seattle (pg. 1)

Level 1 Category	Level 2 Category	Strategic Action	Agency	Document Title
Reduce Carbon Intensity of Transportation Fuels	Green Hydrogen and Low-carbon Fuels	Continually increase vessel efficiency and decrease emissions from existing vessels	Port of Seattle, Port of Tacoma, Northwest Seaport Alliance, and Vancouver Fraser Port Authority	Northwest Ports Clean Air Strategy (pg. 22)
Reduce Carbon Intensity of Transportation Fuels	Green Hydrogen and Low-carbon Fuels	Support international efforts toward phasing out emissions from vessels	Port of Seattle, Port of Tacoma, Northwest Seaport Alliance, and Vancouver Fraser Port Authority	Northwest Ports Clean Air Strategy (pg. 23)
Reduce Carbon Intensity of Transportation Fuels	Green Hydrogen and Low-carbon Fuels	Continually increase vehicle efficiency and decrease emissions from existing trucks	Port of Seattle, Port of Tacoma, Northwest Seaport Alliance, and Vancouver Fraser Port Authority	Northwest Ports Clean Air Strategy (pg. 26)
Reduce Carbon Intensity of Transportation Fuels	Green Hydrogen and Low-carbon Fuels	Continually increase vessel efficiency and decrease emissions from existing vessels	Port of Seattle, Port of Tacoma, Northwest Seaport Alliance, and Vancouver Fraser Port Authority	Northwest Ports Clean Air Strategy (pg. 28)
Reduce Carbon Intensity of Transportation Fuels	Green Hydrogen and Low-carbon Fuels	Adopt improved local government alternative fuel rule	Puget Sound Clean Air Agency	Candidate Actions to Reduce Transportation Greenhouse Gas Emissions: Evaluation Report (pg. 11)
Reduce Carbon Intensity of Transportation Fuels	Green Hydrogen and Low-carbon Fuels	Institute life-cycle carbon-intensity requirements	Puget Sound Clean Air Agency	Candidate Actions to Reduce Transportation Greenhouse Gas Emissions: Evaluation Report (pg. 11)
Reduce Carbon Intensity of Transportation Fuels	Green Hydrogen and Low-carbon Fuels	Regulate methane emissions or flaring to stimulate RNG production	Puget Sound Clean Air Agency	Candidate Actions to Reduce Transportation Greenhouse Gas Emissions: Evaluation Report (pg. 11)
Reduce Carbon Intensity of Transportation Fuels	Green Hydrogen and Low-carbon Fuels	Incentivize production and use of renewable diesel (RD) and renewable natural gas (RNG)	Puget Sound Clean Air Agency	Candidate Actions to Reduce Transportation Greenhouse Gas Emissions: Evaluation Report (pg. 11)

Level 1 Category	Level 2 Category	Strategic Action	Agency	Document Title
Reduce Carbon Intensity of Transportation Fuels	Green Hydrogen and Low-carbon Fuels	Incentivize the use of aviation biofuels	Puget Sound Clean Air Agency	Candidate Actions to Reduce Transportation Greenhouse Gas Emissions: Evaluation Report (pg. 12)
Reduce Carbon Intensity of Transportation Fuels	Green Hydrogen and Low-carbon Fuels	Implement a biofuel mandate for every gallon sold, starting at B20 and ramping up with renewable diesel (local production and feedstocks, considering carbon intensity)	Puget Sound Clean Air Agency	Candidate Actions to Reduce Transportation Greenhouse Gas Emissions: Evaluation Report (pg. 12)
Reduce Carbon Intensity of Transportation Fuels	Green Hydrogen and Low-carbon Fuels	Require that local government fleets have RFP or bid for fuel purchase with required GHG reductions	Puget Sound Clean Air Agency	Candidate Actions to Reduce Transportation Greenhouse Gas Emissions: Evaluation Report (pg. 12)
Reduce Carbon Intensity of Transportation Fuels	Green Hydrogen and Low-carbon Fuels	Back or secure loans for [Renewable diesel (RD)] plants assuming funds are available	Puget Sound Clean Air Agency	Candidate Actions to Reduce Transportation Greenhouse Gas Emissions: Evaluation Report (pg. 12)
Reduce Carbon Intensity of Transportation Fuels	Green Hydrogen and Low-carbon Fuels	Back or secure loans for [Renewable natural gas (RNG)] digesters or capture and processing for municipal, agriculture, and smaller facilities assuming funds are available	Puget Sound Clean Air Agency	Candidate Actions to Reduce Transportation Greenhouse Gas Emissions: Evaluation Report (pg. 12)
Reduce Carbon Intensity of Transportation Fuels	Green Hydrogen and Low-carbon Fuels	Provide subsidy to vendors or fleets in our region for biofuel assuming funds are available	Puget Sound Clean Air Agency	Candidate Actions to Reduce Transportation Greenhouse Gas Emissions: Evaluation Report (pg. 12)
Reduce Carbon Intensity of Transportation Fuels	Green Hydrogen and Low-carbon Fuels	Offered financial incentives for ships to burn cleaner fuel at berth	Puget Sound Maritime Air Forum	2016 Puget Sound Maritime Emissions Inventory - Revised 2018 (pg. 10)
Reduce Carbon Intensity of Transportation Fuels	Green Hydrogen and Low-carbon Fuels	Utilize renewable natural gas for bus fleet	SeaTac (airport)	"HOW SEATTLE-TACOMA INTERNATIONAL AIRPORT LEVERAGED RNG FOR THERMAL USE" (pg. 1)
Reduce Carbon Intensity of Transportation Fuels	Green Hydrogen and Low-carbon Fuels	Promote use of alternative fuels and technologies that reduce pollution and greenhouse gas emissions and other environmental impacts from motorized vehicles	Peninsula Regional Transportation Planning Organization	Regional Transportation Plan 2040 (pg. 11)
Reduce Carbon Intensity of Transportation Fuels	Green Hydrogen and Low-carbon Fuels	Adopt a Clean Fuel Standard that requires a 20% gradual reduction from 2017 levels in the carbon intensity of transportation fuels between 2023-2038	Department of Ecology, State of Washington	Clean Fuel Standard Cost Benefit Analysis Report (pg. 10)
Reduce Carbon Intensity of Transportation Fuels	Green Hydrogen and Low-carbon Fuels	Continue to set annual biofuel blending requirements for the Federal Renewable Fuel Standard Policy (RFS)	Department of Ecology, State of Washington	Clean Fuel Standard Cost Benefit Analysis Report (pg. 16)

Level 1 Category	Level 2 Category	Strategic Action	Agency	Document Title
Reduce Carbon Intensity of Transportation Fuels	Green Hydrogen and Low-carbon Fuels	Require suppliers to gradually reduce the carbon intensity of transportation fuels to 20% below 2017 levels by 2034, per the Clean Fuel Standard law	Department of Ecology, State of Washington	Clean Fuel Standards
Reduce Carbon Intensity of Transportation Fuels	Green Hydrogen and Low-carbon Fuels	Provide tax credits to businesses for purchasing new or used medium- and heavy-duty AFVs and medium- and heavy-duty vehicles converted to alternative fuels, and installing alternative fueling infrastructure	Department of Energy, State of Washington	Alternative Fuels Data Center - Washington Laws and Incentives (pg. 1)
Reduce Carbon Intensity of Transportation Fuels	Green Hydrogen and Low-carbon Fuels	Establish a Clean Fuels Program (Program) that reduces the overall carbon intensity of transportation fuels used in the state by 20% below 2017 levels by 2035	Department of Energy, State of Washington	Alternative Fuels Data Center - Washington Laws and Incentives (pg. 1)
Reduce Carbon Intensity of Transportation Fuels	Green Hydrogen and Low-carbon Fuels	Require that at least 2% of all diesel fuel sold in Washington must be biodiesel or renewable diesel	Department of Energy, State of Washington	Alternative Fuels Data Center - Washington Laws and Incentives (pg. 1)
Reduce Carbon Intensity of Transportation Fuels	Green Hydrogen and Low-carbon Fuels	Require that at least 20% of all diesel fuel used to fuel state agency vehicles, vessels, and construction equipment must be biodiesel.	Department of Energy, State of Washington	Alternative Fuels Data Center - Washington Laws and Incentives (pg. 1)
Reduce Carbon Intensity of Transportation Fuels	Green Hydrogen and Low-carbon Fuels	Establish the Office of Renewable Energy (Office) to leverage, support, and collaborate with other state agencies to: *Accelerate market development by providing assistance along the entire life cycle of renewable fuel projects; *Support research on the development and deployment of renewable fuel and use of renewable and green electrolytic hydrogen; *Drive job creation, improve economic vitality, and support the transition to clean energy; *Enhance resiliency by using renewable fuels and green electrolytic hydrogen to support climate change mitigation and adaptations; and, *Partner with underserved communities to ensure communities equitably benefit from clean fuel efforts.	Department of Energy, State of Washington	Alternative Fuels Data Center - Washington Laws and Incentives (pg. 1)
Reduce Carbon Intensity of Transportation Fuels	Green Hydrogen and Low-carbon Fuels	Provide Alternative Fuel Business & Occupation (B&O) and Public Utility Tax (PUT) Commercial Vehicle Tax Credit	Office of Program Research Washington State House of Representatives	Carbon Reduction Stakeholder Meetings— December 2022 Alternative Fuels and Transportation Overview of Programs, Incentives, and Projects
Reduce Carbon Intensity of Transportation Fuels	Green Hydrogen and Low-carbon Fuels	Make 35% of WSDOT vehicle fleet's diesel use renewable or a blend of biodiesel and renewable by 2040; 90% by 2050	WSDOT	Washington State Department of Transportation Greenhouse Gas Reduction Plan (pg. 13)

Level 1 Category	Level 2 Category	Strategic Action	Agency	Document Title
Reduce Carbon Intensity of Transportation Fuels	Green Hydrogen and Low-carbon Fuels	Make 35% of WSDOT ferry vessel diesel use renewable or a blend of biodiesel and renewable by 2040; 90% by 2050	WSDOT	Washington State Department of Transportation Greenhouse Gas Reduction Plan (pg. 13)
Reduce Carbon Intensity of Transportation Fuels	Green Hydrogen and Low-carbon Fuels	Use lower carbon energy fuels for WSDOT operations	WSDOT	Washington State Department of Transportation Greenhouse Gas Reduction Plan (pg. 8)
Reduce Carbon Intensity of Transportation Fuels	Green Hydrogen and Low-carbon Fuels	Convert bus fleet to compressed natural gas	WSDOT	Washington State Plan for Electric Vehicle Infrastructure Deployment (pg. 20)
Other[62]	Other	Put overall GHG limits on major activity centers through the adoption of an Indirect Source Rule (ISR)	Puget Sound Clean Air Agency	Candidate Actions to Reduce Transportation Greenhouse Gas Emissions: Evaluation Report (pg. 12)
Other	Other	Implement California's "advanced clean car" emissions standards and follow through with implementation of measures needed to match California's ZEV sales targets for medium- and heavy-duty trucks.	Washington State Department of Commerce	Washington 2021 State Energy Strategy (pg. 60)

[62] These entries are of a higher level than the other strategies identified in this Appendix and do not fit neatly into the previous Level 1 or 2 categories. We show them separately here for completeness.