

**Transportation and Land Use (TLU)
Technical Working Group
Votes for Priorities for Analysis**

Option Number	GHG Reduction Policy Option Name	Votes for Priority for Consideration
TLU-1	PASSENGER VEHICLE GHG EMISSION RATES	
TLU-1.1	VEHICLE TECHNOLOGY	
1.1.1	Tailpipe GHG Emission Standards	4
1.1.2	ZEV/LEV-2 Implementation	
1.1.3	R&D on Low-GHG Vehicle Technology (e.g., fuel cell)	2
1.1.4	Add-on Technologies (Low Friction Oil, Low-Rolling Resistance Tires)	1
TLU-1.2	VEHICLE OPERATION	
1.2.1	Enforce Speed Limits	2
1.2.2	Vehicle Maintenance, Driver Training	
1.2.3	Transportation System Management	4
TLU-1.3	INCENTIVES & DISINCENTIVES	
1.3.1	Procurement of Efficient Fleet Vehicles	4
1.3.2	Feebates (state-specific or regional)	1
1.3.3	CO ₂ -based Registration Fees	3
1.3.4	Tax Credits for Efficient Vehicles	3

1.3.5	Vehicle Scrappage	
TLU-2	LAND USE AND LOCATION EFFICIENCY	
TLU-2.1	GENERAL	
2.1.1	Infill, Brownfield Re-development	1
2.1.2	Transit-Oriented Development	4
2.1.3	Smart Growth Planning, Modeling, Tools	6
2.1.4	Targeted Open Space Protection	2
TLU-2.2	INCREASING LOW-GHG TRAVEL OPTIONS	
2.2.1	Make Full Use of CMAQ funds	3
2.2.2	Improve Transit Service (frequency, convenience, quality)	2
2.2.3	Transit Marketing and Promotion	2
2.2.4	Bike and Pedestrian Infrastructure	4
2.2.5	Expand Transit Infrastructure (rail, bus, BRT)	2
2.2.6	HOV lanes	
2.2.7	“Fix-it-First”	2
2.2.8	Transit Prioritization (signal prioritization, HOV lanes)	2
2.2.9	Telecommute and Live-Near-Your-Work	1
2.2.10	Car Sharing	
2.2.11	E-Commerce	

TLU-2.3	INCENTIVES & DISINCENTIVES	
2.3.1	Commuter Choice/Parking Cash Out	
2.3.2	VMT Tax	
2.3.3	Pay As You Drive Insurance	1
2.3.4	Increased Fuel Tax (w/ targeted use of revenue towards travel alternatives)	2
2.3.5	Location-Efficient Mortgages	
2.3.6	Congestion Pricing (or tolls) (w/ targeted use of revenue towards travel alternatives)	
2.3.7	Parking Pricing or Supply Restrictions	
2.3.8	Transit Repositioning	
2.3.9	Transit Pricing Incentives	
2.3.10	VMT/GHG Offset Requirements for Large Developments	
2.3.11	Benefits for Low GHG Vehicles (preferential parking, use of HOV lanes)	1
TLU-2.4	FUEL MEASURES	
2.4.1	Low-GHG Fuel Standard (e.g., renewable)	4
2.4.2	Low-GHG Fuel for State Fleets (e.g., CNG, biodiesel)	2
2.4.3	Biofuel Expansion (biodiesel, CNG, LPG, cellulosic ethanol)	6
2.4.4	Alternative Fuel Infrastructure Development	4
TLU-3	FREIGHT	
TLU-3.1	VEHICLE TECHNOLOGY	

3.1.1	Vehicle Technology Improvements (e.g., aerodynamics)	
3.1.2	R&D on Low-GHG Vehicle Technology	
3.1.3	Low-sulfur Diesel	
3.1.4	Black Carbon Control Technologies (e.g., use of particulate traps, other complementary technologies)	1
TLU-3.2	VEHICLE OPERATION	
3.2.1	Freight Logistics Improvements/GIS	1
3.2.2	Enforce Speed Limits	2
3.2.3	Improve Traffic Flow	1
3.2.4	Increased Size & Weight of Trucks	
3.2.5	Increase the Number of Rest Areas	
3.2.6	Pre-clearance at Scale Houses	3
3.2.7	Truck Stop Electrification	
3.2.8	Enforce Anti-Idling	4
TLU-3.3	INCREASING LOW-GHG TRAVEL OPTIONS	
3.3.1	Intermodal Freight Initiatives	1
3.3.2	Feeder Barge Container Service	
TLU-3.4	INCENTIVES & DISINCENTIVES	
3.4.1	Procurement of Efficient Fleet Vehicles (public, private or other)	3
3.4.2	Incentives to Retire or Improve Older Less Efficient Vehicles	1

3.4.3	Maintenance and Driver Training	
3.4.4	Increased Truck Tolls or Highway User Fees	
TLU-4	INTERCITY TRAVEL: AVIATION, HIGH SPEED RAIL, BUS	
4.1	High-speed Rail	2
4.2	Integrated Aviation, Rail, Bus Networks	2
4.3	Aircraft Emissions	1
4.4	Airport Ground Equipment	
TLU-5	OFF-ROAD VEHICLES (CONSTRUCTION EQUIPMENT, OUT-BOARD MOTORS, ATVS, ETC)	
5.1	Incentives for Purchase of Efficient Vehicles/Equipment	
5.2	Improved Operations, Operator Training	
5.3	Maintenance Improvements	1
5.4	Increased Use of Alternative Fuels or Low Sulfur Diesel	1
TLU -6	MISCELLANEOUS	
6.1	[Tim]Targeting Most Transportation Funding in and around existing towns – Where the vast majority of Montana’s do and will travel each day to	1
6.2	[Tim] Corridor Access Management [deq] <u>Drivers Education (DEd)</u> . Provide public education regarding the vehicular emissions reductions which are potentially achievable through more energy and emission efficient driving, improved tune-ups and other maintenance and equipment upgrades. Educational information will be provided in conjunction with driver’s education and general public service information.	1

	<p>[deq] <u>Reduced Vehicle Miles (RVM)</u>. Car and truck emissions are reduced through the lowering miles traveled by vehicles. Policy encourages travelers to travel jointly (more than one person in a vehicle). Policy also encourages travelers to combine more than one trip purposes into a single vehicle trip. Montana residents are further encouraged to reduce emissions by living nearer to their jobs, by telecommuting, and purchasing more goods and services on-line.</p>	
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Additional Notes and Comments: