

# Transportation IWG Status Update

July 21, 2008

This memo complements the last Transportation IWG status update (dated July 7, 2008), and summarizes additional progress by the Transportation IWG, primarily resulting from discussions at the July 14 meeting.

## **Transit and Trip Reduction Strategies (T-1)**

The Transportation IWG has gathered and reviewed detailed information about several transit, ride-sharing, and local VMT reduction strategies and programs in order to identify a potential package of strategies that will enable Washington to meet its goals for reductions in vehicle miles traveled (VMT) and greenhouse gases (GHG) from the transportation sector. The group reviewed the current level and type of services provided, and the funding requirements and resources necessary to deliver the current level and type of services. The group then discussed the desired level and type of services, the funding required to achieve the desired level and type of services (both capital and operating costs), potential funding sources, the potential resulting VMT reductions, and the overall impacts on system speed and reliability.

From a suite of potential transit and trip-reduction strategies, the Transportation IWG has prioritized the following:

- Vanpool/Vanshare Options
- Motor Bus
- Rail Solutions (Light Rail, Commuter Rail, Passenger Rail)
- Residential trip reduction
- Commute trip reduction in dense urban centers (GTEC/CTR)
- Park and ride (and Park and Pool)
- VMT reduction innovation grants
- Bicycle and walking alternatives (these will also be added to the T-4 discussions on compact and transit-oriented development)

The IWG will categorize these strategies into short (< 2 years), medium (2-6 years) and long-term (> 6 years) implementation timeframes. A subgroup will refine information about the amount of GHG emissions and VMT reductions these strategies achieve, as well as collateral benefits, such as air quality improvements and congestion relief. The subgroup will also verify the operating and capital costs for each option, increase the details about some of the options, and consider scalability. The full IWG will subsequently consider this group of strategies with this additional information.

## **Transportation Pricing Strategies (T-3)**

A subgroup has been formed to develop additional detail on transportation pricing strategies. The subgroup will develop a menu of funding options that, at the very least, will serve as a resource about revenue opportunities available through transportation strategies. Ideally, revenues derived from transportation pricing strategies can be matched to address funding needs, which will allow additional requirements necessary to meet the VMT reduction goal to be elucidated; given time constraints, the IWG may not be able to fully develop this comprehensive picture.

## **Compact and Transit-Oriented Development Strategies (T-4)**

A subgroup has also been formed to consider non-VMT reduction strategies that encourage transit and compact-oriented development. While several IWG members consider these strategies overarching and central to a comprehensive transportation plan which can effectively reduce GHG emissions from the transportation sector, specific actions that will emerge from these conversations remain to be seen.

## **Next Meeting**

The next meeting of the Transportation IWG will be by teleconference on August 7<sup>th</sup>. At this meeting, the IWG will further discuss transportation pricing strategies (T-3), and compact and transit-oriented development strategies (T-4). The additional implementation information being developed as part of the continued analysis of T-1 will also serve to inform the T-3 discussion.