

Preliminary Balloting Results for Top Priority Options for the Transportation Technical Working Group

The tallies and comments in the table below reflect the input sent in by Transportation TWG members. Votes from 17 members have been received at the time of this compilation. An “X” in the Votes column indicates a vote for this option, either as a stand-alone option or as part of a bundle. The table on the last page summarizes the votes by option number.

Original Instructions

- Place an "X" in the box for the up to 10 options that you would make a priority for further analysis using your judgment on the following decision criteria:
 - GHG reduction potential (MMTCO_{2e}) by 2020*
 - Contribution to longer-term emission reduction goals (2035/2050)
 - Cost-effectiveness (Cost per ton GHG reduced or removed)*
 - Clean energy (or other low-GHG economy) job creation
 - Reduced expenditures on imported fuels
 - Externalities
 - Feasibility issues

** Please recall that the ratings shown in the catalogs for the first and third items (GHG reduction potential by 2020 and cost-effectiveness) above are preliminary and indicative. For priority options, further detailed analysis will be undertaken where possible, and may yield numerical results that differ from the ranges indicated.*
- Note that option T-1.1 is shaded (in gray) in the balloting form below. This option has already been addressed by state-wide action. A vote for this item should reflect the desire to go beyond the existing regulation (briefly describe in the comment section).
- If you feel that individual options should be combined, you may place votes on “bundles” of options. Describe your bundling preference in the Comment column. For example, if you wish to vote for a bundled option that combines options 6.3 and 6.4, place an “X” in row 6.3 and write “bundle with 6.4”, then place an “X” in row 6.4 and write “bundle with 6.3”. This would count as one of your 10 votes.

Transportation TWG Balloting Form

The items in this form reflect the catalog as revised and approved by the CAT at its June 5, 2007 meeting. The catalog and catalog option descriptions are available on the Transportation TWG web page, http://www.ecy.wa.gov/climatechange/cat_twg_trans.htm.

Option	GHG Reduction Policy Option	Vote	Bundle	Comment
T-1	VEHICLE/EQUIPMENT TECHNOLOGY			
1.1	Clean Car Program (“Pavley” GHG standards for autos)	X[h] X[k] X[q] X[p] X[e]	-Bundle with 1.7 and 1.5[e]	<ul style="list-style-type: none"> ▪ The State could explore the adoption of a higher standard than the very good legislation that was passed last year. Fleet efficiency standards can be a very good way for large scale emission reduction.[h] ▪ Ecology now has and should use the authority to improve the program whenever CA does.[b] ▪ Extending the standards can be done if electricity becomes an alternative fuel.[k]
1.2	Fuel-Efficient Tires	X[o]		<ul style="list-style-type: none"> ▪ Making rolling resistance information/comparison more readily available.[o]
1.3	Freight Vehicle Fuel Efficiency Improvements	X[g] X[b] X[m] X[n] X[e]	-Bundle with 1.4[b] -Bundle 1.3 and 1.4 under “Fuel Saving Technologies and Strategies for Heavy Equipment and Vehicles”[m] -Bundle with 2.3 [e]	<ul style="list-style-type: none"> ▪ Includes engine/equipment repower and replacement strategies for better fuel efficiency[e]
1.4	Diesel Emission Reduction and Fuel Saving Technologies (for trucks, locomotives, ships, port equipment, and other equipment)	X[g] X[h] X[b] X[i] X[f] X[k] X[l] X[m] X[n] X[e]	-Bundle with 1.3[b] -Bundle with 1.8[f] - Bundle 1.3 and 1.4 under “Fuel Saving Technologies and Strategies for Heavy Equipment and Vehicles”[m]	<ul style="list-style-type: none"> ▪ Especially target Washington State Ferries.[g] ▪ Has medium to high emissions reduction for moderate cost.[h] ▪ Includes retooling or replacing engines.[e]
1.5	Vehicle Purchase or Registration Incentives (registration fees, tax credits, feebates, etc.)	X[b] X[i] X[j] X[k] X[l] X[o] X[p] X[e]	-Bundle with 1.6 [k] -Bundle with 1.1 and 1.7[e]	<ul style="list-style-type: none"> ▪ Including PHEVs and other vehicle electrification efforts ▪ Needs to be broadened based on email correspondence(see email and add note).[k] ▪ Particularly reduced registration and/or purchase fees. [o]
1.6	Operational Incentives for Low-GHG Vehicles (preferential parking, etc.)	X[f] X[k]	-Bundle with 1.7[f] -Bundle with 1.5 on electric vehicles[k]	
1.7	Incentives to Retire or Improve Older High-GHG Vehicles (passenger or freight)	X[g] X[j] X[f] X[q] X[e]	-Bundle with 1.6[f] -Bundle with 1.1 and 1.5[e]	<ul style="list-style-type: none"> ▪ Learn lessons from fishing fleet buyouts.[g]

Option	GHG Reduction Policy Option	Vote	Bundle	Comment
1.8	Incentives for Low Emission Transit Vehicles	X[j] X[f] X[p]	-Bundle with 1.4[f]	
T-2	VEHICLE OPERATION			
2.1	Lower and/or Enforce Speed Limits	X[d]		
2.2	Driver and Alternative Transportation Education	X[f] X[q] X[p]		
2.3	Vehicle Idling Regulations	X[j] X[f] X[m] X[n] X[e]	-Bundle with 1.3 [e]	<ul style="list-style-type: none"> Should implement ASAP, Could be coupled with 2.2[m]
T-3	ALTERNATIVE FUELS			
3.1	Low Carbon Fuel Standard	X[a] X[h] X[b] X[i] X[c] X[l] X[d] X[q]		<ul style="list-style-type: none"> High potential for emission reduction, good short-term strategy.[h] Important improvement to existing biofuel initiatives[b]
3.2	Renewable Fuel Standard (ethanol and/or biodiesel)	X[j] X[f] X[k] X[l]		<ul style="list-style-type: none"> Done, should convert to LCFS[b]
3.3	Alternative Fuel Mandates for State/Local Fleets	X[k]		<ul style="list-style-type: none"> Done, thoroughly, in HB1303; needs to be implemented[b] Electricity must be included as an alternative fuel[k]
3.4	Alternative Fuel Production Incentives (reduced fuel taxes, production tax credits, loans, etc.)	X[f] X[m] X[n] X[m] X[n]	-Bundle with 3.5[f]	<ul style="list-style-type: none"> It's important to rationalize and solidify what we already have in state law[b] This could adequately capture the others in T-3. Incentives should be consistent with the <i>actual</i> potential for GHG reduction.[m]
3.5	Alternative Fuel Infrastructure Development	X[h] X[f]	-Bundle with 3.4[f]	<ul style="list-style-type: none"> The lack of production and distribution infrastructure is a major barrier to the wide-spread use of clean fuels[h]

Option	GHG Reduction Policy Option	Vote	Bundle	Comment
T-4	SMART GROWTH			
4.1	Promote Compact and Transit-Oriented Development	X[a] X[h] X[b] X[c] X[l] X[d] X[m] X[n] X[o] X[p] X[e]	-Bundle with 4.2[p] -Bundle with 5.3[e]	<ul style="list-style-type: none"> Promoting the type of development that encourages the use of transit and walking is the key to reducing the dependence on automobiles and the emissions that come with it.[h]
4.2	VMT/GHG Mitigation Requirements for Large Developments	X[a] X[b] X[c] X[p]	-Bundle with 4.3; 4.4; 5.10; 5.11[b] -Bundle with 4.1[p]	<ul style="list-style-type: none"> Bundle with 4.3; 4.4; 5.10; 5.11: This bundle is my highest priority. If I had to pick among them 5.10 is highest priority. The whole bundle is: develop a comprehensive policy for evaluating and reducing GHGs and VMTs through the state’s transportation plan and through administration and local planning under the GMA. Call it “the Big Bundle”[b] Follow up on percent reduction requirement.[p]
4.3	Multimodal Concurrency and Transit/TDM Impact Fees	X[g] X[h] X[b] X[f] X[e]	Bundle with 4.2, 4.4, 5.10, 5.11[b] -Bundle with 5.11[e]	<ul style="list-style-type: none"> Multimodal concurrency gives communities credit for improving transit.[g] The current concurrency system encourages the continued expansion of capacity in the road system because the emphasis is on vehicle through-put. A multi-modal system would emphasis person through –put so as to put transit on a more even footing with roads when considering how to improve a transportation system. A transit impact fee would help pay for necessary improvements to transit to meet the multi-modal concurrency requirements. The impact fee part would be enabling language in the RCW that would allow local government to implement if they so chose.[h]
4.4	VMT and GHG Reduction Goals in Comprehensive Planning	X[a] X[b] X[i] X[c] X[j] X[l] X[d] X[m] X[n] X[o] X[q] X[p] X[e]	Bundle with 4.2, 4.3, 5.10, 5.11[b] -Bundle with 5.8, 5.10, 5.12[e]	<ul style="list-style-type: none"> Should be titled VMT and GHG Reduction Goals <u>& Standards</u> in Comprehensive Planning[a] Part of Big Bundle under 4.2 (this is a higher leverage policy that will create demand for important but smaller things like 5.4). It should include VMT and GHG reduction standards, not just “goals.” [b] Should be entitled “VMT and GHG Reduction Goals <u>and Standards</u> in Comprehensive Planning”[c] This is strong, fundamental need[m]
T-5	SYSTEM EFFICIENCY AND DEMAND MANAGEMENT			

Option	GHG Reduction Policy Option	Vote	Bundle	Comment
5.1	Transportation System Management (signal timing, roundabouts, HOV lanes, intelligent transportation systems, etc.)	X[g] X[i] X[f] X[k] X[m] X[n] X[o] X[p] X[e]	-Bundle with 5.5[f]	Improves mobility; reduces GHG. [g] Note: Active traffic management includes options like variable speeds, lane controls, etc. <i>Active Traffic Management</i> can improve traffic flow in the corridors where it is applied through a variety of strategies including: <ul style="list-style-type: none"> ▪ Speed Harmonization/Queue Warning/Lane Control-the ability to smooth traffic flows and speeds as vehicles approach congested areas and reduce the speed of vehicles as they approach queues. In Europe, this strategy has been shown to reduce both primary and secondary accidents, reducing non-recurrent congestion. It has also been found to reduce congestion, queuing, and improve throughput. Speed control allows the highway to continue operating nearer to its highest throughput capacity as volumes increase. ▪ Traveler Information and Dynamic Re-Routing-providing Traveler Information opportunities including travel times and the availability of alternative routes around incidents and congested areas; dynamic re-routing allows WSDOT to affect the driver decisions of those unfamiliar (and familiar) with the area by modifying destination guide-signs.[e]
5.2	Ridesharing (carpool and vanpool programs, park-and-ride, etc.) and Transit Promotion	X[a] X[b] X[c] X[f] X[d] X[e]	-Bundle with 5.3, 5.6 [a] -Bundle with 5.3, 5.6, with 5.3 as highest priority[b] -Bundle with 5.3, 5.6[c] -Bundle with 5.6[f] -Bundle with 5.3, 5.6[d] -Bundle with 5.6, 5.9[e]	<ul style="list-style-type: none"> ▪ Should include investment criteria/prerequisites for the various transportation funding boards (e.g., TIB, FIB, CRAB, etc.)[e]

Option	GHG Reduction Policy Option	Vote	Bundle	Comment
5.3	Expand Transit Infrastructure (rail, BRT) and/or Improve Existing Service (frequency, quality, etc.)	X[g] X[a] X[h] X[b] X[i] X[c] X[j] X[f] X[k] X[l] X[d] X[m] X[n] X[o] X[p] X[e]	-Bundle with 5.2, 5.6 [a] -Bundle with 5.2 and 5.6, with 5.3 as highest priority[b] -Bundle with 5.2, 5.6[c] -Bundle with 5.2, 5.6[d] -Bundle with 4.1[e]	<ul style="list-style-type: none"> ▪ Some low-hanging fruit available in improving intercity transit. Additional transit infrastructure also necessary to mitigate impacts of higher fuel costs of and unaffordable low emission vehicles. [g] ▪ To make the land use changes work, a good transit infrastructure needs to be in place. Sound Transit 2 will go a long way in implementing this one, but an infusion of state \$ could help ST put its system on the ground faster and provide needed expansions.[h] ▪ This strategy is key since drivers will need comfortable alternatives if we're to get people out of their cars.[i] ▪ Emphasis on more park and ride capacity and more frequent service[k] ▪ Many Sxn 5 items could be bundled. For simplicity we'll allow the voting process to elucidate the top items in this category.[m] ▪ Need to include funding options and incentives as part of the package to make this function.[e]
5.4	Bicycle and Pedestrian Infrastructure Improvements	X[a] X[b] X[i] X[c] X[d] X[o]	-Bundle with 5.5 [a] -Bundle with 5.5[b] -Bundle with 5.5[c] -Bundle with 5.5[d]	
5.5	Additional Financing Tools to Invest in Local Transportation Infrastructure	X[a] X[h] X[b] X[c] X[f] X[l] X[d] X[m] X[n]	-Bundle with 5.4 [a] -Bundle with 5.4[b] -Bundle with 5.4[c] -Bundle with 5.1[f] -Bundle with 5.4[d]	<ul style="list-style-type: none"> ▪ Transit, pedestrian, and bicycle facilities need other financing options to get developed, see 4.3[h]
5.6	Commuter Choice Programs (pre-tax transit, telecommute, parking cash-out, etc.)	X[g] X[a] X[b] X[c] X[f] X[d] X[e]	-Bundle with 5.2, 5.3 [a] -Bundle with 5.2 and 5.3, with 5.3 as highest priority[b] -Bundle with 5.2, 5.3[c] -Bundle with 5.2[f] -Bundle with 5.2, 5.3[d] -Bundle with 5.2, 5.9[e]	<ul style="list-style-type: none"> ▪ Low cost – easy to implement. [g]

Option	GHG Reduction Policy Option	Vote	Bundle	Comment
5.7	Expand Roadway Pricing (e.g., tolling)	X[g] X[a] X[h] X[b] X[i] X[c] X[k] X[l] X[d] X[o] X[p] X[e]	-Bundle with 5.9, 5.12[a] -Bundle with 5.9 and 5.12 as "Pricing incentives" with 5.7 as the priority[b] -Bundle with 5.9, 5.12[c] -Bundle with 5.9, 5.12[d]	<ul style="list-style-type: none"> ▪ Long-term benefits; difficult implementation. [g] ▪ This option would help capture the true costs of driving which would help citizens make decisions on which modal option to use when traveling.[h] ▪ Congestion pricing/management will also help replace gas tax revenue losses.[k] ▪ Particularly with toll-free access for high efficiency vehicles, carpools.[o]
5.8	Increase Motor Fuel Taxes	X[b] X[e]	-Bundle with 4.4, 5.10, 5.12[e]	<ul style="list-style-type: none"> ▪ Expand to include repealing 18th amendment and other means of moving transportation funding toward demand reduction and alternatives to SOVs[b]
5.9	Parking Management	X[a] X[h] X[b] X[c] X[d] X[e]	-Bundle with 5.7, 5.12[a] -Bundle with 5.7 and 5.12 with 5.7 as priority[b] -Bundle with 5.7, 5.12[c] -Bundle with 5.7, 5.12[d] -Bundle with 5.2, 5.6[e]	<ul style="list-style-type: none"> ▪ This option also helps capture the true cost of driving and makes transit a more viable option. One way of implementing, like done in Portland, is to implement region-wide parking maximums.[h]
5.10	State VMT Reduction Plan	X[g] X[a] X[b] X[c] X[l] X[d] X[o] X[e]	-Bundle with 4.2, 4.3, 4.4, 5.11[b] -Bundle with 5.11[o] -Bundle with 4.4, 5.8, 5.12[e]	<ul style="list-style-type: none"> ▪ Washington Transportation Plan: Shift focus to moving people and goods; not moving vehicles. [g] ▪ See Big Bundle at 4.2. This is the most important one. The Plan's goals should reflect the VMT reductions necessary to accomplish the state's GHG objectives, after making appropriate assumptions about vehicle efficiency and fuel carbon content reductions.[b]
5.11	Quantification of GHG Impacts of Transportation Plans, Programs, and Projects	X[a] X[b] X[i] X[c] X[j] X[f] X[d] X[o] X[q] X[e]	-Bundle with 4.2, 4.3, 4.4, 5.10[b] -Bundle with 5.10[o] -Bundle with 4.3[e]	<ul style="list-style-type: none"> ▪ See Big Bundle at 4.2: Quantification of impacts is necessary as part of plan to reduce GHGs[b]

Option	GHG Reduction Policy Option	Vote	Bundle	Comment
5.12	Pay-as-You-Drive Automobile Insurance	X[a] X[b] X[c] X[d] X[o] X[p] X[e]	-Bundle with 5.7, 5.9[a] -Bundle with 5.7 and 5.9, 5.7 is the priority[b] -Bundle with 5.7 and 5.9[c] -Bundle with 5.7, 5.9[d] -Bundle with 4.4, 5.8, 5.10[e]	<ul style="list-style-type: none"> ▪ The State/Department of Transportation has already started investing in developing pay-as-you-drive auto insurance through a program with King County and Uniguard Insurance company with engagement of the State Insurance Commission. Initial participants in the first two years of the program are helping develop sufficient data to determine future rates and viability for Uniguard. Once the program development phase is complete, further support will be needed to encourage participation by other insurance companies operating in Washington and monitoring the program to determine greenhouse gas emission benefits of the program.[e]
T-6	NON-ROAD OPTIONS			
6.1	Rail Improvements for Freight	X[g] X[a] X[b] X[i] X[c] X[j] X[k] X[d] X[m] X[n]	-Bundle with 6.2[a] -Bundle with 6.2[b] -Bundle with 6.2[c] -Bundle with 6.2 [d]	<ul style="list-style-type: none"> ▪ Benefits passenger rail, too. [g]
6.2	Intercity Rail or High-Speed Rail Corridors	X[a] X[b] X[c] X[j] X[d] X[q]	-Bundle with 6.1[a] -Bundle with 6.1[b] -Bundle with 6.1[c] -Bundle with 6.1[d]	
6.3	Aircraft GHG Reductions	X[m] X[n] X[e]		
6.4	Airport Operations and Ground Equipment			

Summary of votes by option

Option	Sort by Total 1		Option	Sort by Total2	
	Total1*	Total2**		Total1*	Total2**
5.3	16	12.8	5.3	16	12.8
4.4	13	11.5	4.4	13	11.5
5.7	12	9.3	4.1	11	10.0
4.1	11	10.0	5.7	12	9.3
1.4	10	8.0	5.1	9	8.5
5.11	10	8.2	5.11	10	8.2
6.1	10	8.0	1.4	10	8.0
5.1	9	8.5	3.1	8	8.0
5.5	9	6.5	6.1	10	8.0
1.5	8	6.8	1.5	8	6.8
3.1	8	8.0	5.5	9	6.5
5.10	8	6.0	5.1	8	6.0
5.6	7	3.2	2.3	5	4.5
5.12	7	3.6	3.4	5	4.5
5.2	6	2.2	1.1	5	4.3
5.4	6	4.0	3.2	4	4.0
5.9	6	2.7	5.4	6	4.0
6.2	6	4.0	6.2	6	4.0
1.1	5	4.3	1.7	5	3.8
1.3	5	3.0	4.3	5	3.7
1.7	5	3.8	5.12	7	3.6
2.3	5	4.5	5.6	7	3.2
3.4	5	4.5	1.3	5	3.0
4.3	5	3.7	2.2	3	3.0
3.2	4	4.0	6.3	3	3.0
4.2	4	2.7	4.2	4	2.7
1.8	3	2.5	5.9	6	2.7
2.2	3	3.0	1.8	3	2.5
6.3	3	3.0	5.2	6	2.2
1.6	2	1.0	3.5	2	1.5
3.5	2	1.5	5.8	2	1.3
5.8	2	1.3	1.2	1	1.0
1.2	1	1.0	1.6	2	1.0
2.1	1	1.0	2.1	1	1.0
3.3	1	1.0	3.3	1	1.0
6.4	1	1.0	6.4	1	1.0

* All votes in a bundle counted separately as 1 vote

** Votes in a bundle counted as fractional votes