

**Transportation Technical Working Group: Balloting Results with Preliminary Priorities
(to be discussed at June 29, 2007 TWG meeting)**

	Option No.	# Votes	Suggested Bundles	Comments
Top-Priority				
1	5.3 Expand Transit Infrastructure (rail, BRT) and/or Improve Existing Service (frequency, quality, etc.)	16	[a] Bundle 5.2, 5.3, 5.6 [b] Bundle 5.2, 5.3, 5.6 [c] Bundle 5.2, 5.3, 5.6 [d] Bundle 5.2, 5.3, 5.6	<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] ▪ Low cost – easy to implement. [g] ▪ Should include investment criteria/prerequisites for the various transportation funding boards (e.g., TIB, FIB, CRAB, etc.)[e]
	5.6 Commuter Choice Programs (pre-tax transit, telecommute, parking cash-out, etc.)	7	[e] Bundle 4.1, 5.3 AND bundle 5.2, 5.6, 5.9 [f] Bundle 5.2, 5.6	
	5.2 Ridesharing (carpool and vanpool programs, park-and-ride, etc.) and Transit Promotion	6	[g] No bundle [h] No bundle [i] No bundle [j] No bundle [k] No bundle [l] No bundle [m] No bundle [n] No bundle [o] No bundle [p] No bundle	

	Option No.	# Votes	Suggested Bundles	Comments
2	4.4 VMT and GHG Reduction Goals in Comprehensive Planning	13	[b] Bundle 4.2, 4.3, 4.4, 5.10, 5.11 [e] Bundle 4.4, 5.8, 5.10, 5.12 [a] No bundle [i] No bundle [c] No bundle [j] No bundle [l] No bundle [d] No bundle [m] No bundle [n] No bundle [o] No bundle [q] No bundle [p] No bundle	<ul style="list-style-type: none"> Should be titled VMT and GHG Reduction Goals & Standards 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 and Standards in Comprehensive Planning”[c] This is strong, fundamental need[m]
3	5.7 Expand Roadway Pricing (e.g., tolling)	12	[a] Bundle 5.7, 5.9, 5.12 [b] Bundle 5.7, 5.9, 5.12 [c] Bundle 5.7, 5.9, 5.12	<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.[DM] 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
	5.12 Pay-As-You-Drive Automobile Insurance	7	[d] Bundle 5.7, 5.9, 5.12 [g] No bundle	
	5.9 Parking Management	6	[h] No bundle [i] No bundle [k] No bundle [l] No bundle [o] No bundle [p] No bundle [e] No bundle	

	Option No.	# Votes	Suggested Bundles	Comments
				operating in Washington and monitoring the program to determine greenhouse gas emission benefits of the program.[e] <ul style="list-style-type: none"> The 5.9 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]
4	4.1 Promote Compact and Transit-Oriented Development	11	[p] Bundle 4.1, 4.2 [e] Bundle 4.1, 5.3 [a] No bundle [h] No bundle [b] No bundle [c] No bundle [l] No bundle [d] No bundle [m] No bundle [n] No bundle [o] No bundle	<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]
5	5.11 Quantification of GHG Impacts of Transportation Plans, Programs, and Projects	10	[b] Bundle 4.2, 4.3, 4.4 5.10, 5.11, [o] Bundle 5.10, 5.11 [e] Bundle 4.3, 5.11 [a] No bundle [i] No bundle [c] No bundle [j] No bundle [f] No bundle [d] No bundle [q] No bundle	<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]
6	6.1 Rail Improvements for Freight	10	[a] Bundle 6.1, 6.2	<ul style="list-style-type: none"> Benefits passenger rail, too. [g]
	6.2 Intercity Rail or High-Speed Rail Corridors	6	[b] Bundle 6.1, 6.2 [c] Bundle 6.1, 6.2 [d] Bundle 6.1, 6.2	

	Option No.	# Votes	Suggested Bundles	Comments
			[g] No bundle [i] No bundle [j] No bundle [k] No bundle [m] No bundle [n] No bundle	
7	1.4 Diesel Emission Reduction and Fuel Saving Technologies (for trucks, locomotives, ships, port equipment, and other equipment)	10	[b] Bundle 1.3, 1.4 [f] Bundle 1.4, 1.8 [m] Bundle 1.3, 1.4 [n] Bundle 1.3, 1.4 [g] No bundle [h] No bundle [i] No bundle [k] No bundle [l] No bundle [e] No bundle	<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] Bundle 1.3, 1.4 under “Fuel Saving Technologies and Strategies for Heavy Equipment and Vehicles” [m]
8	5.5 Additional Financing Tools to Invest in Local Transportation Infrastructure	9	[a] Bundle 5.4, 5.5 [b] Bundle 5.4, 5.5	<ul style="list-style-type: none"> Transit, pedestrian, and bicycle facilities need other financing options to get developed, see 4.3[h]
	5.4 Bicycle and Pedestrian Infrastructure Improvements	6	[c] Bundle 5.4, 5.5 [f] Bundle 5.1, 5.5 [d] Bundle 5.4, 5.5 [h] No bundle [l] No bundle [m] No bundle [n] No bundle	
9	5.1 Transportation System Management	9	[f] Bundle 5.1, 5.5 [g] No bundle [i] No bundle [k] No bundle [m] No bundle [n] No bundle [o] No bundle	<p>Improves mobility; reduces GHG. [g]</p> <p>Note: Active traffic management includes options like variable speeds, lane controls, etc. <u>Active Traffic Management</u> can improve traffic flow in the corridors where it is applied through a variety of strategies including:</p> <ul style="list-style-type: none"> Speed Harmonization/Queue Warning/Lane Control-the ability to smooth traffic flows and

	Option No.	# Votes	Suggested Bundles	Comments
			<p>[p] No bundle [e] No bundle</p>	<p>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.</p> <ul style="list-style-type: none"> ▪ 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]
<p>10</p>	<p>1.5 Vehicle Purchase or Registration Incentives (registration fees, tax credits, feebates, etc.)</p>	<p>8</p>	<p>[k] Bundle 1.5, 1.6 [e] Bundle 1.1, 1.5, 1.7 [b] No bundle [i] No bundle [j] No bundle [l] No bundle [o] No bundle [p] No bundle</p>	<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]
<p>11</p>	<p>3.1 Low Carbon Fuel Standard</p>	<p>8</p>	<p>[a] No bundle [h] No bundle [b] No bundle [i] No bundle [c] No bundle [l] No bundle [d] No bundle [q] No bundle</p>	<ul style="list-style-type: none"> ▪ High potential for emission reduction, good short-term strategy.[h] ▪ Important improvement to existing biofuel initiatives.[b]

	Option No.	# Votes	Suggested Bundles	Comments
12	5.10 State VMT Reduction Plan	8	[b] Bundle 4.2, 4.3, 4.4, 5.10, 5.11 [e] Bundle 4.4, 5.8, 5.10, 5.12 [o] Bundle 5.10, 5.11 [g] No bundle [a] No bundle [c] No bundle [l] No bundle [d] No bundle	<ul style="list-style-type: none"> ▪ 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] ▪ Washington Transportation Plan: Shift focus to moving people and goods; not moving vehicles. [g]

	Option No.	# Votes	Suggested Bundles	Comments
Mid-Priority				
	1.1 Clean Car Program (“Pavely” GHG standards for autos)	5	[e] Bundle 1.1, 1.5, 1.7 [h] No bundle [k] No bundle [q] No bundle [p] No bundle	<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]
	1.3 Freight Vehicle Fuel Efficiency Improvements	5	[b] Bundle 1.3, 1.4 [m] Bundle 1.3, 1.4 [e] Bundle 1.3, 2.3 [g] No bundle [n] No bundle	<ul style="list-style-type: none"> ▪ Includes engine/equipment repower and replacement strategies for better fuel efficiency.[e] ▪ Bundle 1.3, 1.4 under “Fuel Saving Technologies and Strategies for Heavy Equipment and Vehicles” [m]
	1.7 Incentives to Retire or Improve Older High-GHG Vehicles (passenger or freight)	5	[f] Bundle 1.6, 1.7 [e] Bundle 1.1, 1.5, 1.7 [g] No bundle [j] No bundle [q] No bundle	<ul style="list-style-type: none"> ▪ Learn lessons from fishing fleet buyouts.[g]
	1.8 Incentives for Low Emission Transit Vehicles	3	[f] Bundle 1.4, 1.8 [j] No bundle [p] No bundle	
	2.2 Driver and Alternative Transportation Education	3	[f] No bundle [q] No bundle [p] No bundle	
	2.3 Vehicle Idling Regulations	5	[e] Bundle 1.3, 2.3 [j] No bundle [f] No bundle	<ul style="list-style-type: none"> ▪ Should implement ASAP, Could be coupled with 2.2. [m]

	Option No.	# Votes	Suggested Bundles	Comments
			[m] No bundle [n] No bundle [e] No bundle	
	3.2 Renewable Fuel Standard (ethanol and/or biodiesel)	4	[j] No bundle [f] No bundle [k] No bundle [l] No bundle	<ul style="list-style-type: none"> ▪ Done, should convert to LCFS[b]
	4.2 VMT/GHG Mitigation Requirements for Large Developments	4	[b] Bundle 4.2, 4.3; 4.4; 5.10; 5.11 [p] Bundle 4.1 ,4.2 [a] No bundle [c] No bundle	<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	5	[b] Bundle 4.2, 4.3, 4.4 5.10, 5.11, [e] Bundle 4.3, 5.11 [g] No bundle [h] No bundle [f] No bundle	<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

	Option No.	# Votes	Suggested Bundles	Comments
				local government to implement if they so chose.[h]
	6.3 Aircraft GHG Reductions	3	[m] No bundle [n] No bundle [e] No bundle	
Low-Priority				
	1.2 Fuel-Efficient Tires	1	[o] No bundle	<ul style="list-style-type: none"> ▪ Making rolling resistance information/comparison more readily available.[o]
	1.6 Operational Incentives for Low-GHG Vehicles (preferential parking, etc.)	2	[f] Bundle 1.6, 1.7 [k] Bundle 1.5, 1.6	
	2.1 Lower and/or Enforce Speed Limits	1	[d] No bundle	
	3.3 Alternative Fuel Mandates for State/Local Fleets	1	[k] No bundle	<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.)	1	[f] Bundle 3.4, 3.5	<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	2	[f] Bundle 3.4, 3.5 [h] No bundle	<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]
	5.8 Increase Motor Fuel Taxes	2	[e] Bundle with 4.4, 5.10, 5.12 [b] No bundle	<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]
	6.4 Airport Operations and Ground Equipment	0		