



Transportation and Land Use TWG:

Possible “Priorities for Analysis” Scenarios

Prepared for Technical Working Group (TWG) Call #5, July 18, 2006

Definition of “Priorities for Analysis”:

- **High:** High priority options will be analyzed first.
- **Medium:** Medium priority options will be analyzed next, time and resources permitting.
- **Low:** Low priority options will be analyzed last, time and resources permitting.

* Options marked with an asterisk (*) indicate options that are at least partially “base case” policies, i.e., that have been considered or undertaken at some level in North Carolina.

** Options marked with a double asterisk (**) indicate options that are included as recommendations in the September 1, 2005 NC DENR Report under the Clean Smokestacks Act of 2002.

Total number of options in the options catalog: 72.

Goal ~10 High, ~10 Medium, and ~10 Low priority options to *recommend* to CAPAG.

41 got at least 1 vote.

	GHG Reduction Policy Option	Votes	Scenarios	Other possible bundling
1	Transit-Oriented Development *	7		
2	Smart Growth Planning, Modeling, Tools **	6		
3	Feebates (state-specific or regional) **	5		
4	Infill, Brownfield Re-development	5		
5	Improve Transit Service (frequency, convenience, quality) **	5		
6	VMT fee	5		
7	Truck Stop Electrification **	5		
8	Bike and Pedestrian Infrastructure	4		Add into SG bundle
9	Expand Transit Infrastructure (rail, bus, BRT) *	4		
10	Transit Marketing and Promotion *	4		
11	Tailpipe GHG Emission Standards **	4		
12	Biofuel [alternative fuel] expansion (biodiesel, CNG, LPG, cellulosic ethanol)	4	≥ 4 votes = 12 High priority for analysis	

	GHG Reduction Policy Option	Votes	Scenarios	Other possible bundling
13	Transportation System Management and Design, ITS	3		
14	Procurement of Efficient Fleet Vehicles **	3		
15	Targeted Open Space Protection	3		
16	Alternative Fuel Infrastructure Development *	3		
17	Enforce Anti-Idling ** (+ passenger idling, school bus idling)	3	Bundle SG (TOD, SG planning, and Infill) and Transit (Improve service, Expand T infrastructure, and Marketing & promo), then take all ≥ 3 votes, n = 13 High priority for analysis	
18	Enforce Speed Limits	2		
19	CO ₂ -based registration fees	2		
20	Tax Credits for Efficient Vehicles **	2		
21	Limiting loops and bypasses; improving road planning.	2		
22	Using NC land for nuclear power generation	2		
23	Transit Prioritization (signal prioritization, HOV lanes)	2		Add into transit bundle
24	Commuter Choice/Parking Cash Out	2		Add into transit bundle
25	Pay As You Drive Insurance	2		
26	Increased Fuel Tax (w/ targeted use of revenue towards travel alternatives)	2		
27	Renewable Fuels Motor Fuels Tax Exemption / credit	2		
28	Integrated Aviation, Rail, Bus Networks	2	If bundle as above, then 2s become Medium priority for analysis (n=11)	
29	ZEV/LEV-2 Implementation **	1		
30	Roadway materials use; concrete versus asphalt	1		
31	Vehicle Maintenance, Driver Training	1		
32	Telecommute and Live-Near-Your-Work	1		
33	Congestion Pricing (or tolls) (w/ targeted use of revenue towards travel alternatives)	1		
34	Parking Pricing or Supply Restrictions	1		
35	Low-GHG Fuel Standard (e.g., renewable)	1		
36	Black carbon control technologies (e.g., use of particulate traps, other complementary technologies) **	1		
37	Enforce Speed Limits	1		
38	Pre-clearance at Scale Houses / ITS	1		
39	Procurement of Efficient Fleet Vehicles (public, private or other)	1		

	GHG Reduction Policy Option	Votes	Scenarios	Other possible bundling
40	Maintenance and Driver Training	1		
41	High-speed Rail	1	And these become Low priority for analysis (n=13)	