



Transportation and Land Use Technical Work Group Recommendations for Priority Analysis

A catalog of state-level, GHG-reducing actions and policy options based on actions undertaken or considered by state, local and private actors.

Key to Rankings of Options in the Following Tables

Potential GHG Emission Reductions ¹	Potential Cost or Cost Savings ^{1,2}
High (H): At least 1.0 million metric tons of carbon dioxide equivalent (MMtCO ₂ e) per year by 2020	High (H): \$50 per metric ton of carbon dioxide equivalent (tCO ₂ e) or above
Medium (M): From 0.1 to 1.0 MMtCO ₂ e per year by 2020	Medium (M): \$5–50/tCO ₂ e
Low (L): Less than 0.1 MMtCO ₂ e per year by 2020, or 1.0 MMtCO ₂ e by 2050	Low (L): Less than \$5/tCO ₂ e
Uncertain (U): Not able to estimate at this time	Negative (Neg): Net cost savings
	Uncertain (U): Not able to estimate at this time
¹ Several measures may overlap in terms of emission reductions and/or cost impacts. Estimates assume measures would be implemented independently from other measures.	
² Costs are denoted by a positive number. Cost savings (i.e., “negative costs”) are denoted by a negative number.	

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.

Transportation and Land Use (TLU) Technical Work Group Recommendations for Priority Analysis

Bundle	Option No.	GHG Reduction Policy Option	Potential GHG Emission Reductions	Cost per Ton	Number of Ballots for Option	Bundling Suggestions
HIGH PRIORITY (POLICIES RECOMMENDED FOR ADVANCEMENT FOR KEEP CONSIDERATION)						
1	1.2.1	Enforce Speed Limits	M	L/N	6	<ul style="list-style-type: none"> •1.2.2, 1.2.5, 1.2.6, 1.2.8, 1.2.9 •3.2.2 •3.2.2 •1.2.9, 3.2.2
	1.2.9	Lower Speed Limits	M	L	2	<ul style="list-style-type: none"> •1.2.1, 1.2.2, 1.2.5, 1.2.6, 1.2.8 •1.2.1, 3.2.2
	3.2.2	Enforce Speed Limits	M	L	4	<ul style="list-style-type: none"> •1.2.1 •1.2.1 •1.2.1 •1.2.1, 1.2.9
2	1.1.1	New Vehicle Standards: Tailpipe GHG and Fuel Economy”	H	L	5	<ul style="list-style-type: none"> •1.1.2 •1.1.2, 1.1.5
	1.1.2	ZEV/LEV II Implementation	H	M	3	<ul style="list-style-type: none"> •1.1.1 •1.1.1 •1.1.1, 1.1.5

Bundle	Option No.	GHG Reduction Policy Option	Potential GHG Emission Reductions	Cost per Ton	Number of Ballots for Option	Bundling Suggestions
	1.1.5	Support Stronger Federal CAFE Standards	H	L	2	<ul style="list-style-type: none"> •1.1.1 •1.1.1, 1.1.2
3	1.4.1	Low-GHG Fuel Standard (e.g. renewable)	H	H	5	<ul style="list-style-type: none"> •1.4.2 •1.4.2, 1.4.3, 1.4.4, 1.4.5, 1.4.8 •1.4.2, 2.3.18
	1.4.2	Low-GHG for State Fleets (e.g., CNG, Biodiesel)	M	M	3	<ul style="list-style-type: none"> •1.4.1 •1.4.2, 1.4.3, 1.4.4, 1.4.5, 1.4.8 •1.4.1, 2.3.18
4	2.2.2	Improve Transit Service (Frequency, Convenience, and Quality)	M	M	5	<ul style="list-style-type: none"> •2.2.4 •2.2.4, 4.5 •2.2.4, 2.2.5, 2.2.6, 2.2.10, 2.2.11, 2.2.12, 2.2.18, 2.3.3, 2.3.4, 2.3.5, 2.3.6, 2.3.7, 4.1, 4.2, 4.5 •2.2.3, 2.2.4, 2.2.5, 2.2.7
	2.2.4	Expand Transit Infrastructure (Light Rail, Bus, Bus Rapid Transit)	M	M	5	<ul style="list-style-type: none"> •2.2.2 •2.2.2, 2.2.5, 2.2.6, 2.2.10, 2.2.11, 2.2.12, 2.2.18, 2.3.3, 2.3.4, 2.3.5, 2.3.6, 2.3.7, 4.1, 4.2, 4.5 •2.2.2, 2.2.3, 2.2.5, 2.2.7

Bundle	Option No.	GHG Reduction Policy Option	Potential GHG Emission Reductions	Cost per Ton	Number of Ballots for Option	Bundling Suggestions
	2.2.5	Transit Prioritization (Signal Prioritization, HOV Lanes)	M	M	3	<ul style="list-style-type: none"> •2.2.4 •2.2.2, 2.2.4, 2.2.6, 2.2.10, 2.2.11, 2.2.12, 2.2.18, 2.3.3, 2.3.4, 2.3.5, 2.3.6, 2.3.7, 4.1, 4.2, 4.5 •2.2.2, 2.2.3, 2.2.4, 2.2.7
	4.5	Improved Passenger Rail Service	M	M	4	<ul style="list-style-type: none"> •2.2.2 •2.2.2, 2.2.4, 2.2.5, 2.2.6, 2.2.10, 2.2.11, 2.2.12, 2.2.18, 2.3.3, 2.3.4, 2.3.5, 2.3.6, 2.3.7, 4.1, 4.2 •4.1, 4.4
	4.1	High-Speed Rail	M	M	3	<ul style="list-style-type: none"> •2.2.2, 2.2.4, 2.2.5, 2.2.6, 2.2.10, 2.2.11, 2.2.12, 2.2.18, 2.3.3, 2.3.4, 2.3.5, 2.3.6, 2.3.7, 4.2, 4.5 •4.4, 4.5
	2.3.4	Transit Pricing Incentives	M	M	3	<ul style="list-style-type: none"> •2.2.4 •2.3.2 •2.2.2, 2.2.4, 2.2.5, 2.2.6, 2.2.10, 2.2.11, 2.2.12, 2.2.18, 2.3.3, 2.3.5, 2.3.6, 2.3.7, 4.1, 4.2, 4.5
	2.2.7	Create Regional Multimodal Transportation Centers	M	M	2	<ul style="list-style-type: none"> •2.2.4 •2.2.2, 2.2.3, 2.2.4, 2.2.5

Bundle	Option No.	GHG Reduction Policy Option	Potential GHG Emission Reductions	Cost per Ton	Number of Ballots for Option	Bundling Suggestions
5	2.2.10	Van Pooling and Car Pooling	M	L	5	<ul style="list-style-type: none"> •2.2.2, 2.2.4, 2.2.5, 2.2.6, 2.2.11, 2.2.12, 2.2.18, 2.3.3, 2.3.4, 2.3.5, 2.3.6, 2.3.7, 4.1, 4.2, 4.5 •2.2.17
6	3.3.4	Shift Freight Movements From Truck to Rail	H	M	5	<ul style="list-style-type: none"> •3.3.3 •3.3.3 •3.3.3 •3.3.3
	3.3.3	Increase Rail Capacity and Address Rail Freight System Bottlenecks	H	M	4	<ul style="list-style-type: none"> •3.3.4, 3.3.5 •3.3.4, 3.3.5 •3.3.4
	3.3.5	Promote Strategies To Ease the Movement of Freight in More GHG-Efficient Ways	M	L	4	<ul style="list-style-type: none"> •3.3.3 •3.3.3 •3.3.3
7	2.1.12	Transit-Oriented Development	M	M	5	<ul style="list-style-type: none"> •2.1.5 •2.1.5 •2.1.4, 2.1.5, 2.1.15 •2.1.1, 2.1.4, 2.1.5, 2.1.6, 2.1.9, 2.1.10, 2.1.11, 2.1.14, 2.3.22

Bundle	Option No.	GHG Reduction Policy Option	Potential GHG Emission Reductions	Cost per Ton	Number of Ballots for Option	Bundling Suggestions
	2.1.4	Provide Technical and Financial Support to Local Agencies	M	M	5	<ul style="list-style-type: none"> •2.1.5 •2.1.5 •2.1.5, 2.1.12, 2.1.15 •2.1.1, 2.1.5, 2.1.6, 2.1.9, 2.1.10, 2.1.11, 2.1.12, 2.1.14, 2.3.22
	2.1.5	Smart Growth Planning, Modeling, and Tools	M	M	4	<ul style="list-style-type: none"> •2.1.4, 2.1.6, 2.1.12, 2.1.14 •2.1.4, 2.1.12, 2.1.15 •2.1.1, 2.1.4, 2.1.6, 2.1.9, 2.1.10, 2.1.11, 2.1.12, 2.1.14, 2.3.22
	2.1.6	Land Use, Zoning, Tax, and Building Code Reform	H	M	3	<ul style="list-style-type: none"> •2.1.5 •2.1.5 •2.1.1, 2.1.4, 2.1.5, 2.1.9, 2.1.10, 2.1.11, 2.1.12, 2.1.14, 2.3.22
	2.1.14	Targeted Open-Space Protection	M	L	3	<ul style="list-style-type: none"> •2.1.5 •2.1.5 •2.1.1, 2.1.4, 2.1.5, 2.1.6, 2.1.9, 2.1.10, 2.1.11, 2.1.12, 2.3.22
	2.1.1	Statewide Growth Management Plan	M	L	3	<ul style="list-style-type: none"> •2.1.5 •2.1.4, 2.1.5, 2.1.6, 2.1.9, 2.1.10, 2.1.11, 2.1.12, 2.1.14, 2.3.22

Bundle	Option No.	GHG Reduction Policy Option	Potential GHG Emission Reductions	Cost per Ton	Number of Ballots for Option	Bundling Suggestions
	2.1.15	Balance Economic Development With Agriculture, Protection of Natural Resources, and Preservation of Rural Character	M	L	2	<ul style="list-style-type: none"> •2.1.5 •2.1.4, 2.1.5, 2.1.12
8	2.2.13	Telecommute, Live Near Your Work, and Compressed Work Week	M	L	5	<ul style="list-style-type: none"> •2.2.14, 2.2.15 •2.2.14, 2.2.15, 2.3.19 •2.2.14, 2.2.15 •2.2.14, 2.2.15
	2.2.14	Require Government Agencies To Use Telecommuting	M	L	4	<ul style="list-style-type: none"> •2.2.13 •2.2.14, 2.2.15, 2.3.19 •2.2.13, 2.2.15 •2.2.13, 2.2.15
	2.2.15	Telecommuting Centers, Support, and Incentives	M	M	4	<ul style="list-style-type: none"> •2.2.13 •2.2.13, 2.2.14, 2.3.19 •2.2.13, 2.2.14 •2.2.13, 2.2.14

MEDIUM PRIORITY						
9	1.3.4	Tax Credits for Efficient Vehicles	M	M	4	<ul style="list-style-type: none"> •1.3.2 •1.3.1, 1.3.2, 1.3.5, 1.3.8, 3.4.1
	1.3.2	Feebates (State-Specific or Regional)	M	M	1	<ul style="list-style-type: none"> •1.3.1, 1.3.4, 1.3.5, 1.3.8, 3.4.1
10	2.2.8	Bike and Pedestrian Infrastructure	M	M	4	<ul style="list-style-type: none"> •2.1.5 •2.2.19 •2.2.17 •2.2.19, 4.6
	2.2.19	Bicycle Transportation (e.g., Rails to Trails)	M	M	3	<ul style="list-style-type: none"> •2.2.8, 2.2.17 •2.2.8
11	2.2.11	Park-and-Ride Lots	M	M	4	<ul style="list-style-type: none"> •2.3.2 •2.2.2, 2.2.4, 2.2.5, 2.2.6, 2.2.10, 2.2.12, 2.2.18, 2.3.3, 2.3.4, 2.3.5, 2.3.6, 2.3.7, 4.1, 4.2, 4.5 •2.2.17
12	2.2.12	Car Sharing	M	M	4	<ul style="list-style-type: none"> •2.2.2, 2.2.4, 2.2.5, 2.2.6, 2.2.10, 2.2.11, 2.2.18, 2.3.3, 2.3.4, 2.3.5, 2.3.6, 2.3.7, 4.1, 4.2, 4.5
13	2.2.18	Hybrid Buses	M	L	4	<ul style="list-style-type: none"> •2.2.2, 2.2.4, 2.2.5, 2.2.6, 2.2.10, 2.2.11, 2.2.12, 2.3.3, 2.3.4, 2.3.5, 2.3.6, 2.3.7, 4.1, 4.2, 4.5 •2.2.17

14	2.3.6	Reserve Parking Spaces for High-Occupancy Vehicles and Car-Share Programs	L	L	4	<ul style="list-style-type: none"> •2.3.2 •2.2.2, 2.2.4, 2.2.5, 2.2.6, 2.2.10, 2.2.11, 2.2.12, 2.2.18, 2.3.3, 2.3.4, 2.3.5, 2.3.7, 4.1, 4.2, 4.5 •2.2.17
15	1.2.2	Vehicle Maintenance and Driver Training	M	L	3	<ul style="list-style-type: none"> •1.2.4, 1.2.5 •1.2.1, 1.2.5, 1.2.6, 1.2.8, 1.2.9
16	2.1.2	Include GHG Evaluations in State Policies	M	L	3	<ul style="list-style-type: none"> •2.1.3 •2.1.3, 2.2.17, 2.3.20
	2.1.3	Shape Investment To Maximize GHG Reductions	M	L	2	<ul style="list-style-type: none"> •2.1.2 •2.1.2, 2.2.17, 2.3.20
17	2.3.5	Free Downtown Parking to Car Poolers	M	M	3	<ul style="list-style-type: none"> •2.3.2 •2.2.2, 2.2.4, 2.2.5, 2.2.6, 2.2.10, 2.2.11, 2.2.12, 2.2.18, 2.3.3, 2.3.4, 2.3.6, 2.3.7, 4.1, 4.2, 4.5 •2.2.17
18	2.3.7	Benefits for Low-GHG Vehicles (Preferential Parking, Use of HOV Lanes)	L	L	3	<ul style="list-style-type: none"> •2.3.2 •2.2.2, 2.2.4, 2.2.5, 2.2.6, 2.2.10, 2.2.11, 2.2.12, 2.2.18, 2.3.3, 2.3.4, 2.3.5, 2.3.6, 4.1, 4.2, 4.5 •2.2.17
19	2.3.18	Research the Impact of GHG Emission Reduction Strategies on Transportation Revenue Sources	M	M	3	<ul style="list-style-type: none"> •2.3.10 •1.4.1

20	2.3.22	Use Market Approaches or LEED for Neighborhood Development	H	M	3	<ul style="list-style-type: none"> •2.1.1, 2.1.4, 2.1.5, 2.1.6, 2.1.9, 2.1.10, 2.1.11, 2.1.12, 2.1.14
21	3.4.2	Incentives To Retire or Improve Older, Less Efficient Vehicles	M	M	3	<ul style="list-style-type: none"> •3.2.7 •3.4.1

LOW PRIORITY						
22	1.1.7	Develop Infrastructure for Plug-In Vehicles	M	H	2	•3.2.6
23	1.2.3	Improved Transportation System Management (e.g., Traffic Signal Synchronization and Intelligent Transportation Systems)	M	M	2	•1.2.10
24	1.2.5	Tune-Up Services, Including Tire Pressure Checks	M	L	2	•1.2.2 •1.2.1, 1.2.2, 1.2.6, 1.2.8, 1.2.9
25	1.3.3	CO ₂ -Based Registration Fees and Vehicle Licensing Fees	M	M	2	•1.3.2
26	1.4.3	Biodiesel Expansion (Biodiesel, CNG, LPG, Cellulosic Ethanol)	M	H	2	•1.4.4, 1.4.5 •1.4.1, 1.4.2, 1.4.4, 1.4.5, 1.4.8
27	1.4.4	Alternative-Fuel Infrastructure Development	M	H	2	•1.4.3 •1.4.1, 1.4.2, 1.4.3, 1.4.5, 1.4.8
28	1.4.5	Fund Research and Development for a Full Range of Renewable Transportation Fuels	M	H	2	•1.4.3 •1.4.1, 1.4.2, 1.4.3, 1.4.4, 1.4.8
29	2.1.9	Downtown Revitalization	M	M	2	•2.1.10, 2.1.11 •2.1.1, 2.1.4, 2.1.5, 2.1.6, 2.1.10, 2.1.11, 2.1.12, 2.1.14, 2.3.22
30	2.1.10	Brownfield Redevelopment	M	M	2	•2.1.9 •2.1.1, 2.1.4, 2.1.5, 2.1.6, 2.1.9, 2.1.11, 2.1.12, 2.1.14, 2.3.22

31	2.1.11	Infill Development	M	M	2	<ul style="list-style-type: none"> •2.1.9 •2.1.1, 2.1.4, 2.1.5, 2.1.6, 2.1.9, 2.1.10, 2.1.12, 2.1.14, 2.3.22
32	2.2.17	Thorough Analysis of Future Infrastructure Capacity Expansion	M	L	2	<ul style="list-style-type: none"> •2.2.8, 2.2.10, 2.2.11, 2.2.18, 2.2.19, 2.3.5, 2.3.6, 2.3.7 •2.1.2, 2.1.3, 2.3.20
33	2.3.3	Issue Free Bus Passes to Downtown Workers, Students, and Retired People	M	M	2	<ul style="list-style-type: none"> •2.3.2 •2.2.2, 2.2.4, 2.2.5, 2.2.6, 2.2.10, 2.2.11, 2.2.12, 2.2.18, 2.3.4, 2.3.5, 2.3.6, 2.3.7, 4.1, 4.2, 4.5
34	2.3.10	Increased Fuel Tax (With Targeted Use of Revenue Toward Travel Alternatives)	M	L	2	<ul style="list-style-type: none"> •2.3.18
35	2.3.19	Research Alternative Ways to Fund Transportation That Creates Incentives To Drive Less	M	M	2	<ul style="list-style-type: none"> •2.2.13, 2.2.14, 2.2.15 •2.3.9, 2.3.12, 2.3.13, 2.3.14
36	3.2.6	Truck Stop Electrification	M	M	2	<ul style="list-style-type: none"> •3.2.7 •1.1.7
37	3.2.7	Enforce Anti-Idling	M	L	2	<ul style="list-style-type: none"> •3.4.2, 3.4.5
38	3.4.1	Procurement of Efficient Fleet Vehicles (Public, Private, or Other)	M	M	2	<ul style="list-style-type: none"> •1.3.1, 1.3.2, 1.3.4, 1.3.5, 1.3.8 •3.4.2
39	5.6	Locomotive Idling Reductions	M	L	2	<ul style="list-style-type: none"> •5.7 •5.7
40	5.7	Inclusion of Idling Reduction Requirements	M	L	2	<ul style="list-style-type: none"> •5.6 •5.6

41	1.2.4	Driver Information Technologies, Including Pay-As-You-Drive Insurance	L	L	1	•1.2.2
42	1.2.6	Passenger Vehicle Idling Restrictions	M	L	1	•1.2.1, 1.2.2, 1.2.5, 1.2.8, 1.2.9
43	1.2.7	School Education Programs	L	L	1	
44	1.2.8	Public Education	M	M	1	•1.2.1, 1.2.2, 1.2.5, 1.2.6, 1.2.8, 1.2.9
45	1.2.10	Reduce Bottlenecks Through Infrastructure Improvements	M	M	1	•1.2.3
46	1.3.1	Procurement of Efficient Fleet Vehicles	M	M	1	•1.3.2, 1.3.4, 1.3.5, 1.3.8, 3.4.1
47	1.3.5	Vehicle Scrappage	M	M	1	•1.3.1, 1.3.2, 1.3.4, 1.3.8, 3.4.1
48	1.3.6	Emission-Based Tolling (Discounts for Clean Vehicles)	L	M	1	
49	1.3.7	Establish a Carbon Emission Tax Modeled After the Clean Air Discount Bill	M	M	1	•1.3.2
50	1.3.8	Establish a Fleet Replacement Grant Program	L	M	1	•1.3.1, 1.3.2, 1.3.4, 1.3.5, 3.4.1
51	1.4.7	Hydrogen Fuels	H	H	1	
52	1.4.8	Fuel (e.g. ethanol) Blending Requirement	M	M	1	•1.4.1, 1.4.2, 1.4.3, 1.4.4, 1.4.5
53	2.2.3	Transit Marketing and Promotion (Including Individualized Transit Marketing)	M	L	1	•2.2.2, 2.2.4, 2.2.5, 2.2.7

54	2.2.6	Guaranteed Ride Home	M	L	1	•2.2.2, 2.2.4, 2.2.5, 2.2.10, 2.2.11, 2.2.12, 2.2.18, 2.3.3, 2.3.4, 2.3.5, 2.3.6, 2.3.7, 4.1, 4.2, 4.5
55	2.2.9	HOV Lanes	M	M	1	
56	2.3.2	Adopt Best Work Places for Commuters Policies	L	L	1	•2.3.3, 2.3.4, 2.3.5, 2.3.6, 2.3.7, 2.2.1
57	2.3.8	Location-Efficient Mortgages	L	L	1	
58	2.3.9	VMT Charges	M	L	1	•2.3.12, 2.3.13, 2.3.14, 2.3.19
59	2.3.12	Congestion Pricing (With Targeted Use of Revenue Toward Travel Alternatives)	M	L	1	•2.3.9, 2.3.13, 2.3.14, 2.3.19
60	2.3.13	Emission-Based Tolls (With Targeted Use of Revenue Toward Travel Alternatives)	M	L	1	•2.3.9, 2.3.12, 2.3.14, 2.3.19
61	2.3.14	Urban and Intercity Road Tolls (With Targeted Use of Revenue Toward Travel Alternatives)	M	L	1	•2.3.9, 2.3.12, 2.3.13, 2.3.19
62	2.3.20	CO ₂ Conformity Requirements	M	H	1	•2.1.2, 2.1.3, 2.2.17
63	2.3.23	Use Incentives to Promote Alternative Uses of Transportation (such as biking and walking)	M	L	1	•2.1.5
64	3.1.1	Vehicle Technology Improvements (e.g., Aerodynamics)	M	M	1	•1.1.1
65	3.1.3	Black Carbon Control Technologies (e.g., Use of Particulate Traps, Other Complementary Technologies)	L	M	1	
66	3.1.6	Development of Electric, Natural Gas, and Other Innovative Vehicle Technologies	M	M	1	

67	3.2.4	Increased Size and Weight of Trucks	M	L	1	
68	3.3.1	Intermodal Freight Initiatives	M	M	1	•3.3.3
69	3.4.5	Tax Credits and Incentives for New Equipment	M	M	1	•3.2.7
70	4.2	Integrated Aviation, Rail, Bus Networks (Planning, Governance, and Investment)	M	H	1	•2.2.2, 2.2.4, 2.2.5, 2.2.6, 2.2.10, 2.2.11, 2.2.12, 2.2.18, 2.3.3, 2.3.4, 2.3.5, 2.3.6, 2.3.7, 4.1, 4.5
71	4.4	Intercity Bus Incentives and Subsidies	M	M	1	•4.1, 4.5
72	4.6	Bicycle Transportation (e.g. Rails to Trails)	L	L	1	•2.2.8, 2.2.19