



KEEP Transportation and Land Use Technical Work Group

Summary List of Recommended Priority Policy Options for Analysis

Option #	Proposed Option Name	Sub-Option # From Catalog of State Actions
Proposed Tier 1 Options and Sub-Options		
TLU-1	Enforce Speed Limits	1.1 Enforce (Passenger Vehicle) Speed Limits (was TLU-1.2.1) 1.2 Enforce (Heavy-Duty Vehicle) Speed Limits (was TLU-3.2.2)
TLU-2	Support Stronger CAFE Standards and GHG Emission Regulations	2.1 Support Stronger Federal and Multistate CAFE Standards and GHG Emission Regulations (was TLU-1.1.5)
TLU-3	Low-GHG Fuel Standard	3.1 Low-GHG Fuel Standard (e.g., renewable) (was TLU-1.4.1) 3.2 Low-GHG for State Fleets (e.g., CNG, Biodiesel) (was TLU-1.4.2)
TLU-4	Improve and Expand Transit	4.1 Improve Transit Service (Frequency, Convenience, and Quality) (was TLU-2.2.2) 4.2 Expand Transit Infrastructure (Light Rail, Bus, Bus Rapid Transit) (was TLU-2.2.4) 4.3 Transit Prioritization (Signal Prioritization, HOV Lanes) (was TLU-2.2.5) 4.4 Transit Pricing Incentives (was TLU-2.3.4) 4.5 Create Regional Multimodal Passenger Transportation Centers (was TLU-2.2.7)
TLU-5	Van Pooling and Car Pooling	5.1 Van Pooling and Car Pooling (was TLU-2.2.10) 5.2 Park-and-Ride Lots (was TLU-2.2.11) 5.3 Car Sharing (was TLU-2.2.12) 5.4 Reserve Parking Spaces for High-Occupancy Vehicles and Car-Share Programs (was TLU-2.3.6) 5.5 Free Downtown Parking to Car Poolers (was TLU-2.3.5)

TLU-6	Improve and Increase Rail Freight Movements	<p>6.1 Shift Freight Movements From Truck to Rail (was TLU-3.3.4)</p> <p>6.2 Increase Short-Line Rail Capacity and Address Rail Freight System Bottlenecks (was TLU-3.3.3)</p> <p>6.3 Promote Strategies To Ease the Movement of Freight in More GHG-Efficient Ways (was TLU-3.3.5)</p>
TLU-7	Smart Growth	<p>7.1 Transit-Oriented Development (was TLU-2.1.12)</p> <p>7.2 Provide Technical and Financial Support to Local Agencies (was TLU-2.1.4)</p> <p>7.3 Smart Growth Planning, Modeling, and Tools (was TLU-2.1.5)</p> <p>7.4 Targeted Open-Space Protection (was TLU-2.1.14)</p> <p>7.5 Balance Economic Development With Agriculture, Protection of Natural Resources, and Preservation of Rural Character (was TLU-2.1.15)</p> <p>7.6 Bike and Pedestrian Infrastructure (was TLU-2.2.8)</p> <p>7.7 Bicycle Transportation (e.g., Rails to Trails) (was TLU-2.2.19)</p>
TLU-8	Telecommuting	<p>8.1 Telecommute, Live Near Your Work, and Compressed Work Week (was TLU-2.2.13)</p> <p>8.2 Require Government Agencies To Use Telecommuting (was TLU-2.2.14)</p> <p>8.3 Telecommuting Centers, Support, and Incentives (was TLU-2.2.15)</p>
TLU-9	Efficient Vehicle Incentives	<p>9.1 Tax Credits for Efficient Vehicles (was TLU-1.3.4)</p> <p>9.2 Feebates (State-Specific or Regional) (was TLU-1.3.2)</p> <p>9.3 Vehicle Scrappage (was TLU-1.3.5)</p> <p>9.4 Procurement of Efficient Fleet Vehicles (Public, Private, or Other) (was TLU-3.4.1)</p> <p>9.5 Incentives To Retire or Improve Older, Less Efficient Vehicles (was TLU-3.4.2)</p>
TLU-10	Improved Passenger Rail Service	10.1 Improved Passenger Rail Service (was TLU-4.5)
TLU-11	Improved Transportation System Management	11.1 Improved Transportation System Management (e.g., Traffic Signal Synchronization and Intelligent Transportation Systems) (was TLU-1.2.3)
Proposed Tier 2 Sub-Options		

	Low-Emission Vehicles	New Vehicle Standards: Tailpipe GHG and Fuel Economy (was TLU-1.1.1) ZEV/LEV II Implementation (was TLU-1.1.2)
	Hybrid Buses	Hybrid Buses (was TLU-2.2.18)
	Vehicle Maintenance and Driver Training	Vehicle Maintenance and Driver Training (was TLU-1.2.2)
	Statewide Growth Management Plan	Statewide Growth Management Plan (was TLU-2.1.1)
	GHG Evaluations/Reductions in Planning/Policies	Include GHG Evaluations in State Policies (was TLU-2.1.2) Shape Investment To Maximize GHG Reductions (was TLU-2.1.3)
	Land Use, Zoning, Tax, and Building Code Reform	Land Use, Zoning, Tax, and Building Code Reform (was TLU-2.1.6)
	Benefits for Low-GHG Vehicles	Benefits for Low-GHG Vehicles (Preferential Parking, Use of HOV Lanes) (was TLU-2.3.7)
	Research the Impact of GHG Emission Reduction Strategies on Transportation Revenue Sources	Research the Impact of GHG Emission Reduction Strategies on Transportation Revenue Sources (was TLU-2.3.18)
	Use Market Approaches or LEED for Neighborhood Development	Use Market Approaches or LEED for Neighborhood Development (was TLU-2.3.22)
	High-Speed Rail	High-Speed Rail (was TLU-4.1)
	Anti-Idling Measures	Enforce Anti-Idling (was TLU-3.2.7) Passenger Vehicle Idling Restrictions (was TLU-1.2.6)

CAFE = corporate average fuel economy; CNG = compressed natural gas; GHG = greenhouse gas; HOV = high-occupancy vehicle; LEED = Leadership in Energy and Environmental Design; LEV = low-emission vehicle; ZEV = zero-emission vehicle.