

Air Quality Improvements: Proactive Transportation Related Strategies

Wasatch Front Regional Council Air Quality Committee

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Transportation Related Strategy - Description	Parties Primarily Responsible for Implementation	Relative AQ Benefit <i>Low, Medium, High</i>	Timing <i>Immediate, Ongoing 1-2 years 3-10 years</i>	Relative Implementation Cost <i>0 (or Existing \$) \$, \$\$, \$\$\$</i>	Implementation Challenges <i>(Political & Technical) Easy, Moderate, Hard</i>	End User Impacts <i>Positive, Neutral, Negative</i>	Comments
1 - Operational							
1a. Signal Coordination - double current efforts/transit priority	<i>UDOT/Municipal</i>	H	3-10 yrs	\$\$	Moderate	Positive	Incremental benefits.
1b. Dynamic Speed Control ("go slow to go fast") - target two freeway projects	<i>UDOT</i>	M	1-2 yrs	\$\$	Easy	Positive	Benefits peak traffic only.
1c. Park and Ride - implement UTA's current plans	<i>UTA/UDOT/Municipal</i>	M	3-10 yrs	\$\$	Moderate	Positive	Could expand to private lots.
1d. HOV/HOT lanes - opportunities for expansion	<i>UDOT</i>	M	3-10 yrs	\$\$\$	Hard	Positive	Benefits peak traffic only.
1e. Paved Shoulders - open to buses/general traffic during peak periods	<i>UDOT</i>	L	1-2 yrs	\$\$	Moderate	Positive	Limited opportunities.
2 - Behavioral Changes							
2a. Teleworking/Video-Teleconferencing	<i>Employers</i>	M	Immediate	0	Moderate	Positive	Participation rate determines benefits
2b. Flextime	<i>Employers</i>	M	Immediate	0	Easy/Mod.	Positive	Participation rate determines benefits
2c. Public Education Campaigns (e.g., driving habits, trip chaining, idle reduction, jackrabbit starts, Clear the Air Challenge)	<i>Shared</i>	M	Immediate	\$	Easy	Positive	Participation rate determines benefits
2d. Drivers Ed Curriculum (e.g., driving habits, Malfunction Indicator Light)	<i>State</i>	M	1-2 yrs	\$	Moderate	Positive	Participation rate determines benefits
2e. Red/Yellow Air Quality Alerts	<i>State (DAQ)</i>	M	Immediate	\$	Moderate	Positive	Participation rate determines benefits
3 - Alternative Transportation Modes							
3a. Increase Transit Utilization - Level of Service	<i>UTA</i>	H	1-2 Yrs	\$\$\$	Hard	Positive	
3b. Increase Transit Utilization - Infrastructure	<i>UTA</i>	H	3-10 Yrs	\$\$\$	Hard	Positive	
3c. Increase Ridesharing (vanpools, carpools, car sharing)	<i>UTA</i>	M	1-2 yrs	\$\$	Moderate	Positive	Rideshare reduces CO2 by 84% vs. SOV.
3d. Pedestrian & Bicycle Network Development	<i>Shared</i>	M	3-10 yrs	\$\$	Moderate	Positive	Long-term urban design; health benefits; incremental benefits.
3e. Increase Transit Utilization - Fare Structure	<i>UTA</i>	L	Immediate	\$	Easy	Positive	
4 - Financial Mechanisms							
4a. User Fees, eg, parking, registration, fuel tax, HOT fees	<i>Legislature/UDOT/Cities</i>	H	1-2 yrs	0	Hard	Negative	Incremental benefits & impacts
4b. Diesel Retrofit - leverage federal funds	<i>DAQ/Shared</i>	H	Immediate	\$\$\$	Moderate	Neutral	
4c. Alternate Fuel Vehicle - tax incentives	<i>State</i>	L	3-10 Yrs	\$\$\$	Moderate	Positive	Incremental benefits
4d. Scrappage Program - pre-1996 personal vehicles; heavy duty trucks & equip.	<i>State</i>	L	1-2 yrs	\$\$\$	Hard	Neutral	Potential fraud, hard to administer
5 - Land Use Development							
5a. Sustainable/Transit Oriented Development	<i>Shared</i>	H	3-10 Yrs	\$\$\$	Hard	Positive	Long-term urban design
5b. Land Use Management (e.g. zoning, urban containment, incentive based development, walkable communities, infill, redevelopment)	<i>Municipal/Shared</i>	H	3-10+ yrs	\$\$\$	Hard	Positive	Long term infrastructure savings.
6 - Vehicle Efficiency & Technology							
6a. Vehicle Emission Testing - expand to Cache, Box Elder, Tooele; include diesel passenger cars	<i>DAQ/Counties</i>	M	3-10 Yrs	\$	Moderate	Negative	
6b. Improved Car and Truck Emission Technology - clean car emission standards	<i>State</i>	M	3-10 Yrs	\$	Hard	Negative	Marginally increase cost to consumer.
6c. Truck Stop Electrification	<i>State/Fuel Industry</i>	M	3-10 Yrs	\$\$	Moderate	Neutral	Localized benefits from reduced idling.
6d. Commercial Fleet Upgrades - Alternative Fuels	<i>State/Fleet Operators</i>	M	Immediate	\$\$\$	Moderate	Neutral	Grant and loan programs in place to assist with cost
6e. Improved transit bus emission technology	<i>UTA</i>	L	Immediate	\$\$	Moderate	Neutral	UTA's bus replacement plan will reduce emissions of NOx and PM 80% by 2015.
6f. Stage II vapor recovery	<i>State/DAQ</i>	L	3-10 Yrs	\$\$\$	Hard	Negative	On-board vapor recovery required since 2000

Strategies shown in shaded rows are those strategies prioritized by the AQC and the WFRC.