

MASTER CONTROL STRATEGY LIST

Category

On-road Sources

ID Control Strategy

Accelerated Retirement Of Older and High-Emitting Vehicles

- 1102M Vehicle eligibility -
- 1110M Administration - Public sector
- 1109M Retirement vs. repair -
- 1108M Limitation on number of vehicles purchased - Maximum number
- 1107M Limitation on number of vehicles purchased - None
- 1106M Program duration - Sequential program
- 1105M Program duration - One time program
- 1111M Administration - Private sector
- 1103M Dollar value of payment -
- 300M Measure 03 - Do whatever is necessary to allow cities to remove the engines of high emitting vehicles (pre-1980) that are abandoned and to be auctioned
- 302M Measure 05 - "Buy a Clunker" concept for small gas equipment
- 301M Measure 04 - Accelerated retirement program
- 299M Measure 02 - Demolish impounded vehicles that are high emitters
- 477M Automobiles 27+ mpg avg & 6+ EPA score Property/sales tax reduction
- 669M Eliminate trips/emissions - Scrappage/buy-back for diesel vehicles.
Monetary compensation for old vehicle scrappage. Increase the range of vehicles and heavy-duty truck engines targeted for replacement credit/subsidy.
- 670M Eliminate trips/emissions - Encourage EPA to further tighten emissions standards for trucks/SUVs
Encourage EPA to tighten the emissions standards for light trucks and SUVs to bring them more in line with standards for other passenger vehicles.
- 1129M Eliminate trips/emissions - More enforcement of smoking vehicles, etc.: Emissions police?
Increase enforcement of smoking vehicles, speeding, etc.; Institute a separate law-enforcement staff to monitor smoking or high-emitting vehicles
- 1104M Program duration - Length of buy back period
- 1127M Eliminate trips/emissions - Use vehicle model targeting to ID high emitters
Develop and implement targeting strategies (based on vehicle model, production year, or similar criteria) to identify likely high emitters for emissions testing and repair.
- 1124M Eliminate trips/emissions - Use AQ funds to retrofit trucks.
Use CMAQ or other air-quality funds/revenues to retrofit truck engines.
- 1123M Eliminate trips/emissions - Adopt California standards for vehicle emissions rates.
Adopt the lower vehicle emissions rates required by California.
- 1122M Eliminate trips/emissions - Aggressive/vigorous vehicle/engine replacement program
Increase the range of vehicles and heavy-duty truck engines targeted for replacement credit/subsidy.
- 1112M Administration - Use of credits in emissions banking or trading
- 298M Measure 01 - Buy vehicles older than 1975
- 1125M Eliminate trips/emissions - Public agency clean fleet program
Commitment by public agencies to purchase cleanest possible fleet vehicles.
- 1126M Eliminate trips/emissions - Dedicated funding for school bus replacement
- 1128M Eliminate trips/emissions - Statewide emissions testing
Require emissions testing on all vehicles in all areas of the state, not just in selected nonattainment areas.
- 1118M Eliminate trips/emissions - Remote emissions sensing
Implement remote emissions sensing technology to spot high-emitting vehicles that pass.
- 1113M Eliminate trips/emissions - Tax or license fee credit to scrap old vehicles, replace or retrofit engines.
Provide property or income tax credit or credit on next license fee for accelerated retirement of qualifying vehicle according to state or other definition.
- 1114M Eliminate trips/emissions - New vehicle discounts
New vehicle discounts for old vehicle trade-ins.

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- 1115M Eliminate trips/emissions - Low-interest financing
Low-interest financing for low income/old vehicle trade-ins.
- 1116M Eliminate trips/emissions - Escalating vehicle registration fees for older/higher-emitting vehicles
- 1117M Eliminate trips/emissions - Scrappage/buy-back
Monetary compensation for old vehicle scrappage.
- 1121M Eliminate trips/emissions - Lottery for purchasers or owners of qualifying LEVs
Use \$5-\$10 from each vehicle registration fee for lottery type award program. Monthly drawings with buyers of qualifying (lowest) LEVs during past year or registrants of qualifying LEVs eligible for prizes.
- 1119M Eliminate trips/emissions - "X11" reporting (reporting high polluters, rewards for catching them)
Establish a toll-free phone number for reporting high-polluting vehicles, including rewards for catching high-polluting vehicles.
- 1120M Eliminate trips/emissions - Transit passes/credit in exchange for old vehicle scrappage.
Transit passes/credit in exchange for old vehicle scrappage.

Advanced Technology Use/Research

- 482M Bill to Allow More Hybrid Outlets (ie. E-bay, Costco, local food-co-ops, etc.)
To boost sales and reduce the cost of hybrids and other lower-emission vehicles, a bill in the California Assembly proposes that automakers be allowed to sell them through alternative channels. High gas prices and growing interest in hybrids make this a
- 290M Measure 07 - Retrofit w/ particulate traps
- 483M Expand Electronic Transactions
- 286M Measure 03 - Retrofit of privately owned vehicles
- 14M Measure 01 - Alternative fuel pilot projects
- 287M Measure 04 – Retrofitting HDDVs
- 26M Measure 09 – Bus conversion to LNG or cleaner fuel
- 288M Measure 05 – Retrofit aircraft engines
- 289M Measure 06 - Retrofit w/ catalytic converters
- 285M Measure 02 - Retrofit programs for publicly-owned vehicles
- 19M Measure 02 - Tax credits for alternative fuel use (no sales tax?)
- 284M Measure 01 – Retrofit or repair old cars
- 291M Measure 08 – Muffler for low-exhaust emission control retrofit system (EcoNox)
- 15M Measure 10 - Incentives to add alternative fuel vehicles to fleet
- 16M Measure 11 - Require alternative fuels for public fleets
- 18M Measure 13 – Fuel additives
- 20M Measure 03 - Direct funding of alt fuel conversions (target I/M failures)
- 21M Measure 04 - Require fleets who meet EPACT regulations with flexible fuel vehicles to make arrangements for the delivery of ethanol to Texas
- 23M Measure 06 - Require service stations with more than 2 gas/diesel pumps to offer at least one alternative fuel pump
- 24M Measure 07 - Use solar cells to run A/C and other electrical equipment on DART buses
- 25M Measure 08 – Private sector clean fuel fleets
- 22M Measure 05 - Require new truck stops to offer alternative fuels in addition to gas and diesel
- 292M Measure 09 - AFE/2000 Fuel Modifier (EnviroHealth)
- 17M Measure 12 – Market incentives for the manufacture and use of fuel cells

Bicycle/Pedestrian Measures

- 1038M Bicycle facilities - Routes, lanes, paths - Supportive route signalization
- 48M Measure 15 - Regional Bike Parking Ordinance for all new construction and permit Bike Transit Centers for/at all employment centers 100+ employees: Bike lockers, clothing lockers, showers, cleaners drop-off and pick-up. Bike repair and rental
- 47M Measure 14 - Encourage bicycle use by using ITS to increase safety in strategic bike/auto conflict areas
- 46M Measure 13 - Require inclusion of bike lanes on state or federally funded thoroughfare projects
- 44M Measure 11 - Have bike/hiking patrols to ensure safety

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1041M	Bicycle facilities - Routes, lanes, paths - Signing
1040M	Bicycle facilities - Routes, lanes, paths - Repaving
49M	Measure 16 - Bike/ped transportation action groups (X number of employees requesting facilities as a group, and pledging to commute by bike 33% of the time)
57M	Measure 06 - Safer bike routes with better signs marking lanes and routes
1039M	Bicycle facilities - Routes, lanes, paths - Lane striping
42M	Measure 01 - Region-wide mandatory bike racks at work sites
50M	Measure 17 - Adopt bike parking standards - public & private
51M	Measure 18 - Increased bike/ped outreach to immigrant communities
52M	Measure 19 - Fully fund the Veloweb and ALL bike facilities in region
53M	Measure 02 - Expedite bike items from mobility plan
54M	Measure 03 - Bike racks on buses
56M	Measure 05 - Cash rebates for bike purchases
58M	Measure 07 - Close streets for special events for use by bikes and pedestrians
59M	Measure 08 - Create more dirt trails for multiple use activities (bikes, motorcycles, horses, hiking)
60M	Measure 09 - Use condemned dirt roads for bike trails
486M	Security Address security concerns of pedestrians & cyclists
43M	Measure 10 - Provide funding so volunteers do not have to pay the cost of trail creation and maintenance
1042M	Bicycle facilities - Bicycle plans and maps
55M	Measure 04 - Free bikes
1068M	Eliminate trips - Shared "Segway" programs <i>Institute programs on campuses, in neighborhoods, etc. to provide or jointly purchase Segway vehicles for multiple users.</i>
1059M	Bicycle facilities - Sidewalk environment/furniture - Street level shops
1060M	Bicycle facilities - Sidewalk environment/furniture - Amenities
1062M	Eliminate trips - Bike racks on buses <i>Install racks on busses to permit bikers to use buses for long portion of trip and use bike for access at both ends of trips</i>
1064M	Eliminate trips - In-line skating commuter paths. <i>Paths provided for in-line skating as a means of commuting.</i>
1065M	Eliminate trips - Pedestrian design improvements <i>Pedestrian design improvements to facilitate walking (e.g., benches, water fountains, lighting, emergency phone booths).</i>
1058M	Bicycle facilities - Sidewalk environment/furniture - Benches
1067M	Eliminate trips - Subsidized "Segway" vehicles or bicycles <i>Provide subsidies for purchase of bicycles, "Segway" vehicles, or other ped-bike-related mobility aids.</i>
1061M	Bicycle facilities - Connections with transit
1073M	Eliminate trips - Better connections between schools and neighborhoods <i>Safe, direct pedestrian and bike paths to schools; minimal obstructions and contact with motor traffic.</i>
1070M	Eliminate trips - Bike lanes on freeways
1071M	Eliminate trips - Require sidewalks on both sides of all streets <i>Wide, unobstructed sidewalks on arterials, major roads, other streets</i>
45M	Measure 12 - Give bike/ped right of way
1043M	Bicycle facilities - Bicycle coordinators
1069M	Eliminate trips - Bike lanes on every arterial and frontage road.
1066M	Eliminate trips - Bike-through service <i>"Bike-through" (rather than drive-through) service at fast-food restaurants, other convenience services.</i>
1049M	Bicycle facilities - Media and promotion
1044M	Bicycle facilities - Lockers, racks and other storage facilities

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1045M	Bicycle facilities - Showers and clothing lockers
1046M	Bicycle facilities - Integration with transit
1063M	Eliminate trips - Permit bicycles on rail transit <i>Provide on-board racks/storage for bicycles on rail transit.</i>
1048M	Bicycle facilities - Education
1057M	Bicycle facilities - Safe facilities - Clear sight lines
1050M	Bicycle facilities - Pedestrian facilities and programs
1051M	Bicycle facilities - Sidewalks and walkways
1055M	Bicycle facilities - Safe facilities - Speed ramps
1056M	Bicycle facilities - Safe facilities - Lighting
1052M	Bicycle facilities - Safe facilities - Crosswalks
1053M	Bicycle facilities - Safe facilities - Pedestrian signals
1054M	Bicycle facilities - Safe facilities - Medians
1072M	Eliminate trips - Mid-block pedestrian connections <i>Provide additional pedestrianways connecting through blocks where existing pedestrian routes are circuitous</i>
1047M	Bicycle facilities - Ordinances

DFW Control Strategies

474M	Fleet Review, Procurement, and Operation
426M	Low Sulfur Gasoline/Tier II Vehicle Emission Standards <i>Phase II RFG - Tier II Vehicle Emissions Standards</i>
427M	National Low Emitting Vehicle (LEV) <i>LEV requirements for mass transit fleets in each of the serious and above nonattainment areas, and for local government and private fleets operated primarily within the serious and above nonattainment areas.</i>
435M	Intersection Improvements <i>773 projects, 500 complete , 273 ongoing</i>
475M	Seamless Public Transit
437M	Light Emitting Diode (LED) Traffic Signals Replacement Program <i>Mid 2004-Develop interagency agreements & distribute LED Traffic Signal implementation policy, November 2005-Convert 30% of traffic signals to LED, November 2006-Convert 60% of traffic signals to LED, November 2007-Convert 90% of traffic signals to LED</i>
439M	Parking Cash-Out Pilot Program <i>Summer 2004-Discussions with business and government organizations begins, Summer 2004-Research on parking cash-out programs begins, January 2005-Implementation of Parking Cash-Out pilot program</i>
473M	Extend/Expand Diesel Engine Inspection and Maintenance (I/M) Program
436M	Pay-As-You-Drive Auto Insurance Pilot Program <i>Spring 2004-Local officials meet with Department of Insurance representatives, Fall 2004-Research on pay as you drive programs begins, January 2005-"Before" portion of pilot program commences, January 2006-"After" portion of pilot program commences</i>
476M	Transportation Control Measure (TCM) Review
446M	Clean Vehicle Program <i>\$6.8 million in CMAQ funds provided to 29 public entities for purchases of Ultra Low Emission Vehicles between 2001-2003. Reimbursements began earlier this year; 25 vehicles have been submitted for reimbursement.</i>
440M	Lower Reid Vapor Pressure-Clean Gasoline <i>Summer month Reid Vapor Pressure (RVP) of 7.8 pounds per square inch (psi), effective May 2000</i>
425M	Federal Phase II Reformulated Gasoline (RFG) <i>California RFG with reduced (30 ppm to 20 ppm) sulfur - 12 counties</i>
438M	Enhanced Employer Trip Reduction Program <i>Fall 2004 - Distribute employee pre-tax commute benefit policy</i>
442M	Thoroughfare Assessment Program <i>819 locations</i>
441M	Stage I & II Gasoline Vapor Recovery <i>If adopted, will require facilities that dispense more than 10,000 gallons of gasoline per month and are located in Ellis, Johnson, Kaufman, Parker, or Rockwall County to have Stage I controls installed no later than June 15, 2007</i>

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On-road Sources

ID	Control Strategy
445M	Clean Vehicle Loaner Program <i>EPA provided \$50,000 of the local match for this program and their logo will be displayed on 3 vehicles. Dedicated natural gas Honda Civic, propane Ford F250 pickup and hybrid electric Toyota Prius have been received. Program was kicked off June 1 and vehicles are currently loaned to City of Fort Worth (Civic), Collin County (pickup) and City of Forest Hill (Prius). Two additional 2003 vehicles will be leased. A local Ford dealer has suggested NCTCOG to receive a hybrid electric Escape when available.</i>
472M	Exclude Sales Tax on Hybrid and Other Vehicle Purchase
447M	Dallas County Schools - 800 Propane School Buses <i>Received a National Partner Award from US Department of Energy for using 800 propane school buses and 1.5 million gallons of propane last year. Also recognized by the national Propane Education and Research Council.</i>
448M	Advanced Vehicle Technologies
453M	1998 Vehicle Registration
459M	Clean Vehicle Taxi Cab Program
461M	Freeway Incident Management / Intelligent Transportation System (ITS)
466M	Smoking Vehicle Hotline <i>The dirtiest vehicles found on our roadways contribute about 40 percent of total automotive pollution. A well maintained vehicle is a cleaner running, lower emitting vehicle. This one small effort on your part will help to keep the air healthy for all of us. A number of air districts, along with the ARB, have implemented programs for contacting the owners of smoking vehicles. If you notice a smoking vehicle on the roadway, you can help our effort by reporting it.</i>
444M	Clean Cities Technical Coalition

Episodic Programs

76M	Measure 03 - No drive throughs during ozone season
72M	Measure 18 - Close government offices on Ozone action days to serve as an example
63M	Measure 01 - Don't schedule off-site meeting on ozone days
64M	Measure 10 - "Off-days" for ozone alerts just like sick days
65M	Measure 11 - Increase vanpool subsidies during ozone season
66M	Measure 12 - Incentives to shift production to low ozone season
67M	Measure 13 - Get celebrities to volunteer time for alert announcements
68M	Measure 14 - Provide more information on what not to do on ozone days
69M	Measure 15 - Limit left turns on selected thoroughfares during ozone season
78M	Measure 05 - Re-routing of trucks on ozone days
71M	Measure 17 - Have varying levels of reductions on Ozone days to accommodate vital activities
73M	Measure 19 - Ozone alerts to postpone morning gas activity. Have incentives to promote industry support
74M	Measure 02 - Free transit during special events
77M	Measure 04 - Regional coordination of special events
79M	Measure 06 - Pay for in-house meals on ozone action days
82M	Measure 09 - Voluntary business closures on ozone action days
70M	Measure 16 - Consider coordinating scheduling of arterial and highway maintenance to exclude ozone action days if the maintenance activities require lane reductions on heavily utilized arterials and highways

Extended Vehicle Idling

1086M	Eliminate trips/emissions - Extended idling tax <i>Implement an extended idling tax; tax begins to accrue after a set number minutes in idle.</i>
1083M	Eliminate trips/emissions - Truck stop electrification ; prohibit off-street idling. <i>Install and operate truck stop electrification technologies which provide air conditioning/heating and electrical connections for trucks parked at truck stops. Prohibit idling in parking lots and other non-roadway areas.</i>
1090M	Eliminate trips/emissions - Idling emissions testing <i>Test for emissions generated by idling for a set time versus emissions generated by warm starts.</i>
1089M	Eliminate trips/emissions - Idling reminder hang-tags <i>Hang-tags for trucks and other vehicles (particularly for commercial fleets) reminding drivers not to idle longer than 5 minutes.</i>
1088M	Eliminate trips/emissions - Remote idling reminders <i>On-Star type service to remind drivers to turn off engine if idling continues past a set time limit.</i>

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<u>ID</u>	<u>Control Strategy</u>
1087M	Eliminate trips/emissions - Education at auto dealerships <i>Provide education about the disadvantages of extended idling to air quality and to the vehicle at auto dealerships (at point of purchase)</i>
416M	Limit Excessive Car Dealership Vehicle Starts <i>Require car dealers to limit the starting of vehicles for sale on their lot(s) to once every two weeks. Presently, a number of new and used car dealers start their vehicles daily to avoid battery failure and assure smooth start-ups for customer test drives.</i>
1085M	Eliminate trips/emissions - Prohibit drive-through service <i>Prohibit drive-in or drive-through service/facilities.</i>
1084M	Eliminate trips/emissions - Idling shut-off <i>Implement automatic idling shut-off on vehicles; engine shuts off after a set time in idle.</i>
517M	Discourage Vehicles From Idling During Downtown Events May require city ordinance. Will require additional power sources for local major events
419M	School Bus Idling Airborne Toxic Control Measure <i>The California Air Resources Board (ARB) has approved an airborne toxic control measure (ATCM) that limits school bus idling and idling at or near schools to only when necessary for safety or operational concerns. The ATCM is effective as of July 16, 2003. The ARB is authorized by the California Health and Safety Code, Division 26 (Air Resources), to adopt regulations to protect public health and the environment through the reduction of toxic air contaminants (TACs) and other air pollutants with adverse health effects. The ATCM to limit idling is intended to reduce diesel exhaust particulate matter and other TACs and air pollutants from heavy-duty motor vehicle exhaust.</i>
113M	Measure 01 - Turn off engines while stalled in traffic
114M	Measure 02 - Outlaw idling in parking lots
115M	Measure 03 - Reduced idling at drive-thrus. Shut windows down
116M	Measure 04 - Shorten truck stop stays
117M	Measure 05 – Promote use of Pony engines
119M	Measure 07 – Idle restrictions at airport curbsides
118M	Measure 06 – Idle shut-off (trucks, buses)
1082M	Vehicle modifications - New vehicles
516M	Expand in-house testing for gas & pollutant buildups Post signs in parking garages to discourage idling
1074M	Controls on drive-through facilities - New facilities
1075M	Controls on drive-through facilities - Existing facilities
1076M	Limitations on idling of heavy duty vehicles - Trucks
1077M	Limitations on idling of heavy duty vehicles - Buses
1080M	Limitations on idling of heavy duty vehicles - Other mobile sources
1081M	Vehicle modifications - Retrofits

ITS and Information Programs

122M	Measure 03 - Congestion management field team to clear incidents
552M	Variable Speed Limit Signs (LED) <i>Speed limits can be reduced if need be to reduce congestion and ease flow of traffic.</i>
124M	Measure 05 - More system surveillance
123M	Measure 04 - Post current facility speeds on internet
125M	Measure 06 - Use the dynamic message signs to direct/smooth speeds during incidents
126M	Measure 07 - Get real-time traffic information to trucking centers and rental car agencies
121M	Measure 02 - Regional route marking systems to encourage underutilized capacity
120M	Measure 01 - Internet provided road and route information

MISC.

175M	Measure 03 – “Wheels-to-Work” program
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Mobile Source Offset Program

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On-road Sources

ID Control Strategy

409M	Credit Program 5 - Clean On-Road Vehicles <i>Provide opportunities to generate NOx, VOC, CO, PM, and SOx mobile source emission reduction credits (MSERC) that could be used as an alternative means of compliance with District regulations. These credits would be generated based on voluntary emission reductions created by the operation of low- or zero-emission on-road vehicles within the boundaries of the District that result in emission reductions beyond those required by local, state and federal regulations. For light, medium, and heavy-duty vehicles.</i>
424M	California Hydrogen Highway <i>"The goal of the California Hydrogen Highway Network initiative is to support and catalyze a rapid transition to a clean, hydrogen transportation economy in California, thereby reducing our dependence on foreign oil, and protecting our citizens from health harms related to vehicle emissions. We have an opportunity to deal with these problems by investing in California's ability to innovate our way to a clean hydrogen future, thus bringing jobs, investment, and continued economic prosperity to California. We have an opportunity to prove to the world that a thriving environment and economy can co-exist." (Governor Arnold Schwarzenegger's California Hydrogen Highway Network Action Plan)</i>
423M	Aftermarket, Performance, and Add-on Parts <i>The ARB requires vehicle manufacturers to develop engine and emission equipment systems that reduce the specific pollutants that cause California's severe air quality problem. State and federal laws prohibit modifications that increase motor vehicle emissions. Since if properly designed, most performance modifications do not increase vehicle emissions, these same laws also allow the installation of parts or modifications proven by their manufacturers and the ARB not to increase vehicle emissions.</i>
422M	Heavy-Duty Vehicle Border Inspection Program for AB 1009 (Pavley 2004) <i>The Air Resources Board, in cooperation with the California Highway Patrol, shall develop regulations establishing inspection protocol for determining whether the engine of a heavy-duty vehicle met the federal emission standard applicable to the engine's model year at the time of manufacture, pursuant to AB 1009 (Pavley 2004).</i>
421M	Carl Moyer Program Incentives for Cleaner Heavy-Duty Engines <i>The Carl Moyer Memorial Air Quality Standards Attainment Program provides funds on an incentive basis for the incremental cost of cleaner than required engines and equipment. Eligible projects include cleaner on-road, off-road, marine, locomotive and stationary agricultural pump engines, as well as forklifts, airport ground support equipment, and auxiliary power units.</i>
420M	California Motor Vehicle Service Information Program <i>Governor Davis signed Senate Bill 1146 into law in September 2000. The bill directs the ARB to develop regulations that require vehicle manufacturers to provide all emission-related service information to the service and aftermarket industries for 1996 and later models.</i>

Pricing Measures

269M	Measure 09 - Fuel taxes (local or regional)
264M	Measure 04 - No tolls for buses and vanpools
260M	Measure 01 - Charge more for higher emission fuels
261M	Measure 03 - Raise fuel prices during ozone season
262M	Measure 10 - Sell cheap lottery tickets to people who buy gas in the afternoon as opposed to the morning
263M	Measure 02 - Vehicle emission fees
265M	Measure 05 - Vehicle tax for two and more vehicles per household
266M	Measure 06 - Remove fuel subsidies
267M	Measure 07 - Incentives to high HOV users (track and waive registration fees)
268M	Measure 08 - Cheaper PM gasoline prices

Public Education, Outreach and Advertising

590M	Student outreach
598M	Education - libraries
586M	Ozone Awareness Booth - Festivals
592M	Promote youth bus riders
600M	Private vehicles Educate public about fuel savings from properly inflated tires, regular tune-ups & driving speed

Ridesharing Measures

62M	Measure 02 - Encourage merchants and employers to subsidize the cost of transit for employees
734M	Transit/rideshare services - Midday and park-and-ride shuttles
747M	Eliminate trips - Discounted/free lunches on ozone action days <i>Employees are provided a free or discounted lunch at the workplace on ozone action days as an incentive not to drive somewhere for lunch.</i>
746M	Eliminate trips - More on-line business; purchasing, etc.
745M	Eliminate trips - Free/subsidized subscription bus service

Catergory**On-road Sources**

ID	Control Strategy
744M	Eliminate trips - Subsidize transit service <i>Subsidize service providing access to or circulation within major activity area to make it feasible for transit operator to provide shorter headways or more or extended routes or service hours</i>
749M	Eliminate trips - Pay or other financial or work condition incentives for not driving <i>Employer pays employees who do not drive a monthly stipend; employees who drive receive no corresponding benefit.</i>
742M	Employee financial incentives - Reduced fees for HOV
750M	Eliminate trips - Telecommuting incentives/mandates <i>Mandate telecommuting days for eligible jobs and/or provide incentives to employer/employee for telecommuting.</i>
740M	Employee financial incentives - Eliminate employee parking subsidies
739M	Employee financial incentives - Transportation allowances
738M	Employee financial incentives - Subsidize transit use
737M	Bicycle and walking -
736M	Transit/rideshare services - Use of employer's fleet
605M	Delay activities for non-ozone action days Delay high emissions producing activities to non-ozone actions days
61M	Measure 01 - Purchase vans for vanpools
757M	Eliminate trips - Mandated no-drive days <i>Company-mandated "no-drive" days on which employees must rideshare, take transit, or use other non-SOV transportation to commute to work (or telecommute).</i>
764M	Move trips out of peak hours (reduce congestion) - Provide transportation conditions internet site <i>Provide hot link to local transportation conditions website or provide internal web page with transit, traffic, other conditions, schedules, directions to encourage use of modes other than driving alone.</i>
763M	Eliminate trips - Remote/satellite offices <i>Remote/satellite offices close to residential areas.</i>
762M	Eliminate trips - Trade equivalent jobs to be closer to work <i>For employees of the same company but at different worksites, identify opportunities to "trade jobs" or worksites to reduce commute distance.</i>
761M	Eliminate trips - Group 1a: Reduce trip length
760M	Eliminate trips - Set goals for employee vehicle maintenance <i>Set a goal for a certain percentage of employees to maintain their personal vehicles at specified manufacturer intervals, providing copies of receipts and other documentation for verification.</i>
748M	Eliminate trips - Gym facilities in offices
758M	Eliminate trips - Priority parking for carpools and vanpools
733M	Transit/rideshare services - Subscription buses or buspooling
756M	Eliminate trips - On-site convenience services <i>Employer-provided convenience services on-site such as dry cleaning, post office.</i>
755M	Eliminate trips - Food vendors at remote worksites <i>Food vendors bring lunch to employment sites to alleviate drive off-site (similar to vending trucks that serve construction and other temporary work sites).</i>
754M	Eliminate trips - Provide home computers/work stations for HOV users <i>Provide home computer/work stations as a reward for ridesharing or other travel behavior modification. Could be packaged with telecommuting incentive (above).</i>
753M	Eliminate trips - Positive reinforcement for alternative travel <i>Positive reinforcement in form of incentives or rewards for alternative travel arrangements, such as extra vacation or holidays, priority parking, additional transportation allowance, priority in work schedule selection or vacation time selection, prefere</i>
752M	Eliminate trips - Telecommuting and/or increased vacation time for HOV users <i>Provide telecommuting opportunities and/or extra vacation time for rideshare or transit users.</i>
751M	Eliminate trips - HOV user/employer tax credit <i>Institute a tax credit or deduction for employees that regularly use a non-SOV mode for commuting and/or for employers, based on number of employees that commute using non-SOV</i>
759M	Eliminate trips - Limit workday outings in personal vehicles <i>Limit workday outings in personal vehicles to once or twice a week.</i>
293M	Measure 01 - Internet ridematching services
735M	Transit/rideshare services - Guaranteed ride home
765M	Move trips out of peak hours (reduce congestion) - Provide transportation information kiosks <i>Same as internet site except install kiosks in high activity areas and in or near transit stations and stops.</i>
726M	On-site employer transportation coordinator -

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ID	Control Strategy
604M	Use Right Size - County Fleet
603M	More bus stops Add bus stops for municipal bus systems at employers
743M	Employee financial incentives - Parking cash out
601M	Improve Picnic Areas - promote eat-in
295M	Measure 03 - Park 'n Ride lots serving perimeter counties
203M	Measure 07 - Change school hours and school year
202M	Measure 06 - Satellite campuses
201M	Measure 05 - Restrict student drivers to high schools
200M	Measure 04 - More classes on the internet
197M	Measure 02 - Discounts for paying bills by mail
198M	Measure 01 - Make it easier to get things on-line
602M	New jobs tax credit
373M	Measure 02 - Telecommuting
732M	Transit/rideshare services - Vanpool subscription bus financing
731M	Transit/rideshare services - HOV priority parking
730M	Transit/rideshare services - Designated transportation coordinator
729M	Transit/rideshare services - Rideshare/transit marketing/information programs
728M	Transit/rideshare services - Centralized vanpool/carpool matching service
294M	Measure 02 - Preferential parking for carpoolers
374M	Measure 03 - Stagger work days
199M	Measure 03 - Waive sales taxes for internet purchases
610M	E-gov/e-commerce enhancement
609M	Determine Current and Future Availability of DSL/Cable for Residential Use. <i>Review of where cable/dsl is or isn't offered and to work with providers in the region to first ask "if" they plan to install this capability and "when" is it in their plans.</i>
608M	Connected street system or pedestrian pass-throughs
372M	Measure 01 - Mandatory compressed work weeks
297M	Measure 05 - Employers provide vehicles to carpoolers for running errands
296M	Measure 04 - Credits and incentives for carpoolers
727M	Transit/rideshare services - Provide HOV shuttle between company facilities
865M	Move trips out of peak hours (reduce congestion) - Require or encourage delayed openings of some businesses until after 9am <i>For areas with extensive congestion, prohibit peak period business openings or provide incentives for business openings outside peak traffic periods (e.g., 6:45 – 9:00 am)</i>
922M	Transportation Management Associations - Education
920M	Areawide commute management organizations (third party brokerages) - Shared ride taxi
919M	Areawide commute management organizations (third party brokerages) - Vanpool programs
918M	Areawide commute management organizations (third party brokerages) - Carpool matching programs
874M	Move trips out of peak hours (reduce congestion) - Mandated peak spreading <i>Require business hours to be staggered to spread peak traffic over a wider time period and reduce congestion.</i>
873M	Move trips out of peak hours (reduce congestion) - Later business hours during ozone season <i>During ozone season, move business hours later to move additional travel into evening hours when ozone will not be produced.</i>
872M	Move trips out of peak hours (reduce congestion) - Staggered lunch schedules <i>To spread lunchtime traffic out and avoid a noontime "rush hour".</i>
871M	Move trips out of peak hours (reduce congestion) - Midday flexibility for trip chaining. <i>To encourage trip chaining of errands during off-peak hours, provide longer lunch breaks/midday time for personal business.</i>

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870M	Move trips out of peak hours (reduce congestion) - Change in school schedules <i>Later or earlier school schedules to avoid a.m. peak hour travel.</i>
869M	Move trips out of peak hours (reduce congestion) - Link start times of interacting businesses <i>If some businesses are shifted to non-traditional work hours (see above), link start times of businesses that interact with each other.</i>
868M	Move trips out of peak hours (reduce congestion) - Late retail hours <i>Retail businesses open from noon-9 p.m.; shifts trips out of peak ozone formation time.</i>
853M	Telecommuting - Home
866M	Move trips out of peak hours (reduce congestion) - Limit peak period parking to 2+ vehicles <i>Use flextime, but permit only 2+ vehicles to enter workplace parking facilities during peak periods</i>
925M	Transportation Management Associations - Transportation services coordinators
864M	Move trips to night hours - Reschedule work hours into evening/night hours <i>Reschedule daytime jobs to begin and/or end during night hours.</i>
863M	Eliminate trips - 5-day telecommuting <i>Full-time telecommuting with full tele/video conferencing and electronic support.</i>
862M	Compressed work week - 9/80 (80 hours/9 days)
861M	Compressed work week - 4-day week (4 days/10 hours)
860M	Staggered work hours -
859M	Flextime - Number of hours worked - Per pay period
858M	Flextime - Number of hours worked - Per week
857M	Flextime - Number of hours worked - Per day
856M	Flextime - Daily start/end time
855M	Telecommuting - Neighborhood work center
854M	Telecommuting - Satellite work center
867M	Move trips out of peak hours (reduce congestion) - Late work schedules <i>Incentives or requirements for some businesses to start at 1:00 p.m., with dinner breaks instead of lunch breaks. Shifts trips out of peak ozone formation time.</i>
937M	Eliminate trips - E-commerce incentives <i>Promote e-commerce through economic incentives such as sales tax exemptions on retail purchases, reduced business taxes for those doing some or all business by internet.</i>
950M	Eliminate trips - Rewards for reducing total VMT in a city/region
949M	Eliminate trips - Incentives for Clean City Designation
948M	Eliminate trips - Car-sharing programs
947M	Eliminate trips - Air quality information with driver training <i>Include information on vehicle emissions and air pollution with new-driver and defensive-driving education.</i>
946M	Eliminate trips - Focused incentives to reduce personal trips <i>Incentives, demographically-based, for reducing personal trips. Determine number of miles/trips per "average" person for a particular demographic and offer incentives for making fewer trips than that average.</i>
945M	Eliminate trips - Intramural/after school van service/pooling <i>Carpool and/or vanpool service for school-age children participating in sports or other extracurricular activities; coordination by school, park district, or other entity.</i>
944M	Eliminate trips - E-commerce <i>Arrange for e-commerce deliveries to park-and-ride/transit centers for pickup by commuters; reduces delivery driving.</i>
943M	Eliminate trips - Encourage pooled ownership of SOVs for local midday travel <i>Encourage pooled ownership of cars, trucks; e.g., one neighborhood collectively owns an SOV for periodic use.</i>
942M	Eliminate trips - On-site convenience services <i>On-site convenience service (part-time) at higher density residential sites.</i>
941M	Eliminate trips - Subsidized transit use for TOD residents <i>Subsidized transit use for residents of transit-oriented development areas.</i>
940M	Eliminate trips - Internet ridematching <i>Real-time ridematching offered via a Website, by an employer, or by a third party (sponsored by city or transportation authority)</i>
741M	Employee financial incentives - Charge drive-alone parking
938M	Eliminate trips - Frequent-rideshare incentive program <i>Incentives offered for commuters who participate frequently/regularly in rideshare programs.</i>
924M	Transportation Management Associations - Advocacy

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936M	Eliminate trips - Public outreach <i>Public outreach programs: "It's OK to not drive;" "biking is macho".</i>
935M	Tax incentive and subsidy programs - State and local gas tax exemptions for provision of vanpool benefits
934M	Tax incentive and subsidy programs - Accelerated depreciation allowance for employer provided vanpool and bicycle facilities
933M	Tax incentive and subsidy programs - Liability responsibility
932M	Tax incentive and subsidy programs - Insurance coverage
931M	Tax incentive and subsidy programs - Safety regulations for vanpools, buspools, subscription buses
930M	Tax incentive and subsidy programs - Exemption of rideshare vehicles from "common carrier" status
929M	Tax incentive and subsidy programs - State and local tax exemptions for pooling or transit subsidies
928M	Transportation Management Associations - TMA Organization within existing business organization
927M	Transportation Management Associations - Independent, non-profit TMA organization
926M	Transportation Management Associations - Employee surveys
921M	Transportation Management Associations - Operation of ridesharing and other transportation management programs
939M	Eliminate trips - "Slug" (real-time ridesharers) waiting areas <i>Waiting areas designated at park-and-ride facilities, HOV-lane entrances for "slugs" (real-time ridesharers) to wait for rides from drivers needing passengers.</i>
923M	Transportation Management Associations - Informational materials

Short-Term Control Measures

393M	Light/Medium Duty Vehicles Emission Control 2 <i>Replace or Upgrade Emission Control Systems on Existing Passenger Vehicles – Pilot Program.</i>
389M	Miscellaneous Emission Reductions 4 - Natural Gas Fuel Specifications <i>Natural Gas Fuel Specifications (NOx) MSC-07. Set an upper limit of the heating value of natural gas. Prevent emission increases from the combustion of natural gas with uncharacteristically high heating value (HHV) in stationary applications. The high heating value of such gas relative to natural gas with a lower heating value may result in increased combustion temperature and, possibly, higher NOx emissions. Natural gas producers/suppliers could achieve the objective of this control strategy by either not supplying hot gas to the District, or by removing higher hydrogen compounds or otherwise reducing the Btu value of the hot gas.</i>

Standards/Regulations/Policies

93M	Measure 04 – California diesel fuel
680M	Eliminate vehicle trips - Statewide and regional coordination <i>Statewide and regional applications of TDM rather than separate, localized programs.</i>
679M	Eliminate vehicle trips - Prohibition of subsidized employee parking <i>Prohibit inclusion of costs for employee parking in building leases; require that parking be controlled and that employees pay full cost.</i>
97M	Measure 08 - MTBE – NOX reduction when MTBE is removed
96M	Measure 07 – Diesel fuel additives
681M	Eliminate vehicle trips - Require same employer subsidy for employee parking and transit <i>Require that employers equally subsidize employee commute trips by drive and transit modes</i>
94M	Measure 05 – Federal diesel fuel (ANPRM)
92M	Measure 03 – Lower sulfur fuel
91M	Measure 02 – CA RFG
90M	Measure 12 – Tier 2 (20ppm)
678M	Conditions of approval for new construction -
677M	Requirements for adequate public facilities -
676M	Transportation management funds and districts -
231M	Measure 01 - Shift highway funds to transit
95M	Measure 06 – Cleaner diesel fuel
688M	Eliminate vehicle trips - Manage location of new growth to limit additional sprawl
256M	Measure 06 - Streamline process for ISTEA and CMAQ projects

Category**On-road Sources****ID Control Strategy**

257M	Measure 07 - Make the Trinity Railway Express line to DFW Airport a higher priority
258M	Measure 08 - TNRCC needs to close the loopholes in the Texas Clean Fleet Program. Need fewer exemptions for fleets
692M	Move trips out of peak hours (reduce congestion) - Increase tolls during peak traffic periods <i>Raise tolls when traffic is heaviest and congestion and/or on-road mobile source emissions are highest.</i>
691M	Move trips out of peak hours (reduce congestion) - Require 2+ vehicle occupancy to enter designated congested activity centers during AM and PM peak (traffic) periods. <i>Limit entry into designated critical congestion areas to those vehicles with 2+ occupants during AM and other specified periods of congestion.</i>
690M	Move trips to night hours - Increase tolls during daytime traffic periods <i>Raise tolls during day and lower or eliminate them at night.</i>
682M	Eliminate vehicle trips - Require 2+ vehicle occupancy to enter designated congested activity centers (all day). <i>Limit entry into designated critical congestion areas to those vehicles with 2+ occupants.</i>
689M	Move trips to night hours - Shift hours of business to later hours <i>Delay opening times and extend hours to make more use of cooler, evening hours for retail, service, and other convenience businesses. Could also apply to other types of businesses that generate extensive emissions like construction, lawn mowing, urban tru</i>
303M	Measure 01 - 55 mph speed limit during ozone season
687M	Eliminate vehicle trips - No new peripheral highways/loops <i>Increase street capacity only within established urban areas (in nonattainment areas), rather than encouraging longer trips and sprawl development with new peripheral capacity</i>
686M	Eliminate vehicle trips - Establish new (or use existing) special improvement district to fund local shuttles, shared vehicle fleet, etc. <i>Establish district to pay all or most of cost of transportation system for midday travel in activity centers.</i>
685M	Eliminate vehicle trips - Progressive registration fees for high emitters <i>Higher registration fees for high-emitting vehicle models.</i>
684M	Eliminate vehicle trips - Progressive registration fees – vehicle emission standards (age) <i>Progressive increasing vehicle registration fees for higher emission rates vehicles still operating</i>
304M	Measure 02 - Require 40 mph speed limit on all facilities
683M	Eliminate vehicle trips - Progressive registration fees – number of vehicles per household or person <i>Institute progressive vehicle registration fees (second, subsequent cars per household cost more to register).</i>
398M	On-Road 2 <i>On-Board Diagnostics For New Truck/Bus Fleet And In-Use Testing For Existing Truck/Bus Fleet</i>
417M	Voluntary No Drive Day Programs <i>Conduct voluntary No drive day programs during the ozone season through media and employer based public awareness activities.</i>
142M	Measure 02 - Ban sale of high emitting vehicles
675M	Mandated ridesharing program -
172M	Measure 04 – Sliding fee scale for maintenance. Cleaner cars will be charged less than dirtier cars for inspection/maintenance checks
344M	Measure 03 - Teleconferencing of meetings
168M	Measure 05 – 2005 registration fee for diesel engines
169M	Measure 01 - License plates determine access to vehicle use (odd/even driving days)
171M	Measure 03 - Counties assess ten dollar license plate fee to fund repair/retirement program for high-emitters
170M	Measure 02 - No CBD vehicles unless LEV or alt fuel or electric
144M	Measure 04 - Establish an air quality district to document and report voluntary mobile emission reduction programs and other responsibilities
342M	Measure 01 - Customize by employer
343M	Measure 02 - Reward business efforts
671M	Eliminate vehicle trips - Require emission standards from contractors <i>Require that contractors bidding on a construction project use equipment that meets low-emission standards.</i>
672M	Special use permits -
673M	Negotiated agreements -
674M	Trip reduction goals program -
308M	Measure 06 - 55/60 mph year speed limits (62 mph=100 kph;100 kph might sell better than 55 mph... it at least sounds fast).
307M	Measure 05 - Better law enforcement to regulate truck speeds to prevent accidents due to sharp turns on highway interchanges
306M	Measure 04 - Lower the speed limits in the urban area to 55 mph
305M	Measure 03 - Require lower speeds during peak periods

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138M Measure 01 - Raise the driving age

Traffic Flow Improvements

628M Protected Motorcycle Only Lanes

People prefer SOV for the freedom. May switch to riding motorcycles if it is safer to ride on highways. Make protected lanes, like permanent HOV lanes, but for motorcycles only. This caters to the SOV desire, while still driving LEV vehicles. Emission

891M Traffic operations - Improved traffic control devices

892M Traffic operations - Grade separation

894M Enforcement and management - Incident detection and management system

893M Enforcement and management - New lane using shoulder or reduced lane widths

625M Glare Screens

Installation of Glare Screens to reduce rubbernecking delays on HOV lanes.

904M Move trips to night hours - Night-time construction

624M Reduced to 55 miles per hour for commercial trucks.

Federal Highway Administration study that concludes that "reducing truck speed limits by ten miles per hour can reduce the nitrogen oxide (NOx) emission factor by approximately 18% or more per truck."

623M Stricter Requirements on Construction Sign Advisory Accuracy.

Ensure construction advisory signs are accurate. Numerous misleading signs cause drivers to ignore them and not merge ahead of time.

622M Encourage Community Schools

621M Restrict Lower Grade Students from Driving to School

620M Implement effective environmental driving

619M Promote route efficiency for delivery vehicles, garbage

618M ITS - Flashing Signs noting "Emergency Vehicle Approaching".

ITS - Flashing Signs noting "Emergency Vehicle Approaching" to allow drivers to merge before emergency vehicle is directly behind them

626M Better law enforcement to regulate truck speeds to prevent accidents due to sharp turns on highway interchanges

323M Measure 18 – Traffic management at airports

902M Eliminate trips - Transit/HOV priority

Provide transit/HOV priority at ramps, intersections, and other congested areas using HOV lanes, queue jumpers, signal priority or preemption. A second option: restriction of certain downtown streets to transit and HOV-only during peak periods.

317M Measure 12 - Progressive timed traffic signals

318M Measure 13 - Adaptive traffic signals and signal timing

319M Measure 14 - Locate hazardous freeway areas for possible improvements. i.e. sharp turns, clover leaves etc.)

415M Additional Freeway Service Patrol

Operation of additional lane miles of new roving tow truck patrols to clear incidents and reduce delay on freeways during peak periods.

414M Bus Pullouts in Curbs for Passenger Loading

Provide bus pullouts in curbs, or queue jumper lanes for passenger loading and unloading.

413M One-Way Streets

Redesignate streets (or portions of in downtown areas) as one-way to improve traffic flow.

412M Removal of On-Street Parking

Require all commercial/industrial development to design and implement off-street parking.

320M Measure 15 - Dedicated truck lanes

315M Measure 10 - Allow use of shoulders to get around incidents

322M Measure 17 - Improved signal coordination (not just improved intersection timing)

314M Measure 01 - School zones on arterials and collectors

324M Measure 19 - Minimize impact of construction on traveling public. Have contractors pay when lanes are closed as an incentive to keep lanes open

325M Measure 02 - Low cost measures to reduce bottlenecks

326M Measure 03 - Fewer stop signs

327M Measure 04 - Two-phase signals

328M Measure 05 - Ban left turns

Catergory**On-road Sources**

ID	Control Strategy
329M	Measure 06 - Force traffic onto frontage roads
330M	Measure 07 - Changeable lane assignments
331M	Measure 08 - Grade separation
332M	Measure 09 - Improve traffic operations at RR crossings
321M	Measure 16 - Freeway bottleneck improvements (add lanes, construct shoulders, etc.)
908M	Reduce congestion – reduce vehicle hours of operation - Coordinate traffic flow with special event needs <i>Re-route, re-signal, or otherwise alter traffic flow to accommodate special event needs.</i>
896M	Enforcement and management - Ramp metering
897M	Enforcement and management - Mainline metering
898M	Enforcement and management - Integrated surveillance and control
899M	Enforcement and management - Enforcement
900M	ITS -
901M	Bus stop relocation -
903M	Eliminate trips - Limit road/highway improvements to those benefiting transit and HOVs. <i>Make no additional capacity improvements beyond basic road system structure except those usable by HOVs and strive to provide "speed limit" service for all HOVs.</i>
629M	SAFEClear - Quick removal of disabled vehicles during peak periods <i>Manidorty Quick removal of disabled vehicles during peak periods.</i>
905M	Reduce congestion – reduce vehicle hours of operation - Improved incident management <i>Improved incident detection, response, management to minimize traffic delays.</i>
316M	Measure 11 - Better records of high-frequency problem areas
907M	Reduce congestion – reduce vehicle hours of operation - Remove unwarranted stop signs and signals <i>Remove unwarranted stop signs and signals; in low-speed zones, replace with yield signs or "right-hand-rule" right-of-way. Where stop signs/signals have been installed for traffic calming/speed control, replace with other traffic calming methods that do</i>
895M	Enforcement and management - Freeway diversion and advisory signing
909M	Reduce congestion – reduce vehicle hours of operation - Real-time traffic flow management <i>Traffic signals that change timing/cycles to accommodate real-time traffic conditions.</i>
910M	Reduce congestion – reduce vehicle hours of operation - Off-road ticketing <i>Ticket traffic violators "off-road" rather than in right lane or shoulders.</i>
911M	Reduce congestion – reduce vehicle hours of operation - Safety speed limits <i>Establish lower speed limits in urban areas as a safety measure; will also lower emissions.</i>
912M	Reduce congestion – reduce vehicle hours of operation - Increased speeding fines <i>Increase amount of fines for exceeding existing speed limits over 45mph; use additional funds generated to fund vehicle replacement or other emission-reduction programs.</i>
913M	Reduce congestion – reduce vehicle hours of operation - Signal coordination to promote traffic progression <i>Currently signal coordination tends to focus on reducing delay time for individual drivers; alter coordination to promote greatest movement for traffic as a whole.</i>
914M	Reduce congestion – reduce vehicle hours of operation - "Work zone"-type flashing speed limit lights <i>Use flashing lights on drums alongside roadway to give impression of work zone or other special lower-speed zone in urban areas.</i>
915M	Reduce congestion – reduce vehicle hours of operation - Use of HOV lanes by trucks <i>Allow commercial trucks to use HOV lanes during off-peak hours.</i>
916M	Reduce congestion – reduce vehicle hours of operation - Area-wide "Steer it/ Clear it" programs <i>Expand the "steer it/clear it" program (immediate removal of vehicles from roadway in event of stall or non-serious accident)</i>
917M	Reduce congestion – reduce vehicle hours of operation - Stage road construction/ lane closures to reduce congestion <i>Schedule road construction congestion or other non-emergency lane closures for lower-traffic times of the year and time of day to minimize traffic congestion. Also develop staging so it will avoid creating additional congestion.</i>
906M	Reduce congestion – reduce vehicle hours of operation - Limit freeway use to long trips <i>Close selected ramps to limit freeway use to trips over a specified number of miles to reserve freeway use for longer grips and reduce congestion.</i>
880M	Traffic signalization - Emphasis on major route, through route traffic platooning
888M	Traffic operations - Reversible roadways
887M	Traffic operations - Reversible traffic lanes
886M	Traffic operations - Lane use restrictions

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885M	Traffic operations - Turning movement restrictions
884M	Traffic operations - Turn lane installation
889M	Traffic operations - Driveway access management - Driveway spacing
881M	Traffic operations - Additional lanes without new construction
882M	Traffic operations - Intersection and roadway widening
879M	Traffic signalization - Remove unnecessary signals or stop signs
878M	Traffic signalization - Equipment or software updating
877M	Traffic signalization - Area signal system
876M	Traffic signalization - Interconnected/coordinated arterial systems
875M	Traffic signalization - Local intersection signal improvements
627M	Traffic patterns re-routing Trucks& large commercial vehicles can be rerouted or restricted
883M	Traffic operations - One way streets
890M	Traffic operations - Driveway access management - Driveway entrance design

Traffic Management For Special Events

1026M	Eliminate trips - Co-locate event centers and major transit centers/stations <i>Local event centers at sites of major transit centers to ensure high level of service.</i>
1035M	Move trips out of peak hours (reduce congestion) - Reroute transit <i>Reroute buses around areas of greatest traffic delay</i>
1002M	Move trips out of peak hours (reduce congestion) - Traffic management education for activity center directors <i>Provide education to activity center directors on traffic, parking, and transportation management around the centers.</i>
1001M	Move trips out of peak hours (reduce congestion) - Activity center transportation management <i>Develop and implement activity center traffic, parking, and transit management plan to maximize efficiency and vehicle occupancy of trips to/from activity center.</i>
1000M	Move trips to night hours (or, in this case, to lower-temperature days) - Move school start to September <i>Push start of school year back to September rather than early/mid-August, to cut down on "high-temperature" increase in ozone buildup.</i>
999M	Eliminate trips - Encourage/require complementary mixed uses in major developments <i>Promote more interaction between businesses in same location and also more multi-purpose visits in shopping centers; permits more trips to be made within a single site by foot rather than driving between different sites</i>
980M	Site plan review ordinances -
1024M	Eliminate trips - Free transit from remote sites
1022M	Rescheduling truck travel -
1025M	Eliminate trips - Free HOV parking
1021M	Alternative travel schedules -
1027M	Eliminate trips - "Scare tactics" combined with education programs to explain options <i>Use "scare tactics", advertising the scarcity of parking and difficulty of SOV travel for special events; promote transit, special shuttles or other HOV travel modes as applicable. Provide information on alternatives transportation to special events.</i>
979M	Mixed use development ordinances and zones -
978M	Parking regulations and standards -
977M	Design guidelines/regulations - Bicycling
982M	Eliminate trips - Require housing and complementary services on campuses. <i>Require housing and complementary services be provided on all academic and corporate campuses.</i>
983M	Eliminate trips - Local medical facilities <i>Increase the number of local "neighborhood" facilities for routine medical procedures</i>
981M	Eliminate trips - Require complementary uses in close proximity in all developments or development areas. <i>Apply PUD concept by area, requiring a mix of complementary uses in each square mile or other development area in accordance to a sub-area, locally developed plan.</i>
1013M	Signage, communication, information - Dynamic signs along approach routes
1008M	Public transportation - Special headways on regular routes
1007M	Remote parking with shuttle service -

Category**On-road Sources****ID Control Strategy**

1006M	Move trips out of peak hours (reduce congestion) - Comprehensive design guidelines for activity centers <i>Comprehensive design guidelines for layout of schools, neighborhoods and other activity centers to maximize walkability and minimize the need for short-distance automobile trips.</i>
1005M	Move trips out of peak hours (reduce congestion) - Congestion pricing for major activity centers <i>Charge vehicles to enter high-activity centers (retail/business districts, etc.) in cities, with higher prices charged during high-traffic hours.</i>
1004M	Move trips out of peak hours (reduce congestion) - School bus stops <i>Designate a few specific school bus stops rather than stopping the bus every block or half-block to pick up individual students; if possible, install bus bays so that children are picked up off the main road.</i>
1003M	Move trips out of peak hours (reduce congestion) - Locate schools away from arterial streets <i>Locate schools away from major arterials to eliminate slow zones on those arterials.</i>
1010M	Public transportation - Special fares
1023M	Eliminate trips - Remote parking/meal packages with shuttle bus service <i>Event/meal package at outlying location with shuttle service provided to/from event venue</i>
1012M	Signage, communication, information - Radio
1029M	Eliminate trips - Coordination of service with event schedules. <i>Coordinate transit service with event schedules to accommodate event traffic.</i>
1014M	Signage, communication, information - Television, newspapers and other means outside vehicles
1015M	Education -
1016M	Traffic flow improvements -
1017M	Parking management -
1018M	Additional Pedestrian access and circulation -
1019M	Public/private coordination committees -
1020M	Operations response teams -
1011M	Highway improvements -
974M	Design guidelines/regulations - Transit
992M	Eliminate trips - School districting to reduce distances. <i>Arrange/designate school districts to reduce travel distances.</i>
993M	Eliminate trips - Encourage more home schooling <i>Reduce trips to/from school by having more students educated at home, either by parents or distance learning.</i>
994M	Eliminate trips - Church services on TV <i>Broadcast most denominations of church services on television to reduce number of Sunday morning trips.</i>
995M	Eliminate trips - Increased distance learning programs <i>Provide more community college and university programs on television and cease offering some courses in classrooms.</i>
1037M	Move trips out of peak hours (reduce congestion) - Schedule supplemental events before and after main event(s) <i>Schedule lesser events before and after main events to attract some of audience earlier and/or retain them later (e.g., tailgate parties, fireworks, after-game concerts) to spread event traffic peaks.</i>
1036M	Move trips out of peak hours (reduce congestion) - Sign and communicate by radio best routes through area to avoid congestion <i>Use dynamic signing and radio to communicate best current routes for through traffic to bypass congested areas.</i>
996M	Eliminate trips - Location efficient strategy <i>Higher mortgage limits offered to buyers who purchase a home in densely populated, transit-served neighborhoods.</i>
997M	Eliminate trips - On-campus housing <i>Provide more on-campus housing at colleges/universities to make more housing pedestrian accessible to campus and reduce vehicle trips.</i>
998M	Eliminate trips - On-campus convenience retail
991M	Eliminate trips - Eliminate internal streets within campuses <i>Eliminate internal streets and prohibit all but service vehicle traffic within college/university campuses.</i>
976M	Design guidelines/regulations - Pedestrians
984M	Eliminate trips - Incentives for infill and redevelopment
975M	Design guidelines/regulations - Carpooling/vanpooling
1028M	Eliminate trips - Ticket/transit packages <i>Similar to parking/meal packages; offer transit/shuttle pass as an optional package with event ticket. Related: reduced ticket prices for transit users.</i>
1030M	Eliminate trips - Priority for HOVs/transit <i>Priority ingress to and egress from parking for HOVs/transit.</i>

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1031M	Eliminate trips - Include transit service as part of facility rental <i>Include the cost of providing transit service in the rental fee of an event facility; all renters must pay fee, which will be used to provide transportation to those attending the event.</i>
990M	Eliminate trips - Free circulator service to major generators <i>Free shuttle/transit service connecting remote areas with major activity generators</i>
989M	Eliminate trips - Internal circulators <i>Shuttles (bus, water taxi, moving sidewalk or other appropriate conveyance) connecting activity points within activity center to alleviate need to use personal vehicle for internal trips. Free service a possible incentive.</i>
988M	Eliminate trips - Development bonuses for pedestrian, bicycle, or transit accommodations <i>Density, height, FAR or other bonuses for developments providing linkages, amenities, and/or priorities that encourage bicycle, pedestrian or transit usage for access and internal circulation</i>
987M	Eliminate trips - Reduce parking at stadiums
986M	Eliminate trips - Business-based concierge services
1032M	Eliminate trips - Charge per parked car at events <i>Charge those who rent event space for each car that drives to (and parks at) the event; charge if alternate transportation is not provided to the event.</i>
985M	Eliminate trips - In-building cafeterias at businesses
1033M	Move trips to night hours - Schedule all major events at night <i>Schedule events that attract large crowds to evening hours</i>
1034M	Move trips out of peak hours (reduce congestion) - Reroute trucks <i>Route trucks to routes not impacted by event traffic</i>
1009M	Public transportation - Special routes

Transit Measures

337M	Measure 05 - Accelerate rail expansion
341M	Measure 09 - Require that government employees use transit for home to work trips, expand transit, and encourage large businesses to promote transit use
340M	Measure 08 - Increase parking at transit centers or stops
336M	Measure 04 - Exclusive bus lanes
338M	Measure 06 - Electrify bus routes
334M	Measure 02 - More transit access near universities and airports
109M	Measure 03 - Make HOV 3+ occupants per vehicle
333M	Measure 01 - Regional transit center
335M	Measure 03 - More street access to bus stops
339M	Measure 07 - Connect rail
973M	Move trips out of peak hours (reduce congestion) - Managed lanes to accommodate some SOVs in HOV lanes <i>In highly congested corridors (while speeds are below 20 mph in freeway lanes) permit limited use of HOV lanes by SOVs (for toll or using other limiting technique)</i>
107M	Measure 01 - Continue HOV lane to Denton
965M	Eliminate trips - HOV service on all freeways with increased access (compared to barrier separated scheme) <i>2 HOV lanes per direction with buffer rather than barrier separation</i>
966M	Eliminate trips - Exclusive HOV ramp <i>Separate entrance or exit ramp for HOVs or buses; could be grade separated or at grade depending on connections needed.</i>
967M	Eliminate trips - SOV access to HOV/transit stations <i>Provide direct freeway access to adjoining HOV or transit park-and-ride facilities to encourage use and expedite access.</i>
968M	Eliminate trips - Automated enforcement <i>Automated enforcement of HOV occupancy requirements, via cameras and related technology.</i>
969M	Eliminate trips - More aggressive HOV enforcement <i>Aggressive enforcement of HOV occupancy requirements to further benefit HOV facility users and encourage HOV use.</i>
970M	Eliminate trips - Traffic signal pre-emption for buses <i>Traffic signal green phase is extended or started early when bus approaches or activates signal controller.</i>
963M	Entrance ramp priority -
972M	Move trips out of peak hours (reduce congestion) - Permit HOV lane use by qualifying LEVs <i>Permit low(est) emission rate LEVs on HOV lanes as SOVs</i>

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962M	Arterial - Bus tunnel
211M	Measure 07 - No free SOV parking
210M	Measure 06 - Limit the number of parking spaces at commercial airlines to support mass transit
209M	Measure 05 - Buy parking lots and convert to other land use
208M	Measure 04 - Graduated pricing starting with highest in CBD
207M	Measure 03 - Development requirements for no or limited parking
206M	Measure 02 - Increase parking fees
205M	Measure 01 - Area-wide tax for parking
971M	Move trips out of peak hours (reduce congestion) - Open HOV facilities for special events <i>During special events, open HOV lanes/facilities to all peak direction traffic to facilitate flow.</i>
958M	Arterial - Contra flow
847M	Priority parking for HOVs -
848M	Provide bike lockers/storage at parking facilities -
951M	Freeway - Exclusive (separated) right-of-way
952M	Freeway - Barrier or buffer separated - One way
953M	Freeway - Barrier or buffer separated - Two way
954M	Freeway - Concurrent flow
955M	Freeway - Contra-flow
964M	Parking facilities -
957M	Arterial - Concurrent flow
846M	Provide shuttle transit service to fringe parking facilities -
959M	Arterial - Reversible flow
960M	Arterial - Median lane
961M	Arterial - Bus street
108M	Measure 02 - Managed HOV lane on tollway
110M	Measure 04 - HOV bypass
111M	Measure 05 - Convert free lanes to HOV (expand HOV and rail)
112M	Measure 06 - Allow alternative fuel vehicles in HOV lanes
956M	Freeway - Queue bypass
781M	Demand/market strategies - Employer offered incentives
818M	Parking requirements in zoning code - Revise or impose maximum requirements
771M	System/service operational improvements - Express bus service
772M	System/service operational improvements - Bus route and schedule modification
773M	System/service operational improvements - Improved transfers
774M	System/service operational improvements - Schedule coordination
842M	Locate personal business support centers at park-and-ride facilities (convenience businesses) -
775M	System/service operational improvements - Bus traffic signal pre-emption or priority
776M	System/service operational improvements - Road operational changes
630M	Text Messaging/Realtime On-line Service for Bus Route Stops <i>Persons can sign up for text message notifications on their cell phone or check realtime bus route information to let them know when they have missed the bus. This will allow people running behind to know whether to not they have missed they bus instead</i>
777M	System/service operational improvements - Operations monitoring

Category**On-road Sources**

ID	Control Strategy
778M	System/service operational improvements - Maintenance improvements
769M	System/service expansion - Paratransit programs
780M	System/service operational improvements - Subscription bus service
768M	System/service expansion - Circumferential and local bus service
782M	Demand/market strategies - Marketing and informational programs
783M	Demand/market strategies - Peak/off-peak transit fares
784M	Demand/market strategies - Simplified fare collection
785M	Demand/market strategies - Reduce fares
786M	Demand/market strategies - Monthly passes
787M	Demand/market strategies - Unticket programs
788M	Demand/market strategies - Passenger amenities
789M	Demand/market strategies - Joint development activities
801M	Eliminate trips - Personalized travel planning <i>Based on rider's origin and destination(s), personalized travel plan of transit routes and connections provided via website or telephone service.</i>
791M	Eliminate trips - Free transit everywhere <i>Fare free transit systemwide/regionally</i>
793M	Eliminate trips - Streamline transit planning/funding
817M	Parking requirements in zoning code - Revise minimum requirements
779M	System/service operational improvements - Park-and-ride service
815M	Public sector parking pricing - Impose new prices
802M	Eliminate trips - "Party Bus" commuter transit <i>Provide bus interiors similar to some commuter train club cars; could be for subscription or regular service.</i>
803M	Eliminate trips - "Business First" enhanced buses <i>Provided buses with laptop/Internet links, telephone, other business amenities.</i>
804M	Eliminate trips - Discounted service for residential developments <i>Discounted transit service for residents of some neighborhoods/apartment complexes (e.g., TOD, POD, activity center developments).</i>
805M	Eliminate trips - Off-peak pass <i>Provide an off-peak unlimited-ride daily pass.</i>
806M	Eliminate trips - Free passes in core business areas <i>Provide free transit passes to all people working in core business areas, subsidized by city or area improvement district property tax.</i>
807M	Eliminate trips - Provide school bus service within ½ mile of schools. <i>Most school districts currently provide busing service for students who live 2 or more miles from schools; reduce this required distance to ½ mile.</i>
808M	Eliminate trips - Use "walking bus" program for younger school children <i>Organize neighborhood walking bus program for elementary and middle school students with parents escorting groups of children walking to/from school; reduce parking/waiting provisions at schools.</i>
809M	Preferential parking for HOVs - Garages and lots
810M	Preferential parking for HOVs - Metered spaces
811M	Preferential parking for HOVs - Rate reduction
812M	Preferential parking for HOVs - Reserved spaces
770M	System/service operational improvements - Feeder bus service
814M	Public sector parking pricing - Long vs. short term parking
792M	Eliminate trips - High-speed rail
816M	Public sector parking pricing - Tax provision of free parking
800M	Eliminate trips - Real-time display of bus ETAs at stops. <i>Provide a changeable message signing at bus stops noting ETA of the next bus for route(s) arriving at the stop.</i>
799M	Eliminate trips - Interconnected transfer centers several miles from downtown <i>Locate a ring of transfer centers a mile or more outside downtown and provide easy transfers and frequent service connecting all transfer centers along the ring.</i>

Category**On-road Sources****ID Control Strategy**

798M	Eliminate trips - Direct service to major generators <i>Provide bus service directly to the entrances of buildings that are major trip generators to increase convenience, especially for those set back from street behind major parking lots.</i>
797M	Eliminate trips - Improve transit stop attractiveness <i>Provide landscaped and direct pedestrian connections to stops; shelters; information systems; seating, security to increase attractiveness and convenience.</i>
796M	Eliminate trips - Personalized rapid transit
795M	Eliminate trips - Free transit on ozone action days <i>Fare free transit service system-wide on ozone action days.</i>
852M	Eliminate trips - Free transit from peripheral park-and-ride facilities <i>Provide free P&R facilities along all major travel corridors to all major destinations and also provide free transit to the major destinations.</i>
851M	Eliminate trips - Daycare and other services <i>Daycare, other convenience services at park-and-ride lots and transit stations.</i>
850M	Eliminate trips - Free parking at park-and-ride facilities (HOV & transit users) <i>Provide free parking at P&R facilities served by transit; include costs elsewhere or subsidize. Include in weekly or monthly passes</i>
766M	System/service expansion - Fixed guideway transit
767M	System/service expansion - Fixed route and express bus service
813M	Public sector parking pricing - Alter rates
833M	Eliminate trips - Prohibit free parking; commuter parking pricing. <i>No free parking; all parking at actual fully allocated cost.</i>
840M	Construct new/enlarged dedicated facilities on public property -
826M	Commercial vehicles - On-street loading zones
838M	Move trips out of peak hours (reduce congestion) - Increased parking fees during peak commuter arrival hours <i>Charge higher (rather than current lower) rates than normal daily rates for vehicles arriving during AM peak periods</i>
828M	Commercial vehicles - Peak hour on-street loading prohibition
829M	Control of parking supply - Limit construction of new parking supply in areas served by transit
830M	Control of parking supply - Limit number of on- and off-street parking spaces in designated areas
824M	On-street parking controls - Increase meter fees
832M	Eliminate trips - Permit no additional parking supply in activity centers well served by transit <i>Place cap or permit no additional parking (perhaps other than visitor parking) in downtowns or other activity centers that have good transit service from most parts of area</i>
825M	On-street parking controls - Increase enforcement, including towing
834M	Eliminate trips - Free HOV parking
835M	Eliminate trips - Limit residential parking <i>In areas around transit centers, limit parking to one vehicle per dwelling unit.</i>
836M	Eliminate trips - Parking space tax or surcharge <i>Institute a parking space tax or surcharge, which is used to subsidize transit service.</i>
790M	Eliminate trips - Free transit on critical routes <i>Fare free transit on critical routes, for circulation within concentrated and congested areas</i>
819M	Parking requirements in zoning code - Allow reductions in minimum requirements for traffic mitigation actions
839M	Move trips out of peak hours (reduce congestion) - Close selected parking facilities until after AM peak period ends <i>Open centrally located parking facilities after 9:00 or 9:30am so commuter parking is not available and so short term parking can use most convenient parking.</i>
837M	Move trips out of peak hours (reduce congestion) - Parking space locator <i>Automated management/fee collection/information system/direction to available spaces in parking lots or garages.</i>
831M	Control of parking supply - Use zoning and parking regulations to limit capacity
841M	Use direct ramps to connect park-and-ride lots with freeway system -
849M	Eliminate trips - Locate park-and-ride lots on activity center approach routes <i>Locate commuter lots along activity center approach routes near ends of congestion queues.</i>
845M	Locate fringe parking on approach routes and interchanges to central (and other major) business district -
844M	Parking at all major transit stations -
843M	Joint use of theater, church, stadium, shopping center parking -

Category

On-road Sources

ID Control Strategy

827M	Commercial vehicles - Off-street loading areas
794M	Eliminate trips - Coordinate regional transit systems <i>Improve interfaces between transit providers within a region. Establish a single fare structure for all providers.</i>
823M	On-street parking controls - Reduced legal parking spaces in high congestion areas
820M	On-street parking controls - Curb parking restrictions
821M	On-street parking controls - Residential parking controls
822M	On-street parking controls - Peak hour parking ban and enforcement
411M	Regional Express Bus Program <i>Purchase of buses to operate regional express bus services.</i>

Vehicle Emission Reduction Programs

150M	Measure 10 - Selling only LEV vehicles in Texas. Provide incentives for better than LEV vehicles
149M	Measure 01 - All government vehicles should be LEV
151M	Measure 11 - If the California Low Emitting Vehicle Program is adopted and only LEV certified, gasoline vehicles are for sale in Texas, then mandated fleets should have to purchase the ULEV alternative fuel version of the same vehicle rather than the gaso
152M	Measure 02 - Shared LEV vehicles at worksites
153M	Measure 03 - Share hybrid vehicles
155M	Measure 05 – Electric vehicles
156M	Measure 06 – Hybrid vehicles
157M	Measure 07 – Electric buses
159M	Measure 09 - Airports use ULEV or electric vehicles instead of diesel for ground transportation
154M	Measure 04 – CA LEV program
1096M	Parking facility electrical outlets - Public facilities
158M	Measure 08 – Fuel cell buses
1101M	Eliminate trips/emissions - Require block heaters for trucks. <i>Require trucks to have/use block heaters to warm up cold engines.</i>
1100M	Vehicle fleet operations -
1099M	No drive days -
1097M	Parking facility electrical outlets - Private employers
1095M	Vehicle modifications - Fuel injection systems - Multipoint
1094M	Vehicle modifications - Fuel injection systems - Monolithic
1093M	Vehicle modifications - Start or warm-up catalyts
1092M	Vehicle modifications - Intake manifold heaters
631M	Flexcar - Hourly Car Rentals <i>Car-sharing programs. We give our members the key to new cars, trucks, and minivans located across a metropolitan region. You pay an hourly rate, and the company pays for the car, insurance, gas and a reserved parking spot! It gives people the opportunit</i>
632M	Addition of HDGV2B Weight Class Vehicles to Existing I&M Program
634M	Ethanol (E85) Refueling Stations for Public Use
635M	Lawnmower Recycling Programs (rebate program) Replace Gas Mowers with Electric.
1091M	Vehicle modifications - Block heaters
1098M	Transit use incentives -

Vehicle Maintenance/Inspection

349M	Measure 13 - Vehicle tune-ups (spark plugs, oil, filter changes, tires)
358M	Measure 21 – RG240 equipment
357M	Measure 20 – ASM w/ VMAS constant volume sampler

Category

On-road Sources

ID	Control Strategy
356M	Measure 02 - Ban high emitting vehicles in CBD
355M	Measure 19 – Acceleration Simulation Mode (ASM) test
354M	Measure 18 - Test on resale program
350M	Measure 14 - Repair assistance
353M	Measure 17 - Military ground equipment
352M	Measure 16 - Gas cap legislation
346M	Measure 10 - Possibly tie tests in with license plate renewal to promote properly running vehicles
348M	Measure 12 - Maintain proper tire pressure and other maintenance measures to promote fuel efficiency
359M	Measure 22 – IG240
369M	Measure 07 - Two speed test scenario plus OBD-2 by January 2001 must be included. Only OBD-2 in Collin, Denton and other counties. Model 1996 and newer cars. There are unclear EPA credits
347M	Measure 11 - Deny registration to vehicles with repeated emission failures
345M	Measure 01 - Enforce smoking vehicle reports and require repairs
368M	Measure 06 - If the largest city in a county takes part in a testing program the entire county must opt-in to the program. There are no credits for an opt-in from Collin and Denton Counties
638M	Car care clinic Provide motorists w/ an opportunity to receive a free emissions test & to learn how regular car maintenance can reduce driving costs & protect air quality
637M	Modify basic vehicle inspection program to include up to 10,000 lb vehicles, tighten standards for 6,000-8,000 lb vehicles
636M	Emitters Focus on finding & penalizing extreme emitters
371M	Measure 09 - Put bar codes on inspection stickers for better tracking
367M	Measure 05 - Centralized IM-240 test with repairs done separately. Motorist's choice in surrounding counties
351M	Measure 15 – Taxis – more frequent I/M
360M	Measure 23 – Heavy-duty diesel vehicle (HDDV) inspections
366M	Measure 04 - More frequent testing for vehicles that repeatedly fail inspection tests
365M	Measure 03 - Remote sensing and follow-up letters
364M	Measure 27 – Service contracts for emissions-related repairs
363M	Measure 26 – Roadside pullovers (portable I/M measures)
362M	Measure 25 – High emitter profiling
361M	Measure 24 – Surveillance program (roadside OBD read)
370M	Measure 08 - Check engine light test for post-1996 vehicles as part of annual inspection. This is to make sure the engine light is working properly. Also add to safety inspection in surrounding seven counties

Vehicle Use Limitations/Restrictions

644M	Augment Truck and Bus Highway Inspections with Community-Based Inspections (HDV8) <i>Heavy-duty vehicles are inspected to detect mal-maintenance and tampering, and measure smoke emissions in existing mixed-use communities.</i>
702M	Control of truck movement - Scheduling of shipping/receiving
711M	Eliminate trips - Limit number of driver's licenses in an area. <i>Enact more stringent requirements for driver's licenses that will limit the number of licenses issued in one area.</i>
212M	Measure 01 - Reduce truck travel during peak periods
213M	Measure 02 - Adjust school hours so they do not coincide with peak traffic periods and Ozone seasons
710M	Eliminate trips - Require certification to operate in a nonattainment county. <i>Extends I/M requirements to vehicles not registered in a nonattainment county. "Non-resident" vehicles must pass and hold certification for the area's I/M requirements in order to drive in that area.</i>
709M	Eliminate trips - "Cold start" tax <i>Implement a tax based on the number of cold starts per vehicle per year.</i>

Category**On-road Sources****ID Control Strategy**

708M	Eliminate trips - Discounted registration for lower-than-standard annual VMT <i>Discount on annual registration fee for vehicles driven less than a pre-established standard number of miles per year.</i>
707M	Eliminate trips - VMT fee/tax <i>Charge a fee or tax for VMT per year.</i>
706M	Eliminate trips - VMT-based registration fees <i>Base vehicle registration fees on VMT driven in previous year. e.g.: 25K VMT/year -- \$700; 20K VMT/year -- \$400; 15K VMT/year -- \$200-300; etc.; 6K VMT/year -- base fee</i>
705M	Eliminate trips - Pay-as-you-drive insurance <i>Splits insurance premiums into two components: a direct payment and an incremental payment at the fuel pump (per-gallon fee).</i>
646M	Heavy-Duty Vehicle (HDV6) Inspection <i>Heavy-duty diesel trucks and buses traveling in California, including vehicles registered elsewhere, are tested for excessive smoke emissions</i>
703M	Control of truck movement - Peak period truck bans on freeways and major arterials
714M	Eliminate trips - No drive days <i>Restrict driving during selected days using license numbers as selection device. Could apply only during ozone season, or on ozone action days (with 24-hour advance notice).</i>
701M	Control of truck movement - Truck management strategies - Lane restrictions
700M	Control of truck movement - Truck management strategies - Additional lanes
725M	Move trips out of peak hours (reduce congestion) - 2+ vehicles only on freeways in transit corridors <i>In transit corridors, limit freeway use to 2+ vehicles in all lanes during peak periods.</i>
724M	Move trips out of peak hours (reduce congestion) - Peak period tolls to enter designated congested areas <i>Levy tolls to enter major congested activity centers during peak traffic or parking periods; collect tolls using ETC</i>
723M	Move trips out of peak hours (reduce congestion) - Truck curfews <i>Establish curfews for heavy trucks in nonattainment areas to prohibit night-time high-speed travel.</i>
722M	Move trips out of peak hours (reduce congestion) - No morning refueling <i>No vehicle refueling permitted from 7 a.m. to noon, or similar hours.</i>
721M	Move trips out of peak hours (reduce congestion) - Prohibit truck use of right lanes for loading on bus (and bike?) routes <i>Remove conflicts in lane use by prohibiting curbside loading zones or loading and service parking along bus routes to remove lane blockages</i>
720M	Move trips out of peak hours (reduce congestion) - Speed limits for heavy trucks <i>Enforce current speed limit laws for trucks; limit speeds at night, when trucks tend to run fast</i>
719M	Move trips out of peak hours (reduce congestion) - Divert trucks out of nonattainment areas <i>Require through-traffic trucks to travel around rather than through nonattainment areas.</i>
718M	Move trips out of peak hours (reduce congestion) - Limit access for high-emitting vehicles <i>Limit access to major urban arterials for high emitters (such as heavy trucks) during peak hours.</i>
704M	Control of truck movement - Freight and delivery consolidation
653M	Promote proper tire pressure And other maintenance strategies to promote fuel efficiency
698M	Control of truck movement - Truck management strategies - Dynamic signs
697M	Control of truck movement - Truck management strategies - Sign placement
696M	Control of truck movement - Designated truck routes
695M	Route diversion - Traffic controls
694M	Route diversion - Pedestrian malls
693M	Route diversion - Automobile free zones
668M	Promotion of good driving habits & not using vehicle A/C before 10am
667M	Distribute free tire pressure gauges to area motorists at time of vehicle registration/renewal & subsidize maintenance/operation of service station air pumps so they are functioning properly & available free of charge
663M	School system change policy regarding bus operations
662M	Tax increase Feasibility study for increase on cars w/ EPA score of 4 or less & all mobile equipment that is below a certain standard
712M	Eliminate trips - Limit number of vehicles owned in an area <i>Control the total number of vehicles that can be bought and owned within a given region, through use of vehicle ownership certificates</i>
654M	Catalytic converter replacement in LDV
713M	Eliminate trips - Limit use of selected freeway interchanges to HOVs all day <i>Reduce freeway use by reducing number of interchanges available to SOVs. Will reduce congestion and promote use of HOVs. Would require several restricted interchanges to have effect.</i>
652M	Marketing campaign to develop an image that LEVs are "cool"

Category

On-road Sources

ID	Control Strategy
651M	Expand tune-up programs at the start of ozone season
650M	Provide public recognition of fleets that have undertaken voluntary efforts to reduce emissions as an incentive to consider projects that will benefit the region's air quality & public health
647M	Engine Software Upgrade (HDV4) (or Lox NOx Software Upgrade) <i>Installation of low NOx software in heavy-duty diesel vehicles with 1993 - 1998 model year engines is required.</i>
645M	Periodic Smoke inspection (HDV7) Program (PSIP) <i>Owners of California-based fleets with two or more vehicles are required to perform annual smoke opacity tests on their heavy-duty diesel-powered vehicles with a GVWR greater than 6,000 lbs.</i>
643M	California Heavy-Duty Diesel Vehicle Standards and Fleet Modernization for Mexican Trucks (HDV11) <i>All Mexican trucks servicing POLA must comply with the California On-Road Heavy-Duty Diesel Emission Standards applicable to the engine's model year at the time the engine was manufactured beginning in 2006.</i>
717M	Move trips out of peak hours (reduce congestion) - Limit use of congested interchanges or freeways to HOVs during congested hours <i>Reduce freeway use during commute periods by limiting access to HOVs. Will reduce congestion and promote use of HOVs. Would require several restricted interchanges to have effect.</i>
716M	Move trips to night hours - For VMT user charge, levy higher rate during daytime than at night. <i>Encourages non-essential travel to occur at night when user fees are lower.</i>
715M	Eliminate trips - Ban on high-emitting vehicles <i>Local/regional ban on high-emitting vehicles such as SUVs</i>
699M	Control of truck movement - Truck management strategies - Speed restrictions
658M	Mobile sources Reduce vehicle emissions in the ambulance fleet by providing electrical power to power air conditioning & heating, while ambulances are in the station

Total	771
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