

TCEQ MASTER CONTROL STRATEGY LIST
On-Road Sources

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TCEQ - MASTER CONTROL STRATEGY LIST

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ID Control Strategy

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Bicycle and Pedestrian

- 1 Subsidized "Segway" vehicles or bicycles
Provide subsidies for purchase of bicycles, "Segway" vehicles, or other ped-bike-related mobility aids.
- 2 Bicycle lane striping
- 3 Medians
- 4 Safer bike routes with better signs marking lanes and routes
- 5 Require inclusion of bicycle lanes on state or federally funded thoroughfare projects
- 6 Create more dirt trails for multiple use activities (bicycles, motorcycles, horses, hiking)
- 7 Fully fund the Veloweb and all bicycle facilities in the region
- 8 Bicycle route signalization
- 9 Bicycle facility design guidelines and regulations
- 10 Expedite bicycle projects and programs from Mobility Plan
- 11 Bicycle lanes on every arterial and frontage road
- 12 Bike-through service
"Bike-through" (rather than drive-through) service at fast-food restaurants, other convenience services.
- 13 Bicycle lane and path repaving
- 14 Bicycle lanes on freeways
- 15 Bicycle speed ramps for safety
- 16 Bicycle route lighting
- 17 Bicycle and pedestrian action groups
(Specified percentage of employees requesting facilities as a group and pledging to commute by bicycle 33% of the time.
- 18 Bicycle plans and maps
- 19 Bicycle coordinators
- 20 Increased bicycle and pedestrian outreach to immigrant communities
- 21 Media coverage and promotion of bicycle facilities
- 22 Bicycle education
- 23 Adopt public and private bicycle parking standards and ordinances
- 24 Region-wide mandatory bicycle racks at work sites
- 25 Address security concerns of pedestrians and cyclists
- 26 Showers and clothing lockers
- 27 Bicycle lockers, racks and other storage facilities
- 28 Cash rebates for bicycle purchases
- 29 Free bicycles
- 30 Biking and hiking patrols to ensure safety
- 31 Clear sight lines for bicycle safety
- 32 Regional bicycle parking ordinance for all new construction and permit bicycle transit centers for/at all employment centers with 100 or more employees. Also, bike lockers, clothing lockers, showers, dry cleaners, bike repair, bike rental.
- 33 Integration of bicycle and pedestrian facilities with transit
- 34 Permit bicycles on rail transit

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- 35 Bicycle racks on buses
Install racks on buses to permit bikers to use buses for long portion of trip and use bike for access at both ends of trips.
- 36 Street level shops
- 37 Give bicyclists and pedestrians the right-of-way
- 38 Provide funding so volunteers do not have to pay the cost of trail creation and maintenance
- 39 Cyclist and pedestrian sidewalk furniture
- 40 Pedestrian facilities and programs
- 41 Sidewalks and walkways
- 42 Crosswalks
- 43 Additional pedestrian access and circulation
- 44 Pedestrian signals
- 45 In-line skating commuter paths
- 46 Connected street system and pedestrian pass-throughs
- 47 Pedestrian design improvements
Pedestrian design improvements to facilitate walking (e.g., benches, water fountains, lighting, emergency phone booths).
- 48 Mid-block pedestrian connections
Provide additional pedestrianways connecting through blocks where existing pedestrian routes are circuitous.
- 49 Wide, unobstructed sidewalks on both sides of all arterials, major roads and other streets
- 50 Pedestrian facility design guidelines and regulations

Clean Vehicle Programs

- 51 Clean Cities Technical Coalition
- 52 Incentive for Clean City Designation
- 53 Automobiles with 27 or greater miles per gallon average and an EPA score of 6 or greater eligible for property or sales tax reduction
- 54 Private sector clean fuel fleets
- 55 Provide public recognition of fleets that have undertaken voluntary efforts to reduce emissions as an incentive to consider projects that benefit regional air quality and public health
- 56 Close loopholes in the Texas Clean Fleet Program making fewer exemptions for fleets
- 57 Marketing campaign to develop and image that Low Emitting Vehicles (LEVs) are "cool"
- 58 Fleet review, procurement and operations policies
- 59 Public agency clean fleet program
Commitment by public agencies to purchase cleanest possible fleet vehicles.
- 60 Natural gas fuel specifications
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.
- 61 Alternative fuel pilot projects
- 62 Require service stations with more than two gas or diesel pumps to offer at least one alternative fuel pump
- 63 Incentives to add alternative fuel vehicles to fleet
- 64 Ethanol (E85) refueling stations for public use
- 65 Require fleets who meet EPACT regulations with flexible fuel vehicles to make arrangements for the delivery of ethanol to Texas
- 66 Require alternative fuels for public fleets
- 67 Require new truck stops to offer alternative fuels in addition to gas and diesel
- 68 Clean Vehicle Loaner Program

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- 69 Bill to allow more hybrid outlets (i.e. EBay, 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.
- 70 Hybrid vehicles
- 71 Electric Vehicles
- 72 Clean Vehicle Program to offer incentives to purchase Ultra Low Emitting Vehicle (ULEV) or equivalent vehicles
- 73 Electric buses
- 74 Fuel cell school buses
- 75 Airports use Ultra Low Emitting Vehicle (ULEV) or electric vehicles instead of diesel for ground transportation
- 76 Propane school buses (Dallas County Schools 800 buses)
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.
- 77 Bus conversion to Liquid Natural Gas (LNG) or cleaner fuel
- 78 Electric powered aircraft refueling
- 79 Clean Vehicle Taxi Cab Program
- 80 Lottery for purchasers or owners of qualifying low emission vehicles
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.
- 81 Market incentives for the manufacture and use of fuel cells
- 82 Use solar cells to run A/C and other electrical equipment on DART buses

Emission Credits / Offsets

- 83 Mobile source emission reduction credits
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.

Freeway Incident / Roadway Construction Management

- 84 System/service operational improvements and changes
- 85 Coordinate scheduling of arterial and highway maintenance to exclude ozone action days if the maintenance activities require lane reductions on heavily utilized arterials and highways
- 86 Minimize impact of construction on traveling public by having contractors pay when lanes are closed as an incentive to keep lanes open
- 87 Stage road construction and lane closures to reduce congestion
Schedule road construction or other non-emergency lane closures for lower-traffic times of the year and time of day to minimize congestion. Also develop staging as to avoid creating additional congestion.
- 88 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.
- 89 Freeway diversion and advisory signing
- 90 Force traffic onto frontage roads during incidents
- 91 Use dynamic message signs to direct and smooth speeds during incidents or congestion
- 92 Off-road ticketing
Ticket traffic violators for going "off-road" rather than in right lane or shoulder.
- 93 Allow use of shoulders to circumvent accidents
- 94 Integrated surveillance and control
- 95 Installation of glare screens to reduce rubber-necking delays on High Occupancy Vehicle lanes
- 96 Flashing signs noting "Emergency Vehicle Approaching"
Flashing signs to allow drivers to merge before an emergency vehicle is directly behind them.
- 97 Congestion management field team to clear accidents
- 98 Improved incident detection, response and management to minimize traffic delays

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- 99 Area-wide "Steer It/Clear It" program
Program for immediate removal of vehicles from roadway in event of a stall or non-serious accident.
- 100 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.
- 101 SAFEClear - Mandatory quick removal of disabled vehicles during peak periods
- 102 Locate hazardous freeway areas for possible improvements, i.e. sharp turns, clover leaves, et cetera
- 103 Implement effective environmental driving

Freeway System Infrastructure

- 104 Limit road and highway improvements to those benefiting transit and high occupancy vehicle (HOV) lanes
- 105 Shift highway funds to transit
- 106 General highway improvements
- 107 Additional lanes without new construction
- 108 No new peripheral highways or loops
Increase street capacity only within established urban areas (in nonattainment areas), rather than encouraging longer trips and sprawl development with new peripheral capacity

Fuel Evaporative Emissions

- 109 No morning fueling
No vehicle refueling permitted from 7 a.m. to noon, or similar hours.
- 110 Sell cheap lottery tickets to people who buy gas in the afternoon as opposed to the morning during ozone season
- 111 Ozone alerts to postpone morning gas activity; have incentives to promote industry support
- 112 Gas cap legislation and program

Fuel Standards

- 113 Federal Ultra Lower Sulfur Diesel (ULSD)
- 114 California diesel fuel
- 115 Cleaner diesel fuel
- 116 Federal diesel fuel Advance Notice of Proposed Rulemaking (ANPRM)
- 117 Texas Low Emission Diesel (TxLED)
- 118 Outlaw diesel
- 119 Lower Reid Vapor Pressure clean gasoline
Summer month Reid Vapor Pressure (RVP) of 7.8 pounds per square inch (psi), effective May 2000
- 120 Federal Phase II Reformulated Gasoline (RFG)
California RFG with reduced (30 ppm to 20 ppm) sulfur - 12 counties
- 121 Nitrogen Oxide reduction following removal of MTBE

Funding

- 122 Streamline process for Safe, Accountable, Flexible and Efficient Transportation Equity Act (SAFETEA) and Congestion Mitigation and Air Quality (CMAQ) projects

General Public Education and Outreach

- 123 Educate public about fuel savings from properly inflated tires, regular tune-ups and driving speed
- 124 Promotion of good driving habits and not using vehicle air conditioning before 10:00 a.m.
- 125 Celebrity volunteers for ozone alert announcements
- 126 Provide more information on what not to do on ozone days
- 127 Air quality information with driver training
Include information on vehicle emissions and air pollution with new-driver and defensive-driving education.

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- 128 Air quality public outreach
- 129 Ozone awareness booths at events and festivals
- 130 Targeted Movie Theater Promotions
In past years, radio has been the media of choice to air ozone public service announcements. The 2003 ozone season was the second summer the RAQC took a different approach and ran slides in movie theaters throughout the region. The slide listed three things "You Can Do" to reduce pollution.

Goods Movement

- 131 On-street loading zones for commercial vehicles
- 132 Peak-hour on-street loading prohibition for commercial vehicles
- 133 Additional lanes
- 134 Sign placement for truck management
- 135 Scheduling of shipping and receiving
- 136 Freight and delivery consolidation
- 137 Reschedule truck travel
- 138 Route trucks to not be impacted by event traffic
- 139 Designated truck routes
- 140 Reroute trucks on ozone days
- 141 Dedicated truck lanes
- 142 Reduce truck travel during peak periods
- 143 Establish curfews for heavy trucks to prohibit night-time high speed travel
- 144 Divert trucks from nonattainment areas
Require through-traffic trucks to travel around rather than through nonattainment areas.
- 145 Lane restrictions
- 146 Peak period truck bans on freeways and major arterials

High Occupancy Vehicle (HOV) Lanes/Managed Lanes

- 147 Permit HOV lane use by qualifying low emission vehicles (LEV)
- 148 Use of HOV lanes by trucks
Allow commercial trucks to use HOV lanes during off-peak hours.
- 149 Allow alternative fuel vehicles in HOV lanes
- 150 Increase occupancy to three or more per vehicle
- 151 More aggressive HOV enforcement
Aggressive enforcement of HOV occupancy requirements to further benefit HOV facility users and encourage HOV use.
- 152 Automated enforcement of HOV occupancy requirements via cameras and related technology
- 153 Incentives for high HOV users - track and waive registration fees
- 154 Convert free lanes to HOV
- 155 Limit use of congested interchanges or freeways to HOVs during congested hours
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.
- 156 Limit use of selected freeway interchanges to HOVs all day
Reduce freeway use by reducing number of interchanges available to single occupant vehicles. Will reduce congestion and promote use of HOVs. Would require several restricted interchanges to have effect.
- 157 Single Occupant Vehicles (SOV) access to HOV and transit stations
Provide direct freeway access to adjoining HOV or transit park-and-ride facilities to encourage use and expedite access.
- 158 Continue HOV to Denton
- 159 HOV service on all freeways with increased access (compared to barrier separated scheme)
Two HOV lanes per direction with buffer rather than barrier separation.

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- 160 Exclusive HOV ramp
Separate entrance or exit ramp for HOVs or buses; could be grade separated or at grade depending on connections needed.
- 161 Managed lanes to accommodate some single occupant vehicles in HOV lanes
In highly congested corridors where speeds are below 20 miles per hour on freeway lanes, permit limited use of HOV lanes by SOV using tolls or other limiting technique.
- 162 Managed HOV lane on tollway

High-Emitting Vehicle Detection and Programs

- 163 Focus on finding and penalizing extreme high emitters
- 164 Emissions Smart Signs
- 165 Rewards for reporting smoking or high emitting vehicles
- 166 Smoking vehicle hotline
Public program to report smoking vehicles. Follow-up contact is made by letter to vehicle owner.
- 167 More enforcement of smoking vehicles; Peace officers
Increase enforcement of smoking vehicles; institute a separate law-enforcement staff to monitor smoking or high-emitting vehicles.
- 168 Surveillance program (roadside on-board diagnostic read)
- 169 Use vehicle model targeting to identify high-emitting vehicles
Develop and implement targeting strategies (based upon vehicle model, production year or similar criteria) to identify likely high-emitters for emissions testing and repair.
- 170 Remote sensing and follow-up letters
- 171 Roadside pullovers (portable inspection and maintenance measures)
- 172 Scrappage/buy-back plan
Monetary compensation for old vehicle scrappage. Increase the range of vehicles and heavy-duty truck engines targeted for replacement credit or subsidy.
- 173 High-emitting vehicle repair assistance
- 174 Retrofit, replace or repower vehicles and engines
- 175 Retrofit aircraft engines
- 176 Demolish impounded vehicles that are high-emitting
- 177 Recognized emission repair facility technician training
- 178 Allow cities to remove engines of high-emitting vehicles (pre-1980) that are abandoned and to be auctioned
- 179 Accelerated vehicle retirement program
- 180 Fuel additives
- 181 Dedicated funding for school bus replacement
- 182 Low income vehicle repair and replacement assistance program
- 183 Buy vehicles older than model year 1975 to retire from use
- 184 Aftermarket Technology and Fuel Additive Research Program
- 185 Expanded repair and replacement assistance program (near-low income and non-low income)
- 186 Non-profit organization assistance program
Investigate opportunities to partner with non-profit organizations to ensure high-emitting donation vehicles are not returned to the road and reused in an "as is" condition.
- 187 Direct funding of alternative fuel conversions (target inspection and maintenance failures)
- 188 Enforce smoking vehicle reports and require repairs
- 189 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.
- 190 New vehicle discounts for old vehicle trade-ins
- 191 Low-interest financing for low income and/or old vehicle trade-ins
- 192 Transit passes/credit in exchange for old vehicle scrappage

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- 193 Ban sale of high-emitting vehicles
- 194 Ban high-emitting vehicles in CBD
- 195 Deny registration to vehicles with repeated emission failures
- 196 Limit access for high-emitting vehicles to major urban arterials (such as heavy trucks) during peak hours
- 197 AFE/2000 Fuel Modifier
- 198 Retrofit with catalytic converters
- 199 Muffler for low-exhaust emission control retrofit system (EcoNOx)
- 200 Retrofit with particulate traps

Intelligent Transportation Systems (ITS)

- 201 Communicate by radio best routes through area to avoid congestion
- 202 Information telephone hotline for traffic conditions
- 203 Text messaging/real-time on-line service for bus stop routes
Persons can sign up for text message notifications on their cell phone or check real-time bus route information to find out if they have missed a bus.
- 204 Provide transportation information kiosks in high activity areas in or near transit stations and stops
- 205 Provide real-time traffic information to trucking centers and rental car agencies
- 206 Post current facility speeds on internet
- 207 Provide transportation conditions internet site
Provide hotlink to local transportation conditions website or provide internal webpage with transit, traffic, other conditions, schedules and directions to encourage use of modes other than driving alone.
- 208 Encourage bicycle use by using ITS to increase safety in strategic bicycle/automobile conflict areas
- 209 Dynamic message signs for control of truck movements
- 210 Dynamic message signs for freeway traffic control
- 211 Real-time display of estimated time of arrivals at bus stops
Provide changeable message signing at bus stops noting ETA of the next buses arriving at the stop.
- 212 Increase system surveillance

Ozone Action Day / Ozone Season

- 213 Postpone external meetings until after 10:00 a.m. during ozone season
- 214 Limit left turns on selected thoroughfares during ozone season
- 215 Do not schedule off-site meetings on ozone action days
- 216 Off days for ozone alerts similar to sick days
- 217 Incentives to shift production to low production
- 218 Delay high emissions producing activities on ozone action days; delay activities for non-ozone action days
- 219 Close government offices on ozone action days to serve as an example
- 220 Have varying levels of reduction on ozone actions days to accommodate vital activities
- 221 Voluntary business closures on ozone action days

Parking Management

- 222 Employers charge for drive alone parking
- 223 Revise or impose maximum parking requirements in zoning code
- 224 Allow reduction in minimum parking requirements per zoning code for traffic mitigation actions
- 225 Use zoning and parking regulations to limit capacity and control parking supply

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- 226 Scare tactics combined with educational programs to explain parking options
Use "scare tactics" advertising the scarcity of parking and the difficulty of single occupant vehicle travel for special events; promote transit, special shuttles or other high occupant vehicle travel modes as applicable. Provide information on alternative transportation to special events.
- 227 Preferential parking for High Occupancy Vehicle (HOV) lane users and ride sharers; Free spaces, reserved spaces
- 228 Preferential parking for High Occupancy Vehicle (HOV) lane users and ride sharers; Rate reduction
- 229 Preferential parking for High Occupancy Vehicle (HOV) lane users and ride sharers; Metered spaces
- 230 Remote parking/meal packages with shuttle bus services
Event/meal package at outlying location with shuttle service provided to and from event venue
- 231 Free parking at park-and-ride facilities for High Occupancy Vehicle (HOV) lane and transit users
Provide free parking at facilities served by transit; include costs elsewhere or subsidize. Include in weekly or monthly passes.
- 232 Remote parking with shuttle service
- 233 Purchase parking lots and convert to other land use
- 234 Promote joint use of theater, church, stadium and shopping center parking
- 235 Increase parking at transit centers or stops
- 236 Use direct ramps to connect park-and-ride lots with freeway system
- 237 Locate fringe parking and park-and-ride lots on approach routes and interchanges to central and other major business districts
- 238 Provide park-and-ride lots serving perimeter counties
- 239 Parking space locator
Automated management/fee collection/information system/direction to available spaces in parking lots or garages.
- 240 Provide parking at all major transit stations
- 241 Commuter parking pricing
No free parking. All parking at actual fully-allocated cost.
- 242 Increased parking fees during peak commuter arrival hours
Charge higher rates than normal daily rates for vehicles arriving during AM peak periods.
- 243 Parking space tax or surcharge
Institute a parking space tax or surcharge which is used to subsidize transit
- 244 Area-wide tax for parking
- 245 Alter pricing rates of public sector parking
- 246 Increase meter fees for on-street parking
- 247 Charge per parked car at events
Charge those who rent space for each car that drives to (and parks at) the event; charge if alternate transportation is not provided to the event.
- 248 Eliminate employee parking subsidies
- 249 Employee parking cash-out program
- 250 Increase parking fees
- 251 Tax provision of free public sector free parking
- 252 Long vs. short term public sector parking pricing
- 253 Smart Cards pay as you go parking
- 254 On-street residential parking controls
- 255 Develop requirements for no or limited parking
- 256 Reduce legal on-street parking spaces in high congestion areas
- 257 Limit the number of parking spaces at commercial airlines to support mass transit
- 258 Removal of on-street parking for commercial and industrial developments
Require design and implementation of off-street parking.
- 259 Restrictions on on-street curbside parking
- 260 Increase enforcement of on-street parking, including towing
- 261 No free single occupant vehicle parking

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- 262 Limit peak period parking to vehicles with two or more occupants
Use flextime, but permit only vehicles with two or more occupants to enter workplace parking facilities during peak periods.
- 263 Limit construction of new parking supply in areas served by transit
- 264 Limit number of on-street and off-street parking spaces in designated areas for control of parking supply
- 265 Permit no additional parking supply in activity centers well served by transit
Place cap or permit not additional parking (perhaps other than visitor parking) in downtowns or other activity centers that have good transit service from most parts of area.
- 266 Limit residential parking in areas around transit centers; Limit parking to one vehicle per dwelling unit
- 267 Close selected parking facilities until after AM peak period ends
Open centrally-located parking facilities after 9:00 or 9:30 a.m. so commuter parking is not available and those short-term parking can use the most convenient parking available.
- 268 On-street parking peak hour ban and enforcement
- 269 Reduce parking at stadiums

Pricing Measures

- 270 Cheaper gasoline prices during evening hours
- 271 Remove fuel subsidies
- 272 Charge more for higher emission fuels
- 273 Accelerated depreciation allowance for employer provided vanpool and bicycle facilities
- 274 State and local exemptions for provision of vanpool benefits
- 275 Congestion pricing for major activity centers
Charge vehicles to enter high-activity centers (retail/business districts, etc.) in cities, with higher prices charged during high-traffic hours.
- 276 Encourage having multiple cars
Many people need larger vehicles for occasional household needs (ie. kids, pets), but could own a second, more fuel efficient car for regular commuting when cargo space is not needed.
- 277 Pay-As-You-Drive Insurance (per-mile)
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
- 278 Pay-As-You-Drive Insurance (pay at the pump)
- 279 Progressive registration fees for vehicle emission standards (age)
Progressively increase vehicle registration fees for higher emission rates vehicles still operating
- 280 Discounted registration for lower-than-standard annual vehicle miles traveled
- 281 Progressive registration fees for number of vehicles per household or person
Institute progressive vehicle registration fees (second, subsequent cars per household cost more to register).
- 282 License plate fee to fund repair and retirement programs
- 283 Vehicle miles traveled - based registration fees
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
- 284 Tax incentive and subsidy programs - Insurance coverage
- 285 Tax increase for cars with and EPA score of four or less and all mobile equipment below a certain standard
- 286 Tax incentive and subsidy programs - Liability responsibility
- 287 Local or regional fuel taxes
- 288 State and local exemptions for pooling or transit subsidies
- 289 Exemption of rideshare vehicles from "common carrier" tax status
- 290 Vehicle tax for two or more vehicles per household
- 291 Vehicle miles traveled - based taxes
Charge a tax for VMT per year.
- 292 Tax credits for alternative fuel use
- 293 Exclude sales tax on hybrid and other clean vehicle purchases

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- 294 Cold start tax
Implement a tax based on the number of cold starts per vehicle per year.
- 295 Increase tolls during peak traffic periods
- 296 Peak period tolls to enter designated congested areas
- 297 Increase tolls during daytime traffic periods
- 298 No tolls for buses and vanpools
- 299 For vehicle miles traveled charge, levy higher rate during daytime than at night

Speed

- 300 Increased speeding fines
Increase amount of fines for exceeding existing speed limits over 45 miles per hour; use additional funds generated to fund vehicle replacement of other emission-reduction programs.
- 301 55/60 mile per hour year round speed limits
- 302 Aggressive driving enforcement
- 303 Require 40 mile per hour speed limits on all facilities
- 304 Lower speed limit in urban area to 55 miles per hour
- 305 Safety speed limits
Establish lower speed limits in urban areas as a safety measure; will also lower emissions.
- 306 Ozone season speed limit of 55 miles per hour
- 307 Require lower speeds during peak periods
- 308 Variable speed limit signs
- 309 Work-zone-type flashing speed limit lights
Use flashing lights on drums alongside roadway to give impression of work zone or other special lower-speed zones in urban areas.
- 310 Better law enforcement to regulate truck speeds to prevent accidents due to sharp turns on highway interchanges
- 311 Reduce speed to 55 miles per hour for commercial trucks
A Federal Highway Administration study concludes that "reducing truck speed limits by ten miles per hour can reduce the nitrogen oxide emission factor by approximately 18% or more per truck.
- 312 Speed limits for heavy trucks
Enforce current speed limit laws for trucks; limit speeds at night when trucks tend to run fast.

Sustainable and Transit-Oriented Development

- 313 Manage location of new growth to limit additional sprawl
- 314 Subsidized transit use for transit-oriented development residents
- 315 Development bonuses for pedestrian, bicycle or transit accommodations
Density, height, or other bonuses for developments providing linkages, amenities, and/or priorities that encourage bicycle, pedestrian or transit usage for access and internal circulation.
- 316 Incentives for infill and redevelopment
- 317 Location-efficient mortgage strategy
Higher mortgage limits offered to buyers who purchase a home in densely populated, transit-served neighborhoods.
- 318 Discounted service for residential developments
Discounted transit service for residents of some neighborhoods/apartment complexes.
- 319 Local medical facilities
Increase the number of local "neighborhood" facilities for routine medical procedures
- 320 Mixed use development ordinances and zones
- 321 Encourage or require complementary uses in close proximity in all developments or development areas
Apply Planned Use Development (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.
- 322 Require housing and complementary services on campuses
- 323 Comprehensive design guidelines for activity centers
Comprehensive design guidelines for layout of schools, neighborhoods and other activity centers to maximize walkability and minimize the need for short-distance automobile trips.

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- 324 Locate personal business support centers at park-and-ride facilities (convenience businesses)
- 325 Center for Development Excellence
- 326 Co-locate event centers and major transit centers and stations
Local event centers at sites of major transit centers to ensure high level of service.
- 327 Daycare and other services
Daycare, other convenience services at park-and-ride lots and transit stations.

Traffic Flow Improvements

- 328 Ban left turns
- 329 Close selected ramps to limit freeway use to trips over a specified number of miles to reserve freeway use for longer trips and reduce congestion.
- 330 Enforcement and management - Mainline metering
Freeway mainline metering involves controlling the amount of traffic entering a freeway segment to provide improved travel downstream of the control area. This can be accomplished in a variety of ways including specific geometric designs or lane use signals regulating when vehicles can proceed into the control section (similar to ramp meter signals). Although freeway mainline metering may result in congestion upstream of the control area, it allows for increased vehicle speeds downstream and, in certain situations, may provide an overall net reduction in travel time and an increase in downstream traffic volume.
- 331 Low cost measures to reduce bottlenecks
- 332 Freeway bottleneck improvements (add lanes, construct shoulders, etc.)
- 333 Ramp metering
- 334 Driveway spacing
- 335 Driveway entrance design
- 336 Grade separation
- 337 Improve traffic operations at railroad crossings
- 338 Turn lane installation
- 339 Intersection and roadway widening
- 340 Intersection Improvements
- 341 Turning movement restrictions
- 342 Reversible traffic lanes
- 343 Off-street loading areas for commercial vehicles
- 344 One-way streets
- 345 Prohibit truck use of right lanes for loading on bus and bike routes
Remove conflicts in lane use by prohibiting curbside loading zones or loading and service parking along bus routes to remove lane blockages
- 346 Automobile-free zones route diversion
- 347 Regional route marking systems to encourage underutilized capacity
- 348 Pedestrian mall route diversion
- 349 Traffic controls for route diversion
- 350 Local intersection signal improvements
- 351 Traffic signal equipment or software updating
- 352 Emphasis on major route traffic signalization; through route traffic platooning
- 353 Remove unwanted/unnecessary stop signs and signals
- 354 Real-time traffic flow management
Traffic signals that change timing/cycles to accommodate real-time traffic conditions.
- 355 Adaptive traffic signals and signal timing
- 356 Bus traffic signal pre-emption or priority
- 357 Light emitting diode (LED) traffic signal replacement

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- 358 Two-phase signals
- 359 Improved traffic control devices
- 360 Signal timing and coordination to promote traffic progression
Currently signal coordination tends to focus on reducing delay time for individual drivers; alter coordination to promote greatest movement for traffic as a whole.

Traffic Management

- 361 Traffic management at airports
- 362 Require two or more occupants per vehicle to enter designated congested activity centers during AM and PM peak traffic periods
- 363 Require two or more occupants per vehicle to enter designated congested activity centers all day
- 364 Controls on existing drive-thru facilities
- 365 Prohibit drive-thru service year round
- 366 Prohibit drive-thru service during ozone season
- 367 Controls on new drive-thru facilities
- 368 Promote route efficiency for delivery and garbage vehicles
- 369 Lane use restrictions
- 370 Protected motorcycle only lanes
People prefer single occupancy vehicles (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 low emitting vehicles.

Transit

- 371 Reduce transit fares
- 372 Provide transit/High Occupancy Vehicle (HOV) priority
Provide transit/HOV priority at ramps, intersections and other congested areas using HOV lanes, queue jumpers, signal priority or preemptions. A second option: restriction of certain downtown streets to transit and HOV-only during peak periods.
- 373 Improve transit stop attractiveness
Provide landscaped and direct pedestrian connections to stops; shelters; information systems; seating; and security to increase attractiveness and convenience.
- 374 Peak/off-peak transit fares
- 375 Subsidize transit service
Subsidize service providing access to or circulation within major activity areas to make it feasible for transit operators to provide shorter headways or extended routes and service hours.
- 376 Personalized rapid transit
- 377 Transit schedule coordination
- 378 Regional transit center
- 379 Implement seamless public transit; connectivity
- 380 Design guidelines and regulations for transit
- 381 Transit service to park-and-ride
- 382 Passenger amenities
- 383 Transit operations monitoring
- 384 Improved transfers
- 385 Construct new/enlarged dedicated facilities on public property
- 386 Transit marketing and informational programs
- 387 More transit access near universities and airports
- 388 Streamline transit planning and funding
Improve interfaces between transit providers within a region. Establish a single fare structure for all providers.
- 389 Transit joint development activities

Category

On-road Sources

ID Control Strategy

- 390 Coordinate regional transit systems
- 391 Fixed guideway transit
- 392 Limit freeway use in transit corridors to vehicle with two or more occupants
- 393 Guaranteed ride home
- 394 Arterial - Concurrent flow
- 395 Arterial - Contra flow
- 396 Arterial - Reversible flow
- 397 Arterial - Median lane
- 398 Arterial bus street
- 399 Freeway - Barrier or buffer separated - Two way
- 400 Arterial bus tunnel
- 401 Entrance ramp priority
- 402 Exclusive bus lanes
- 403 Subscription bus service
- 404 Feeder bus service
- 405 Bus pullouts in curbs and queue jumper lanes for passenger loading and unloading
- 406 Circumferential and local bus service
- 407 Business First enhanced buses
Provide buses with laptop/Internet links, telephone and other business amenities.
- 408 Fixed route and express bus service
- 409 More street access to bus stops
- 410 Add bus stops at employer sites
- 411 Freeway - Contra flow
- 412 Freeway - Concurrent flow
- 413 Bus stop relocation
- 414 Electrify bus routes
- 415 Bus route and schedule modification and operational improvements
- 416 Move trips out of peak hours (reduce congestion) - Reroute transit
- 417 Interconnected transfer centers several miles from downtown
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.
- 418 Freeway - Exclusive (separated) right-of-way
- 419 Freeway - Barrier or buffer separated - One way
- 420 Direct service to major generators
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 lot.
- 421 Graduated transit pricing starting with highest in central business districts
- 422 Monthly transit pass programs
- 423 Eliminate trips - Free transit from remote sites
- 424 Provide an off-peak unlimited-ride daily pass
- 425 Free passes in core business areas
Provide free transit passes to all people working in core business areas subsidized by city or area improvement district property tax.
- 426 Uniticket programs
- 427 Free transit everywhere

Category

On-road Sources

ID Control Strategy

- 428 Simplified fare collection
- 429 Free transit on critical routes
- 430 Public transportation - Special fares
- 431 Free transit on ozone action days
Fare free transit service system-wide on ozone action days.
- 432 Public transportation - Special headways on regular routes
- 433 Accelerate rail expansion
- 434 Light Rail
- 435 Make the Trinity Railway Express line to Dallas-Fort Worth International Airport a higher priority
- 436 Commuter Rail
- 437 High-speed rail
- 438 Free circulator service to major generators
Free shuttle/transit service connecting remote areas with major activity generators.
- 439 Internal circulators
Shuttles (bus, 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 as a possible incentive.
- 440 Midday shuttles
- 441 Provide High Occupancy Vehicle (HOV) shuttle between company facilities
- 442 Establish special improvement district to fund local shuttles, shared fleets, etc.
Establish district to pay all or most of cost of transportation system for midday travel in activity centers.
- 443 Paratransit programs
- 444 Provide shuttle transit service to fringe parking facilities

Travel Demand Management - Business Operations

- 445 Reward business efforts
- 446 Teleconferencing of meetings
- 447 E-Commerce and E-government incentives and enhancement
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.
- 448 E-commerce deliveries
Arrange for e-commerce deliveries to park-and-ride/transit centers for pickup by commuters; reduces delivery driving.
- 449 Expand electronic transactions
- 450 Discount for paying bills by mail
- 451 More online business and purchasing
- 452 Waive sales taxes for internet purchases
- 453 Mandated peak spreading
Require business hours to be staggered to spread peak traffic over a wider time period and reduce congestion.
- 454 Shift hours of business to later hours
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 trucks.
- 455 Require or encourage delayed openings of some businesses until after 9:00 a.m.
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).
- 456 Late retail hours
Retail businesses open from noon-9 p.m.; shifts trips out of peak ozone formation time.
- 457 Link start times of interacting businesses
If some businesses are shifted to non-traditional work hours (see above), link start times of businesses that interact with each other.
- 458 Later business hours during ozone season
During ozone season, move business hours later to move additional travel into evening hours when ozone will not be produced.

Travel Demand Management - Employer Trip Reduction

- 459 Mandatory or voluntary compressed work week
- 460 Subscription buses or buspooling
- 461 Internet ridematching services
Real-time ridematching offered via a Website, by an employer, or by a third party (sponsored by city or transportation authority).
- 462 Purchase vans for vanpools
- 463 Mandate or encourage vanpooling and carpooling
- 464 Staggered work days
- 465 Mandatory or voluntary flextime program (daily start and end time)
- 466 Increase incentives during ozone season
- 467 Customize commute program by employer
- 468 Staggered lunch schedules
To spread lunchtime traffic out and avoid a noontime "rush hour".
- 469 Positive reinforcement for alternative travel
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, preferential parking.
- 470 Pay or other financial incentive for not driving
Employer pays employees who do not drive a monthly stipend; employees who drive receive no corresponding benefit.
- 471 Employer tax credit or deduction
Institute a tax credit or deduction for employees that regularly use a non-single occupancy vehicle mode for commuting and/or for employers, based on number of employees that commute using non-SOV
- 472 Discounted or free lunches on ozone action days
- 473 Require same employer subsidy for employee parking and transit
Require that employers equally subsidize employee commute trips by drive and transit modes
- 474 Focused incentives to reduce personal trips
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.
- 475 Incentives for Best Workplaces for Commutes Designation
- 476 Midday flexibility for trip chaining
To encourage trip chaining of errands during off-peak hours, provide longer lunch breaks/midday time for personal business.
- 477 Trade equivalent jobs to be closer to work
For employees of the same company but at different worksites, identify opportunities to "trade jobs" or worksites to reduce commute distance.
- 478 Safety regulations for vanpools, buspools and subscription buses
- 479 On-site transportation coordinator
- 480 In-building cafeterias at businesses
- 481 Food vendors at remote worksites
- 482 Business-based concierge services
- 483 Gym facilities in offices
- 484 Personalized travel planning
Based on rider's origin and destination(s), personalized travel plan of transit routes and connections provided via website or telephone service.
- 485 On-site convenience services
Employer-provided convenience services on-site such as dry cleaning, post office.
- 486 Determine current and future availability of dsl/cable for residential use
- 487 Telecommuting incentives or mandates
- 488 Provide home computers and work stations
- 489 Remote or satellite offices close to residential areas
- 490 Full-time telecommuting with full tele/video conferencing and electronic support
- 491 Require that government employees use transit for home to work trips; expand transit; and encourage large businesses to promote transit use

Category

On-road Sources

ID Control Strategy

- 492 Free or subsidized transit (bus, rail, party bus)
- 493 Allow use of employer's fleet during business hours
- 494 Shared low emission vehicles at work sites
- 495 Limit workday outings in personal vehicles
Limit workday outings in personal vehicles to once or twice a week.

Travel Demand Management - Regional Applications

- 496 Regional vanpool programs
- 497 Shared ride taxis
- 498 Slug (real-time ridesharers) waiting areas
Waiting areas designated at park-and-ride facilities, HOV-lane entrances for "slugs" (real-time ridesharers) to wait for rides from drivers needing passengers.
- 499 Share hybrid vehicles
- 500 Encourage pooled ownership of single occupant vehicles for local midday travel
Encourage pooled ownership of cars, trucks; e.g., one neighborhood collectively owns an SOV for periodic use.
- 501 Car Sharing Programs (Flexcar)
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!
- 502 Regional pre-tax commute benefit policy
- 503 Rideshare matching, transit marketing and information programs
- 504 Rewards for reducing total vehicle miles traveled in a city or region
- 505 Employee surveys
- 506 Informational materials
- 507 Advocacy and educations
- 508 Ozone season transit incentive program
Provides transit incentives to increase mass transit ridership during the ozone season.
- 509 Improve picnic areas to promote eat-in
- 510 Church services on television
Broadcast most denominations of church services on television to reduce number of Sunday morning trips.
- 511 Transportation services coordinators
- 512 Traffic management education for activity center directors
- 513 Activity center transportation management
Develop and implement activity center traffic, parking, and transit management plan to maximize efficiency and vehicle occupancy of trips to/from activity center.

Travel Demand Management - Schools and Colleges

- 514 School system change policy regarding bus operations
- 515 Provide school bus service within 1/2 mile of schools
Most school districts currently provide busing service for students who live 2 or more miles from schools; reduce this required distance to 1/2 mile.
- 516 Intramural and after school van service or pooling
Carpool and/or vanpool service for school-age children participating in sports or other extracurricular activities; coordination by school, park district, or other entity.
- 517 School bus stop locations
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.
- 518 Use "walking bus" program for younger children
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.
- 519 Promote youth bus riders
- 520 On-campus housing
Provide more on-campus housing at colleges/universities to make more housing pedestrian accessible to campus and reduce vehicle trips.

Category

On-road Sources

ID Control Strategy

- 521 Satellite campuses
- 522 Increase distance learning programs
Provide more community college and university programs on television and cease offering some courses in classrooms.
- 523 Eliminate internal streets within campuses
Eliminate internal streets and prohibit all but service vehicle traffic within college/university campuses.
- 524 On-campus convenience retail
- 525 Restrict student drivers to high schools
- 526 Encourage community schools
- 527 Locate schools away from arterial streets to eliminate slow zones
- 528 School districting to reduce distances
- 529 Adjust school hours so they do not coincide with peak traffic periods and ozone season
- 530 Adjust school year to not coincide with ozone season
- 531 Encourage more home schooling
Reduce trips to/from school by having more students educated at home, either by parents or distance learning.

Travel Demand Management - Special Events

- 532 Public/private coordination committees
- 533 Regional coordination of special events during ozone season
- 534 Coordination of service with event schedules
- 535 Television and newspaper communication
- 536 Radio communication
- 537 Dynamic message signs along approach routes
- 538 Education on travel options
- 539 Site plan review ordinances
- 540 Schedule all major events at night
- 541 Schedule supplemental events before and after main event(s)
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.
- 542 Delayed start of Six Flags, Water Parks, Ranger Games
- 543 Alternative travel schedules
- 544 Coordinate traffic flow with special event needs
Re-route, re-signal, or otherwise alter traffic flow to accommodate special event needs.
- 545 Close streets for special events for use by bikes and pedestrians
- 546 Special routes for special events
- 547 Free transit during special events
- 548 Include transit service as part of facility rental
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.
- 549 Ticket/transit packages
Similar to parking/meal packages; offer transit/shuttle pass as an optional package with event ticket. Related: reduced ticket prices for transit users.
- 550 Open high occupancy vehicle (HOV) lane facilities to peak direction traffic for special events

Vehicle Emission Standards

- 551 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 gasoline version
- 552 California Heavy-Duty Diesel Vehicle Standards and Fleet Modernization for Mexican Trucks
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.

Category

On-road Sources

ID Control Strategy

- 553 Adopt California standards for vehicle emission rates
- 554 National Low Emission Vehicle (LEV) or equivalent
LEV requirements for mass transit, local government and private fleets.
- 555 Encourage EPA to further tighten emission standards for trucks and sport utility vehicles
Encourage EPA to tighten the emissions standards for light trucks and SUVs to bring them more in line with standards for other passenger vehicles.
- 556 Tier 2 Vehicle Emission Standard
- 557 Light and Medium Duty Vehicle Emission Control 2
Replace or upgrade emission control systems on existing passenger vehicles - pilot program.
- 558 Sell only Low Emission Vehicles (LEV) in Texas

Vehicle Engine Modifications

- 559 Catalytic converter replacement in light-duty vehicles
- 560 Start or warm-up catalysts
- 561 Fuel injection systems - Multipoint
- 562 Fuel injection systems - Monolithic
- 563 Require block heaters for trucks.
Require trucks to have/use block heaters to warm up cold engines.
- 564 Intake manifold heaters
- 565 Engine software upgrade (HDV4) or Low NOx software upgrade
Installation of low NOx software in heavy-duty diesel vehicles with 1993 - 1998 model year engines is required.
- 566 Promote use of Pony engines
- 567 Chip Reflash--regulation in heavy-duty diesel engines.
Low NOx software upgrade is computer programming for electronic control modules in certain heavy-duty diesel engines that reduces excess emissions of oxides of nitrogen (NOx). Owners of most 1993-1999 model year California registered heavy-duty diesel

Vehicle Idling

- 568 Idling reminder hang-tags
Hang-tags for trucks and other vehicles (particularly for commercial fleets) reminding drivers not to idle longer than 5 minutes.
- 569 Remote idling reminders
On-Star type service to remind drivers to turn off engine if idling continues past a set time limit.
- 570 Post signs in garages to discourage idling
Also expand in-house testing for gas and pollutant buildups
- 571 Idling education at automobile dealerships
Provide education about the disadvantages of extended idling to air quality to vehicle owners at auto dealerships (at point of purchase).
- 572 Extended idling tax
Implement an extended idling tax; tax begins to accrue after a set number minutes in idle.
- 573 School bus idling Airborne Toxic Control Measure
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.
- 574 Idle restrictions at airport curbsides
- 575 Discourage vehicles from idling during downtown events
May require city ordinance. Will require additional power sources for local major events.
- 576 Limitations on idling of heavy-duty vehicles
- 577 Prohibit off-street idling in parking lots and other non-roadway areas
- 578 Shorten truck stop stays
- 579 Reduce idling at drive-thrus; shut windows down
- 580 Turn off engines while stalled in traffic
- 581 Aircraft idling emission reductions through powered electric wheel motor

Category

On-road Sources

ID Control Strategy

- 582 Idling emissions testing
Test for emissions generated by idling for a set time versus emissions generated by warm starts.
- 583 Reduce vehicle emissions in ambulance fleet by providing electrical power for air conditioning and heating while ambulances are in the station
- 584 Public parking facility electrification
- 585 Idling shut-off
- 586 Private parking facility electrification

Vehicle Inspection and Maintenance

- 587 Heavy-Duty Vehicle Border Inspection Program for AB 1009 (Pavley 2004)
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).
- 589 More frequent emissions tests for taxi cabs
- 590 Statewide emissions testing
Require emissions testing on all vehicles in all areas of the state no just in selected nonattainment areas.
- 591 Require certification to operate in a nonattainment county
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.
- 592 Augment truck and bus highway inspections with community-based inspections (HDV8)
HD vehicles are inspected to detect mal-maintenance and tampering and to measure smoke emissions in mixed-use communities.
- 593 Out-of-region heavy-duty diesel vehicle emission inspections
HDD trucks and buses traveling in California, including vehicles registered elsewhere, are tested for excessive smoke emissions.
- 594 Addition of HDGV2B weight class vehicles to inspection and maintenance program
- 595 Modify basic vehicle inspection program to include up to 10,000 pound vehicles and tighten standards for 6,000-8,000 pound vehicles
- 596 Periodic smoke inspection (HDV7) Program (PSIP)
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 pounds.
- 597 Check engine light test for post-1996 vehicles as part of annual inspection.
This is to make sure the engine light is working properly.
- 598 More frequent testing for vehicles that repeatedly fail inspection tests
- 599 Centralized IM-240 test with repairs done separately. Motorist's choice in surrounding counties.
- 600 Acceleration Simulation Mode (ASM) test
- 601 Extend or expand light-duty diesel engine inspection and maintenance program
- 602 Acceleration Simulation Mode (ASM) with VMAS volume sampler
- 603 California Motor Vehicle Service Information Program
Senate Bill 1146 directs the Air Resources Board 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.
- 604 If the largest city in a county takes part in a testing program, the entire county must opt-in.
- 605 Tie emissions tests to license plate renewal to promote properly running vehicles
- 606 On-Board Diagnostic (OBD-II) Test
- 607 Military ground equipment inspections
- 608 Put bar codes on inspection stickers for better tracking
- 609 New and in-use testing for trucks and buses
On-board diagnostics for new truck and bus fleet vehicles and in-use testing for existing truck and bus fleet vehicles.
- 610 Heavy-duty diesel vehicle inspection and maintenance program
- 611 IG420
- 612 RG240 equipment
- 613 Test on resale program
- 614 Set goals for employee vehicle maintenance
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.

Category

On-road Sources

ID Control Strategy

- 615 Tire maintenance
Distribute free tire pressure gauges to motorists at time of vehicle registration/renewal and subsidize maintenance and operation of service station air pumps so they are functioning properly and available free of charge
- 616 Car care clinic
Provide motorists with an opportunity to receive a free emissions test and learn how regular car maintenance can reduce driving costs and protect air quality.
- 617 Promote vehicle tune-ups (spark plugs, oil, filter changes, tires)
- 618 Expand tune-up programs at the start of ozone season
- 619 Service contracts for emission-related repairs
- 620 Sliding scale fee for maintenance
Cleaner cars will be charged less than dirtier cars for inspection and maintenance checks.

Vehicle Operations Management

- 621 Raise the driving age
- 622 No vehicles in the central business district unless they are low emissions, alternative fuel or electric
- 623 Mandated no drive days
- 624 Limit excessive automobile dealership vehicle starts
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.
- 625 Limit the number of drivers licenses in an area
Enact more stringent requirements for driver's licenses that will limit the number of licenses issued in one area.
- 626 Limit number of vehicles owned in an area
Control the total number of vehicles that can be bought and owned within a given region, through use of vehicle ownership certificates.
- 627 Local/regional ban on high-emitting vehicles such as sport utility vehicles
- 628 Voluntary no drive day programs
- 629 License plates determine access to vehicle use (odd/even driving days)

Total	628
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