

Appendix

Analysis of Potential Mobile Source Measures

*** * *DRAFT March 2006* * ***

last updated March 1, 2006

Potential Non-Road Source RACM Measures in the Metropolitan Washington Region

Measure Name	Definition	RACM	Reason
CAL LEV II Standards	Adopt CAL LEV II Standards, which will require increased zero emission vehicles with marginal VOC and CO2 reductions in 2010.	No	Will not provide reductions by May 2008
Expand Remote Sensing Program	Expand the Adoption of a Remote Sensing Program to DC and MD.	No	Will not provide reductions by May 2008
OTC Corridor Strategy	Implement Truck Stop electrification projects and Heavy-Duty Engine Engine Control Module (ECM) Recalibration (chip reflash) along the I-95 corridor.	No	No creditable emission reduction
Clean Vehicle Purchases	Accelerate adoption of alternative fueled vehicles. Target a variety of fleet and vehicle types.	No	No creditable emission reduction
Voluntary Diesel Retrofits	Implement voluntary diesel retrofit programs. Target a variety of fleet and vehicle types.	No	No creditable emission reduction
Mandatory Diesel Retrofit Program	Require retrofit of onroad diesel vehicles. Target a variety of fleet and vehicle types.	No	Will not provide reductions by May 2008
Rebate for Purchase of Hybrid Vehicles	Issue rebate for purchase and registration of hybrid vehicles.	No	No creditable emission reduction
Zero I/M waivers and exemptions	Eliminate all waivers and exemptions in the I/M program.	No	Will not provide reductions by May 2008
Fleet ILEV for light-duty gasoline vehicles	Require fleets operating in nonattainment area to be comprised of a percentage of Inherently Low Emission Vehicles (ILEV).	No	Will not provide reductions by May 2008
Expand I/M Requirements to Upwind Counties	Expand Inspection and Maintenance Requirements.	-	Under Discussion at IAQC
Control Vehicle Idling	No Idling Rule – Restriction. Limits idling to 5 minutes for all non-commercial, consumer operated vehicles within the Washington NAA. Establish exemptions where required.	No	Will not provide reductions by May 2008
Enhanced Enforcement of Mobile Source Regulations	Increase smoking vehicle enforcement.	No	No creditable emission reduction
Enhanced Enforcement of Vehicle Idling	Step-up enforcement of existing regulations to prevent extended vehicle idling.	No	No creditable emission reduction
Enhanced Enforcement: Speed Limits	Increase speed limit enforcement so that more vehicles are traveling at or below the posted limit.	No	No creditable emission reduction
Vehicle Share Programs	Develop vehicle share programs.	No	No creditable emission reduction
On-road Heavy-Duty Diesel Smoke Testing and I/M Program	Implement a smoke testing and/or Inspection/Maintenance Program for On-road Heavy-duty Diesel Engines.	No	Will not provide reductions by May 2008
Control Bus Emissions	Provide electrified parking spaces for tour buses.	No	No creditable emission reductions
Control Delivery Truck Emissions	Establish voluntary emission reduction program with delivery fleets.	No	No creditable emission reduction
"Cash for Clunkers" On-Road Vehicles	Fund voluntary program paying vehicle owners to turn in old vehicles for scrapping.	No	Not economically feasible
Annual Gasoline Vehicle Pollution Fee	Levy an annual fee on petroleum-powered vehicles based on mileage driven and emission rates (odometer tax).	No	Will not provide reductions by May 2008

Graduated Car Tax	Charge higher car tax under a variety of different scenarios, including multiple cars and petroleum-based vehicles.	No	Will not provide reductions by May 2008
Pay-as-you-drive auto insurance (\$/gal)	Offer auto insurance rates linked to number of gallons of fuel consumed by vehicle.	No	Will not provide reductions by May 2008
Control VOC Content of Automotive Products	Windshield Wiper Fluid – lower VOC. Establish evaporative standards that are lower than those set by the EPA – 35 weight-percent VOC.	No	Will not provide reductions by May 2008
Gasoline Engine Retrofit Program	Retrofit with 3-way catalysts on gasoline-burning heavy duty trucks that currently have 2-way catalysts or no catalysts.	No	No creditable emission reduction
Motorcycle I/M Program	End the motorcycle smog check exemption.	No	Will not provide reductions by May 2008
"Cash for Clunkers" Gas Caps Program	Provide free replacement gas caps to light- and medium-duty vehicle owners.	No	No creditable emission reduction
Electric Vehicle Tax Incentives	Establish incentives to purchase electric vehicles.	No	No creditable emission reduction
Truck Idling Reduction: Truck Stop Electrification (TSE)	Implement Projects to Electrify Truck Stops.	No	No creditable emission reduction
Truck Idling Reduction: Auxilliary Power Units (APU)	Increase Market Penetration of APUs to Reduce Truck Idling.	No	No creditable emission reduction
Improve Truck Fleet Efficiency	Encourage Adoption of Technologies that Increase Truck Fleet Efficiency.	No	No creditable emission reduction
Increase Intermodal Transport	Increase Use of Intermodal Options for Transporting Goods.	No	No creditable emission reduction
Control Heavy Duty Diesel Engines	Heavy-Duty Engine Engine Control Module (ECM) Recalibration (chip reflash).	No	No creditable emission reduction
Augment Diesel I/M Program	Augment truck and bus inspections with community-based inspections.	No	No creditable emission reduction
Establish Restricted Zones in Downtown Areas and Transit Centers	Restrict private vehicle use in certain areas during business hours, encouraging pedestrian, bicycle, and transit use.	No	Not economically feasible
Biodiesel Fuel	Expand use of biodiesel fuel for on-road vehicles.	No	No creditable emission reduction
CARB Diesel Fuel	Implement CARB diesel fuel standards.	No	Will not provide reductions by May 2008
High Cetane Fuel	Require High Cetane Diesel Fuel for On-road Vehicles.	No	Will not provide reductions by May 2008
Low-NOx Diesel Fuel	Require regional use of low-NOx fuel additives for on-road diesel vehicles	No	Will not provide reductions by May 2008
Fuel Additives to Reduce Emissions	Use emulsified diesel fuel in diesel-burning heavy duty vehicles.	No	Not enforceable
Gas Tax Increase	Implement a fuel tax on on-road gasoline.	No	Not economically feasible
Diesel Tax Increase	Implement a fuel tax on on-road diesel.	No	Not economically feasible
Expand HOV Network on the Freeway System	Construct additional HOV lanes on regional freeways.	No	Will not provide reductions by May 2008
Manage Roadway Usage: CAPCOM	Regional Travel Information System/Driver Assistance. Enhance real time traffic information to allow drivers to make better decisions about when and where to travel. CAPCOM.	No	No creditable emission reductions

Replace Traffic Signals with Lesser Controls	Install roundabouts in place of signals at low volume intersections.	No	No creditable emission reductions
Signals to Flashing Yellow 12am-5am	From midnight until 5am, set intersection signals to flashing yellow in predominant direction and flashing red in minor direction for all low volume intersections where safety permits.	No	No creditable emission reductions
Traffic Signal Optimization	Regularly optimize traffic signals to reduce idling and low-speed emissions.	No	No creditable emission reductions
Build Park & Ride Lots at Major Intersections of Commuter Highways	Construct new park & ride commuter lots along HOV facilities.	No	No creditable emission reductions
Extend Ramp Metering	Install signals to control flow of vehicles at selected freeway ramp entrances to maintain level of service.	No	No creditable emission reductions
Permit Right Turn on Red	Reduce vehicle idling time by permitting right turn on red, where safety allows.	No	No creditable emission reductions
Manage Roadway Usage: No Drive Days	Odd/Even License Plate no Drive Days. Prohibit drivers from traveling during certain periods, based on vehicle tags or other easily identifiable criteria. Can be a permanent or episodic control.	No	No creditable emission reductions
Congestion Pricing on Low Occupancy Vehicles	Impose a fee on vehicles containing two or fewer persons that use designated roadways during the peak AM period.	No	Will not provide reductions by May 2008
Value Pricing	Restricted Access/ "Green Curb". Differential fees and access permits applied on roads, tunnels, bridges and delivery/loading zones during periods of high congestion.	No	Will not provide reductions by May 2008
Mobile Source Mitigation Fees: Entry Fees	Collect fees and tolls from drivers to use roads or enter areas.	No	Will not provide reductions by May 2008
Transportation Funding Initiatives	Require that Congestion Mitigation Air Quality (CMAQ) funds be used only for projects that significantly improve air quality.	No	No creditable emission reductions
Establish Clean Air Fund	Sell Clean Air License Plates to fund air quality programs (similar to "Save the Bay" tags).	No	No creditable emission reductions
Electronic Tolling	Expand interoperability of electronic tolling systems.	No	No creditable emission reductions
Control Vehicle Speeds: Automated Enforcement	Automate speed enforcement and lower the speed limit to 55 mph for heavy duty vehicles.	No	No creditable emission reduction
Control Vehicle Speeds: Lower Limits	Speed Limit Restriction: Regional speed limit of 55 mph on all roads which previously had posted speeds of greater than 55 mph.	No	No creditable emission reductions
Manage Roadway Usage: Dedicated Bus Lanes	Dedicate roadway lanes for use by buses.	No	No creditable emission reductions

Convenience Commercial Centers in Residential Areas	Change zoning ordinances to allow neighborhood-serving retail establishments in residential areas.	No	No creditable emission reductions
Incentives for Mixed Use at Transit Centers	Include incentives for mixed-use development at transit centers to reduce sprawl and VMT.	No	No creditable emission reductions
Infill Development	Implement an infill development program throughout the Washington region.	No	No creditable emission reductions
Proximity Commute: Job Swap	Encourage employees of the same firm to swap jobs, permitting each to work at a location closer to home.	No	No creditable emission reductions
Shorter Distance from Buildings to Bus Stops	For existing buildings, re-route traffic to allow buses to come closer to the building. For new buildings, alter setback requirements to allow closer bus access.	No	No creditable emission reductions
Smart Growth and Infill Development Programs	Encourage development/redevelopment of land in designated growth areas, encouraging local governments to place greater emphasis on land development near transit stations.	No	No creditable emission reductions
Telecommuting Centers and Telework Program	Telecommuting centers, including marketing activity, consultant support, commuter and employer information and assistance.	No	No creditable emission reductions
Telecourses at Local Colleges and Universities	Encourage local colleges and universities to offer telecourses to reduce vehicle trips.	No	No creditable emission reductions
Restrict Construction of New Parking	Restrict construction of new parking at employment centers based on distance from transit and urban core.	No	No creditable emission reduction
ATM Machines Installed at Metro Stations	Install ATMs near metro stations for rider convenience.	No	No creditable emission reductions
Automatic Bus Locator System	System would provide bus location information to WMATA dispatchers. This would decrease wait time and improve on-time arrival/departure.	No	No creditable emission reductions
Clean Commute/Try Transit Week	Promotes use of alternative transportation, including transit, by daily commuters for one week per year.	No	No creditable emission reductions
College 33 Pass System	Expand Baltimore college bus fare program to DC area. Program allows students to receive reduced fares near 19 participating schools in the region.	No	No creditable emission reductions
Discount Multi-Trip Bus Fares	Introduce discount programs reducing cost of multiple bus rides through purchase of pass books (e.g. 10-trip tickets).	No	No creditable emission reductions
Additional Transit Stores	Establish additional stationary transit stores in the region.	No	No creditable emission reductions
Subsidize Transit Usage	Expand Metro Check to all County Employees	No	Not economically feasible
Expand Peak Period Metrorail Service	Extend peak-period service on Metrorail so trains run more frequently between 6-11 am and 3-8 pm.	No	No creditable emission reductions
Expand VRE Train Service	Expand VRE train service to include additional departures.	No	No creditable emission reductions
Express Buses From Outlying Areas	Implement direct bus service from outlying Park & Ride lots and far suburbs to major work centers.	No	No creditable emission reductions

Flat Fare For All Transit Trips	Single price all public transit services with free transfers all day, 7 days per week.	No	Not economically feasible
Free Bus Service Off-Peak	Institute free off-peak bus service from 10-2 on weekdays and all day on weekends.	No	Not economically feasible
Free bus-to-rail / rail-to-bus transfers	Institute free bus-to-rail transfer similar to free rail-to-bus transfer currently in place.	No	Not economically feasible
Free Rail Use 10-3	Free Metrorail trips for all riders from 10AM-3PM on weekdays.	No	Not economically feasible
Free Transit Passes to Students	Free transit passes for high school and college students, subsidized by schools or through student registration fee.	No	Not economically feasible
Half Price Fares on Feeder Bus Service	All metro bus and local bus services to Metrorail and commuter rail stations reduce fares by half.	No	Not economically feasible
Increase Commuter Rail Frequency	Increase frequency of MARC service to every 15 minutes on Penn and Camden lines and every 10 min on the Brunswick line. Increase VRE frequency to every 15 minutes.	No	No creditable emission reductions
Metrorail Feeder Bus Service & Fare Buydown	Improve Metrorail feeder bus service at underutilized park & ride lots, implement fare buydown program.	No	Not economically feasible
New MARC Coaches	Purchase additional coaches for MARC to accommodate increased ridership.	No	No creditable emission reductions
New Surface Parking at Transit Centers	Add new parking spaces at transit centers (bus, Metrorail, MARC) parking lots.	No	No creditable emission reductions
Provide Additional Transit Service to Core	Increase funding for transit services to expand core service.	No	Will not provide reductions by May 2008
Provide Additional Transit Service Access	Increase funding for enhancing access to transit services.	No	No creditable emission reductions
Real-Time Bus Schedule Information	Expand trials of real-time bus schedule information to local transit providers.	No	No creditable emission reductions
Reduce Parking Fees at Facilities Outside the Beltway Adjacent to Metro	Reduce parking fees at Metro parking facilities or county/city managed facilities outside of the Beltway that are located near Metro stations.	No	No creditable emission reductions
Regional Bus Service Expansion	Expansion of Metrobus and other regional bus services.	No	No creditable emission reductions
Support Rail to Dulles Airport	Provide funding to expand rail services to Dulles Airport.	No	Will not provide reductions by May 2008
Transit Prioritization -- Queue Jumps	Provide queue jumps for buses at over-capacity signalized intersections throughout the region. Queue jumps allow buses to use a shoulder or other designated lane to bypass intersection queues and move forward towards the stop line.	No	No creditable emission reductions
Universal Transportation Access	SmarTrip card will allow users to pay fares on all rail and bus systems in the region (including parking in Metrorail lots) using one electronic card.	No	Not economically feasible

WMATA Bus Information Displays with Maps	Install additional information boxes with maps and schedule information. Would include schedules in languages other than English in neighborhoods where most residents speak another language.	No	No creditable emission reductions
Rush Hour Shift	Shift Metrorail AM and PM rush hours to start 30 min earlier and end 30 min later.	No	No creditable emission reduction
Employer Metro Shuttle Bus Services	Provide incentives for businesses to provide employee shuttle service to the nearest rail or transit stop.	No	No creditable emission reduction
Eliminate or Restrict Airport Parking	Eliminate airport parking and replace with alternative fuel shuttle buses.	No	No creditable emission reduction
Bicycle Racks in DC	Install bicycle racks at various locations throughout the region.	No	No creditable emission reductions
Bike Lockers at Metro Stations, Park & Ride Lots, Other Locations	Expand existing bike lockers at Metrorail stations, install bicycle storage spaces in parking lots.	No	No creditable emission reduction
Bike Racks on Transit Buses	Provide external bike racks on WMATA and other local transit buses.	No	No creditable emission reduction
Bike/Pedestrian Paths	Fund construction of additional bicycle/pedestrian paths in the region.	No	No creditable emission reduction
Employers Provide Free Bicycles for Midday Use	Require employers to provide one bicycle per 50 employees for mid-day business or personal use.	No	No creditable emission reduction
Bike to Work Day	Conduct a one-day bike to work event. Provide outreach activities, education on the bike-to-work option, and assistance in trying bike-to-work.	No	No creditable emission reduction
Safe Routes to School Program	Implement a safe pedestrian and bicycle routes to school program to reduce VMT.	No	No creditable emission reduction
Improvements to Bicycle and Pedestrian Access	Provide incentives to developments that speed improvements to bicycle/pedestrian access. This includes improvements to sidewalks, curb ramps, crosswalks, lighting, etc.	No	No creditable emission reduction
Enhance Pedestrian Facilities	Improve pedestrian facilities throughout region (e.g., Richmond Highway Corridor).	No	No creditable emission reduction
Mobile Commuter Stores	Fund mobile commuter stores in suburban commercial areas.	No	No creditable emission reductions
4 Day Work Week/Flexible Work Schedules	Encourage employers to adopt a shorter work week, with employees working 4 10-hour days.	No	No creditable emission reductions
Access to Jobs Program	Identifies gaps in transit service between places of residence and places of work for low wage workers.	No	No creditable emission reduction
Mandatory Employee Commute Reduction	Mandatory employer trip reduction to reduce employee vehicle trips.	No	Potential adverse impacts
Restrict Parking at Schools	Restrict high school students from driving to and parking at high schools when bus service is available.	No	No creditable emission reduction
Student & staff based college & university rideshare programs	Create rideshare program focused on students and staff at regional universities.	No	No creditable emission reduction
Vanpool Programs	Create programs and incentives designed to increase the number of vanpools in the region.	No	No creditable emission reduction
Commuter Parking Tax	Implement daily tax on employers or employees that match certain commuting/parking criteria.	No	Potential adverse impacts

Market Based Parking Charge at Federal Facilities	Negotiate agreement with federal government to charge market rate for daily parking for all employees.	No	No creditable emission reduction
Parking Impact Fee: All Parking	Levy annual impact fee on every parking space in nonattainment area.	No	Not economically feasible
Free Parking for Carpools/Vanpools	Provide free reserved parking spaces for all carpools or vanpools.	No	Not economically feasible
Employer Parking Cash-Out	Implement program encouraging or requiring employers to provide the value of subsidized parking to employees who use alternative commute strategies.	No	Not economically feasible
Remove Trash Trucks From Area Streets	Reduce use of trash trucks through transport of trash by barge.	No	No creditable emission reductions
Clean Air Partners: Air Quality Action Days	Take a variety of actions on Air Quality Action Days to reduce emissions and improve air quality (free transit, telework, carpool).	No	No creditable emission reductions
Clean Air Partners: Public Outreach and Education	Implement Strategic Communication Campaigns to Increase Public Awareness (reduce vehicle use).	No	No creditable emission reductions
Local Government Education Campaign	Implement Strategic Communication Campaigns to Increase Local Government Air Quality Improvement Efforts (reduce vehicle use).	No	No creditable emission reductions
Mass Marketing Campaign	Marketing effort involving business-to-business advertising campaign in print media and on world wide web.	No	No creditable emission reduction
Commuter Choice - State & Local Government Employees	Provide the region's local, state and municipal employees with transit benefits.	No	No creditable emission reductions
Commuter Choice Tax Credit	Employers subsidize employees' monthly transit or vanpool costs and receive a tax credit for incurred expenses.	No	No creditable emission reductions
Commuter Operations Center	Provides commuter assistance services, including carpool and vanpool ridematching.	No	No creditable emission reductions
Guaranteed Ride Home	Provides free rides home in event of unexpected emergency or unscheduled overtime to commuters using public transport.	No	No creditable emission reductions
Integrated Rideshare	Provides transit, park & ride, and telecenter information to all commuters on a matchlist.	No	No creditable emission reductions
Interactive Rideshare Kiosks	Transportation Information Kiosks in Maryland, Virginia and the District of Columbia.	No	No creditable emission reductions

Measure -- CAL LEV II Standards

Quick Reference: CAL LEV
Measure Name: CAL LEV II Standards

Description:
 Adopt CAL LEV II Standards, which will require increased zero emission vehicles with marginal VOC and CO2 reductions in 2010.

RACM Determination: No
Reason: Will not provide reductions by May 2008

RACM Criterion Summary

Implementation by May 2008	No
Enforceable	Yes
Technologically Feasible	Yes
Economically Feasible	-
No Adverse Impacts	Yes
Reductions >0.1 tpd	-

Estimated Cost Effectiveness	
Estimated Reductions	

Issues

- Mandatory Program: This measure would require state-level legislation or regulation by Maryland, Virginia and the District.
- All three states require well over 12 months to develop, pass and require compliance with a regulation.
- Any regulation mandating carbon emission reductions would be controversial.
- Year of first benefits is 2010.

Summary Analysis

Reductions from CAL LEV II will not be available by May 2008.

Measure -- Expand Remote Sensing Program

Quick Reference: Remote Sensing
Measure Name: Expand Remote Sensing Program

Description:
 Expand the Adoption of a Remote Sensing Program to DC and MD.

RACM Determination: No
Reason: Will not provide reductions by May 2008

RACM Criterion Summary

Implementation by May 2008	No
Enforceable	Yes
Technologically Feasible	Yes
Economically Feasible	-
No Adverse Impacts	Yes
Reductions >0.1 tpd	-

Issues

· Mandatory Program: This measure would require state-level legislation or regulation by Maryland, Virginia and the District.

· All three states require well over 12 months to develop, pass and require compliance with a regulation.

Estimated Cost Effectiveness	
Estimated Reductions	

· Year of first benefits is 2009.

Summary Analysis

Not RACM. Will not provide reductions by May 2008.

Measure -- OTC Corridor Strategy

Quick Reference: Corridors
Measure Name: OTC Corridor Strategy

Description:
 Implement Truck Stop electrification projects and Heavy-Duty Engine Engine Control Module (ECM) Recalibration (chip reflash) along the I-95 corridor.

RACM Determination: No
Reason: No creditable emission reduction

RACM Criterion Summary

Implementation by May 2008	Yes
Enforceable	No
Technologically Feasible	Yes
Economically Feasible	-
No Adverse Impacts	Yes
Reductions >0.1 tpd	-

Issues

- Voluntary Measure. May be included as part of the Innovative Measures Bundle.
- Consider mandatory chip reflash program.
- Year of first benefits is 2009 if mandatory.

Estimated Cost Effectiveness	
Estimated Reductions	

Summary Analysis

Not RACM. No creditable emission reduction.

Measure -- Clean Vehicle Purchases

Quick Reference: AFV Purchase
Measure Name: Clean Vehicle Purchases

Description:
Accelerate adoption of alternative fueled vehicles. Target a variety of fleet and vehicle types.

RACM Determination: No
Reason: No creditable emission reduction

RACM Criterion Summary

Implementation by May 2008	Yes
Enforceable	No
Technologically Feasible	Yes
Economically Feasible	Yes
No Adverse Impacts	Yes
Reductions >0.1 tpd	-

Issues

- Voluntary Measure. May be included as part of the Innovative Measures Bundle.
- Year of first benefits is 2007.

Estimated Cost Effectiveness	
Estimated Reductions	

Summary Analysis

May be included in the voluntary bundle.
Not RACM. No creditable emission reduction.

Measure -- Voluntary Diesel Retrofits

Quick Reference: Vol Diesel Retrofit
Measure Name: Voluntary Diesel Retrofits

Description:
Implement voluntary diesel retrofit programs. Target a variety of fleet and vehicle types.

RACM Determination: No
Reason: No creditable emission reduction

RACM Criterion Summary

Implementation by May 2008	Yes
Enforceable	No
Technologically Feasible	Yes
Economically Feasible	-
No Adverse Impacts	Yes
Reductions >0.1 tpd	-

Issues

- Voluntary Measure. May be included as part of the Innovative Measures Bundle.
- Year of first benefits is 2007.

Estimated Cost Effectiveness	
Estimated Reductions	

Summary Analysis

May be included in the voluntary bundle.
Not RACM. No creditable emission reduction.

Measure -- Mandatory Diesel Retrofit Program

Quick Reference: Mand Diesel Retrofit
Measure Name: Mandatory Diesel Retrofit Program

Description:
 Require retrofit of onroad diesel vehicles. Target a variety of fleet and vehicle types.

RACM Determination: No
Reason: Will not provide reductions by May 2008

RACM Criterion Summary

Implementation by May 2008	No
Enforceable	Yes
Technologically Feasible	Yes
Economically Feasible	-
No Adverse Impacts	Yes
Reductions >0.1 tpd	Yes

Estimated Cost Effectiveness	
Estimated Reductions	

Issues

- Mandatory Program: This measure would require state-level legislation or regulation by Maryland, Virginia and the District.
- All three states require well over 12 months to develop, pass and require compliance with a regulation.
- Any regulation mandating onroad diesel vehicle retrofits would be controversial.
- Year of first benefits is 2009.

Summary Analysis

Not RACM. Will not provide reductions by May 2008.

Measure -- Rebate for Purchase of Hybrid Vehicles

Quick Reference: Hybrid Rebates
Measure Name: Rebate for Purchase of Hybrid Vehicles

Description:
Issue rebate for purchase and registration of hybrid vehicles.

RACM Determination: No
Reason: No creditable emission reduction

RACM Criterion Summary

Implementation by May 2008	Yes
Enforceable	No
Technologically Feasible	Yes
Economically Feasible	-
No Adverse Impacts	Yes
Reductions >0.1 tpd	-

Issues

- Voluntary Measure. May be included as part of the Innovative Measures Bundle.
- Consider expanding program to cover clean diesel.
- Year of first benefits is 2007.

Estimated Cost Effectiveness	
Estimated Reductions	

Summary Analysis

Not RACM. No creditable emission reduction.

Measure -- Zero I/M waivers and exemptions

Quick Reference: No Waivers
Measure Name: Zero I/M waivers and exemptions
Description: Eliminate all waivers and exemptions in the I/M program.

RACM Determination: No
Reason: Will not provide reductions by May 2008

RACM Criterion Summary

Implementation by May 2008	No
Enforceable	Yes
Technologically Feasible	Yes
Economically Feasible	-
No Adverse Impacts	-
Reductions >0.1 tpd	-

Issues

- Mandatory Program: This measure would require state-level legislation or regulation by Maryland, Virginia and the District.

- All three states require well over 12 months to develop, pass and require compliance with a regulation.

Estimated Cost Effectiveness	
Estimated Reductions	

- Year of first benefits is 2009.

Summary Analysis

Not RACM. Will not provide reductions by May 2008.

Measure -- Fleet ILEV for light-duty gasoline vehicles

Quick Reference: Fleet ILEV
Measure Name: Fleet ILEV for light-duty gasoline vehicles

Description:
 Require fleets operating in nonattainment area to be comprised of a percentage of Inherently Low Emission Vehicles (ILEV).

RACM Determination: No
Reason: Will not provide reductions by May 2008

RACM Criterion Summary

Implementation by May 2008	No
Enforceable	Yes
Technologically Feasible	Yes
Economically Feasible	No
No Adverse Impacts	No
Reductions >0.1 tpd	-

Estimated Cost Effectiveness	
Estimated Reductions	

Issues

- Mandatory Program: This measure would require state-level legislation or regulation by Maryland, Virginia and the District.
- All three states require well over 12 months to develop, pass and require compliance with a regulation.
- Any regulation mandating fleet requirements would be controversial.
- Year of first benefits is 2009.

Summary Analysis

Not RACM. Will not provide reductions by May 2008.

Measure -- Expand I/M Requirements to Upwind Counties

Quick Reference: Upwind IM **Description:**
Measure Name: Expand I/M Requirements to Upwind Counties Expand Inspection and Maintenance Requirements.

RACM Determination: -
Reason: Under Discussion at IAQC

RACM Criterion Summary

Implementation by May 2008	No
Enforceable	Yes
Technologically Feasible	Yes
Economically Feasible	-
No Adverse Impacts	Yes
Reductions >0.1 tpd	Yes

Estimated Cost Effectiveness	
Estimated Reductions	

Issues

- This measure would require state-level regulation by Virginia or other upwind states.
- This would require well over 12 months to develop, pass and require compliance with a regulation.
- The IAQC is currently evaluating the potential for controls on upwind sources.
- If pursued, upwind sources would need to be added to the emissions inventory.
- Year of first benefits is 2009.

Summary Analysis

The IAQC is currently evaluating the potential for controls on upwind sources.

Measure -- Control Vehicle Idling

Quick Reference: No Idling
Measure Name: Control Vehicle Idling

Description:
 No Idling Rule – Restriction. Limits idling to 5 minutes for all non-commercial, consumer operated vehicles within the Washington NAA. Establish exemptions where required.

RACM Determination: No
Reason: Will not provide reductions by May 2008

RACM Criterion Summary

Implementation by May 2008	No
Enforceable	Yes
Technologically Feasible	Yes
Economically Feasible	-
No Adverse Impacts	Yes
Reductions >0.1 tpd	No

Estimated Cost Effectiveness	
Estimated Reductions	

Issues

- This measure would require either state-level regulation by Maryland, Virginia and the District.
- All three states require well over 12 months to develop, pass and require compliance with a regulation.
- Regulations restricting automobile idling would be difficult to enforce.
- Year of first benefits is 2009.

Summary Analysis

Not RACM. Will not provide reductions by May 2008.

Measure -- Enhanced Enforcement of Mobile Source Regulations

Quick Reference: Enforce Smoking Vehicles **Description:**
Measure Name: Enhanced Enforcement of Mobile Source Regulations Increase smoking vehicle enforcement.

RACM Determination: No
Reason: No creditable emission reduction

RACM Criterion Summary**Issues**

Implementation by May 2008	Yes
Enforceable	Yes
Technologically Feasible	Yes
Economically Feasible	-
No Adverse Impacts	Yes
Reductions >0.1 tpd	No

· Voluntary Measure.

· Year of first benefits is 2007.

Estimated Cost Effectiveness	
Estimated Reductions	

Summary Analysis

Not RACM. No creditable emission reduction.

Measure -- Enhanced Enforcement of Vehicle Idling

Quick Reference: Enforce Idling
Measure Name: Enhanced Enforcement of Vehicle Idling

Description:
Step-up enforcement of existing regulations to prevent extended vehicle idling.

RACM Determination: No
Reason: No creditable emission reduction

RACM Criterion Summary

Issues

Implementation by May 2008	Yes
Enforceable	Yes
Technologically Feasible	Yes
Economically Feasible	-
No Adverse Impacts	Yes
Reductions >0.1 tpd	No

· Voluntary Measure.

· Year of first benefits is 2007.

Estimated Cost Effectiveness	
Estimated Reductions	

Summary Analysis

Not RACM. No creditable emission reduction.

Measure -- Enhanced Enforcement: Speed Limits

Quick Reference: Enforce Speed Limits
Measure Name: Enhanced Enforcement: Speed Limits

Description:
Increase speed limit enforcement so that more vehicles are traveling at or below the posted limit.

RACM Determination: No
Reason: No creditable emission reduction

RACM Criterion Summary

Implementation by May 2008	Yes
Enforceable	Yes
Technologically Feasible	Yes
Economically Feasible	-
No Adverse Impacts	Yes
Reductions >0.1 tpd	No

Issues

· Voluntary Measure.

· Year of first benefits is 2007.

Estimated Cost Effectiveness	
Estimated Reductions	

Summary Analysis

Not RACM. No creditable emission reduction.

Measure -- Vehicle Share Programs

Quick Reference: Vehicle Sharing
Measure Name: Vehicle Share Programs

Description:
Develop vehicle share programs.

RACM Determination: No
Reason: No creditable emission reduction

RACM Criterion Summary

Issues

Implementation by May 2008	Yes
Enforceable	No
Technologically Feasible	Yes
Economically Feasible	Yes
No Adverse Impacts	Yes
Reductions >0.1 tpd	No

· Voluntary Measure.

· Year of first benefits is 2007.

Estimated Cost Effectiveness	
Estimated Reductions	

Summary Analysis

Not RACM. No creditable emission reduction.

Measure -- On-road Heavy-Duty Diesel Smoke Testing and I/M Program

Quick Reference:	Onroad Smoke Test	Description:
Measure Name:	On-road Heavy-Duty Diesel Smoke Testing and I/M Program	Implement a smoke testing and/or Inspection/Maintenance Program for On-road Heavy-duty Diesel Engines.
RACM Determination:	No	
Reason:	Will not provide reductions by May 2008	

RACM Criterion Summary

Implementation by May 2008	No
Enforceable	Yes
Technologically Feasible	Yes
Economically Feasible	-
No Adverse Impacts	Yes
Reductions >0.1 tpd	Yes

Issues

- Mandatory Program: This measure would require state-level legislation or regulation by Maryland, Virginia and the District.

- All three states require well over 12 months to develop, pass and require compliance with a regulation.

- Year of first benefits is 2009.

Estimated Cost Effectiveness	
Estimated Reductions	

Summary Analysis

Not RACM. Will not provide reductions by May 2008.

Measure -- Control Bus Emissions

Quick Reference: Tour Bus
Measure Name: Control Bus Emissions

Description:
 Provide electrified parking spaces for tour buses.

RACM Determination: No
Reason: No creditable emission reductions

RACM Criterion Summary

Issues

Implementation by May 2008	Yes
Enforceable	No
Technologically Feasible	Yes
Economically Feasible	-
No Adverse Impacts	Yes
Reductions >0.1 tpd	-

· Voluntary Measure.

· Year of first benefits is 2007.

Estimated Cost Effectiveness	
Estimated Reductions	

Summary Analysis

Not RACM. No creditable emission reduction.

Measure -- Control Delivery Truck Emissions

Quick Reference: Delivery Trucks
Measure Name: Control Delivery Truck Emissions

Description:
Establish voluntary emission reduction program with delivery fleets.

RACM Determination: No
Reason: No creditable emission reduction

RACM Criterion Summary

Issues

Implementation by May 2008	Yes
Enforceable	No
Technologically Feasible	Yes
Economically Feasible	-
No Adverse Impacts	Yes
Reductions >0.1 tpd	-

· Voluntary Measure.

· Year of first benefits is 2007.

Estimated Cost Effectiveness	
Estimated Reductions	

Summary Analysis

Not RACM. No creditable emission reduction.

Measure -- "Cash for Clunkers" On-Road Vehicles

Quick Reference: Vehicle Replace
Measure Name: "Cash for Clunkers" On-Road Vehicles

Description:
Fund voluntary program paying vehicle owners to turn in old vehicles for scrappage.

RACM Determination: No
Reason: Not economically feasible

RACM Criterion Summary

Implementation by May 2008	Yes
Enforceable	No
Technologically Feasible	Yes
Economically Feasible	No
No Adverse Impacts	Yes
Reductions >0.1 tpd	-

Issues

· Voluntary Measure.

· Year of first benefits is 2006.

Estimated Cost Effectiveness	
Estimated Reductions	

Summary Analysis

Measure -- Annual Gasoline Vehicle Pollution Fee

Quick Reference: Odometer Tax
Measure Name: Annual Gasoline Vehicle Pollution Fee

Description:
 Levy an annual fee on petroleum-powered vehicles based on mileage driven and emission rates (odometer tax).

RACM Determination: No
Reason: Will not provide reductions by May 2008

RACM Criterion Summary

Implementation by May 2008	No
Enforceable	Yes
Technologically Feasible	-
Economically Feasible	-
No Adverse Impacts	-
Reductions >0.1 tpd	-

Issues

· Mandatory Program: This measure would require state-level legislation or regulation by Maryland, Virginia and the District.

· All three states require well over 12 months to develop, pass and require compliance with a regulation.

Estimated Cost Effectiveness	
Estimated Reductions	

· Year of first benefits is 2009.

Summary Analysis

Measure -- Graduated Car Tax

Quick Reference: Car Tax
Measure Name: Graduated Car Tax

Description:
Charge higher car tax under a variety of different scenarios, including multiple cars and petroleum-based vehicles.

RACM Determination: No
Reason: Will not provide reductions by May 2008

RACM Criterion Summary

Implementation by May 2008	No
Enforceable	Yes
Technologically Feasible	Yes
Economically Feasible	-
No Adverse Impacts	-
Reductions >0.1 tpd	-

Estimated Cost Effectiveness	
Estimated Reductions	

Issues

· Mandatory Program: This measure would require state-level legislation or regulation by Maryland, Virginia and the District.

· All three states require well over 12 months to develop, pass and require compliance with a regulation.

· Year of first benefits is 2009.

Summary Analysis

Measure -- Pay-as-you-drive auto insurance (\$/gal)

Quick Reference:	VMT Insurance	Description:
Measure Name:	Pay-as-you-drive auto insurance (\$/gal)	Offer auto insurance rates linked to number of gallons of fuel consumed by vehicle.
RACM Determination:	No	
Reason:	Will not provide reductions by May 2008	

RACM Criterion Summary

Implementation by May 2008	No
Enforceable	Yes
Technologically Feasible	-
Economically Feasible	-
No Adverse Impacts	-
Reductions >0.1 tpd	-

Issues

- Mandatory Program: This measure would require state-level legislation or regulation by Maryland, Virginia and the District.

- All three states require well over 12 months to develop, pass and require compliance with a regulation.

- Year of first benefits is 2009.

Estimated Cost Effectiveness	
Estimated Reductions	

Summary Analysis

Measure -- Control VOC Content of Automotive Products

Quick Reference: Product VOC
Measure Name: Control VOC Content of Automotive Products
RACM Determination: No
Reason: Will not provide reductions by May 2008

Description:
 Windshield Wiper Fluid – lower VOC. Establish evaporative standards that are lower than those set by the EPA – 35 weight-percent VOC.

RACM Criterion Summary

Implementation by May 2008	No
Enforceable	-
Technologically Feasible	-
Economically Feasible	-
No Adverse Impacts	Yes
Reductions >0.1 tpd	-

Issues

- Mandatory Program: This measure would require state-level legislation or regulation by Maryland, Virginia and the District.
- All three states require well over 12 months to develop, pass and require compliance with a regulation.
- Year of first benefits is 2009.

Estimated Cost Effectiveness	
Estimated Reductions	

Summary Analysis

Measure -- Gasoline Engine Retrofit Program

Quick Reference: Gas Retrofits
Measure Name: Gasoline Engine Retrofit Program

Description:
 Retrofit with 3-way catalysts on gasoline-burning heavy duty trucks that currently have 2-way catalysts or no catalysts.

RACM Determination: No
Reason: No creditable emission reduction

RACM Criterion Summary

Issues

Implementation by May 2008	Yes
Enforceable	No
Technologically Feasible	-
Economically Feasible	-
No Adverse Impacts	Yes
Reductions >0.1 tpd	-

- Potential voluntary measure.

Estimated Cost Effectiveness	
Estimated Reductions	

Summary Analysis

Measure -- Motorcycle I/M Program

Quick Reference: Motorcycle IM
Measure Name: Motorcycle I/M Program

Description:
 End the motorcycle smog check exemption.

RACM Determination: No
Reason: Will not provide reductions by May 2008

RACM Criterion Summary

Implementation by May 2008	No
Enforceable	Yes
Technologically Feasible	Yes
Economically Feasible	Yes
No Adverse Impacts	Yes
Reductions >0.1 tpd	-

Issues

· Mandatory Program: This measure would require state-level legislation or regulation by Maryland, Virginia and the District.

· All three states require well over 12 months to develop, pass and require compliance with a regulation.

Estimated Cost Effectiveness	
Estimated Reductions	

· Year of first benefits is 2009.

Summary Analysis

Measure -- "Cash for Clunkers" Gas Caps Program

Quick Reference: Gas Caps
Measure Name: "Cash for Clunkers" Gas Caps Program

Description:
Provide free replacement gas caps to light- and medium-duty vehicle owners.

RACM Determination: No
Reason: No creditable emission reduction

RACM Criterion Summary

Issues

Implementation by May 2008	Yes
Enforceable	No
Technologically Feasible	Yes
Economically Feasible	-
No Adverse Impacts	Yes
Reductions >0.1 tpd	-

- Potential voluntary measure.

Estimated Cost Effectiveness	
Estimated Reductions	

Summary Analysis

Measure -- Electric Vehicle Tax Incentives

Quick Reference: Electric Vehicle
Measure Name: Electric Vehicle Tax Incentives

Description:
Establish incentives to purchase electric vehicles.

RACM Determination: No
Reason: No creditable emission reduction

RACM Criterion Summary

Issues

Implementation by May 2008	Yes
Enforceable	No
Technologically Feasible	Yes
Economically Feasible	-
No Adverse Impacts	Yes
Reductions >0.1 tpd	-

- Potential voluntary measure.

Estimated Cost Effectiveness	
Estimated Reductions	

Summary Analysis

Measure -- Improve Truck Fleet Efficiency

Quick Reference: Truck Efficiency
Measure Name: Improve Truck Fleet Efficiency

Description:
 Encourage Adoption of Technologies that Increase Truck Fleet Efficiency.

RACM Determination: No
Reason: No creditable emission reduction

RACM Criterion Summary

Issues

Implementation by May 2008	Yes
Enforceable	No
Technologically Feasible	-
Economically Feasible	Yes
No Adverse Impacts	Yes
Reductions >0.1 tpd	-

- Potential voluntary measure.

Estimated Cost Effectiveness	
Estimated Reductions	

Summary Analysis

Measure -- Increase Intermodal Transport

Quick Reference: Intermodal
Measure Name: Increase Intermodal Transport

Description:
Increase Use of Intermodal Options for Transporting Goods.

RACM Determination: No
Reason: No creditable emission reduction

RACM Criterion Summary

Issues

Implementation by May 2008	Yes
Enforceable	No
Technologically Feasible	Yes
Economically Feasible	Yes
No Adverse Impacts	Yes
Reductions >0.1 tpd	-

- Potential voluntary measure.

Estimated Cost Effectiveness	
Estimated Reductions	

Summary Analysis

Measure -- Control Heavy Duty Diesel Engines

Quick Reference: Chip Reflash
Measure Name: Control Heavy Duty Diesel Engines

Description:
 Heavy-Duty Engine Engine Control Module (ECM) Recalibration (chip reflash).

RACM Determination: No
Reason: No creditable emission reduction

RACM Criterion Summary

Implementation by May 2008	No
Enforceable	Yes
Technologically Feasible	Yes
Economically Feasible	Yes
No Adverse Impacts	Yes
Reductions >0.1 tpd	Yes

Estimated Cost Effectiveness	
Estimated Reductions	

Issues

- Mandatory Program: This measure would require state-level legislation or regulation by Maryland, Virginia and the District.
- All three states require well over 12 months to develop, pass and require compliance with a regulation.
- Program would only correct issues with compliance with existing programs.
- Year of first benefits is 2009.

Summary Analysis

Measure -- Augment Diesel I/M Program

Quick Reference: Community Inspect
Measure Name: Augment Diesel I/M Program

Description:
Augment truck and bus inspections with community-based inspections.

RACM Determination: No
Reason: No creditable emission reduction

RACM Criterion Summary

Issues

Implementation by May 2008	Yes
Enforceable	No
Technologically Feasible	Yes
Economically Feasible	No
No Adverse Impacts	Yes
Reductions >0.1 tpd	-

- Potential voluntary measure.

Estimated Cost Effectiveness	
Estimated Reductions	

Summary Analysis

Measure -- Establish Restricted Zones in Downtown Areas and Transit Centers

Quick Reference:	Restricted Zones	Description:
Measure Name:	Establish Restricted Zones in Downtown Areas and Transit Centers	Restrict private vehicle use in certain areas during business hours, encouraging pedestrian, bicycle, and transit use.
RACM Determination:	No	
Reason:	Not economically feasible	

RACM Criterion Summary

Implementation by May 2008	Yes
Enforceable	No
Technologically Feasible	Yes
Economically Feasible	-
No Adverse Impacts	No
Reductions >0.1 tpd	Yes

Issues

· Mandatory Program. Would require complex negotiation between various stakeholders and authorities having jurisdiction.

Estimated Cost Effectiveness	
Estimated Reductions	

· Year of first benefits is 2009.

Summary Analysis

Measure -- Biodiesel Fuel

Quick Reference: Onroad biodiesel
Measure Name: Biodiesel Fuel

Description:
Expand use of biodiesel fuel for on-road vehicles.

RACM Determination: No
Reason: No creditable emission reduction

RACM Criterion Summary

Issues

Implementation by May 2008	Yes
Enforceable	No
Technologically Feasible	Yes
Economically Feasible	-
No Adverse Impacts	Yes
Reductions >0.1 tpd	-

- Potential voluntary measure.

Estimated Cost Effectiveness	
Estimated Reductions	

Summary Analysis

Measure -- CARB Diesel Fuel

Quick Reference: CARB Diesel
Measure Name: CARB Diesel Fuel

Description:
Implement CARB diesel fuel standards.

RACM Determination: No
Reason: Will not provide reductions by May 2008

RACM Criterion Summary

Implementation by May 2008	No
Enforceable	Yes
Technologically Feasible	Yes
Economically Feasible	No
No Adverse Impacts	Yes
Reductions >0.1 tpd	-

Estimated Cost Effectiveness	
Estimated Reductions	

Issues

· Mandatory Program: This measure would require state-level legislation or regulation by Maryland, Virginia and the District.

· All three states require well over 12 months to develop, pass and require compliance with a regulation.

· Year of first benefits is 2009.

Summary Analysis

Measure -- Low-NOx Diesel Fuel

Quick Reference: Low Nox Onroad Fuel
Measure Name: Low-NOx Diesel Fuel

Description:
 Require regional use of low-NOx fuel additives for on-road diesel vehicles

RACM Determination: No
Reason: Will not provide reductions by May 2008

RACM Criterion Summary

Implementation by May 2008	No
Enforceable	No
Technologically Feasible	-
Economically Feasible	No
No Adverse Impacts	Yes
Reductions >0.1 tpd	-

Estimated Cost Effectiveness	
Estimated Reductions	

Issues

- Mandatory Program: This measure would require state-level legislation or regulation by Maryland, Virginia and the District.
- All three states require well over 12 months to develop, pass and require compliance with a regulation.
- Mandating fuel additives may be challenging to implement.
- Year of first benefits is 2009.

Summary Analysis

Measure -- Fuel Additives to Reduce Emissions

Quick Reference: Emulsified Diesel
Measure Name: Fuel Additives to Reduce Emissions

Description:
Use emulsified diesel fuel in diesel-burning heavy duty vehicles.

RACM Determination: No
Reason: Not enforceable

RACM Criterion Summary

Issues

Implementation by May 2008	Yes
Enforceable	No
Technologically Feasible	-
Economically Feasible	-
No Adverse Impacts	Yes
Reductions >0.1 tpd	-

Estimated Cost Effectiveness	
Estimated Reductions	

Summary Analysis

Measure -- Gas Tax Increase

Quick Reference: Onroad Gas Tax
Measure Name: Gas Tax Increase

Description:
Implement a fuel tax on on-road gasoline.

RACM Determination: No
Reason: Not economically feasible

RACM Criterion Summary

Implementation by May 2008	No
Enforceable	Yes
Technologically Feasible	Yes
Economically Feasible	No
No Adverse Impacts	No
Reductions >0.1 tpd	-

Estimated Cost Effectiveness	
Estimated Reductions	

Issues

· Mandatory Program: This measure would require state-level legislation or regulation by Maryland, Virginia and the District.

· All three states require well over 12 months to develop, pass and require compliance with a regulation.

· Year of first benefits is 2009.

Summary Analysis

Measure -- Diesel Tax Increase

Quick Reference: Onroad Diesel Tax
Measure Name: Diesel Tax Increase

Description:
Implement a fuel tax on on-road diesel.

RACM Determination: No
Reason: Not economically feasible

RACM Criterion Summary

Implementation by May 2008	No
Enforceable	Yes
Technologically Feasible	Yes
Economically Feasible	No
No Adverse Impacts	No
Reductions >0.1 tpd	-

Estimated Cost Effectiveness	
Estimated Reductions	

Issues

· Mandatory Program: This measure would require state-level legislation or regulation by Maryland, Virginia and the District.

· All three states require well over 12 months to develop, pass and require compliance with a regulation.

· Year of first benefits is 2009.

Summary Analysis

Measure -- Expand HOV Network on the Freeway System

Quick Reference: Expand HOV
Measure Name: Expand HOV Network on the Freeway System
Description: Construct additional HOV lanes on regional freeways.

RACM Determination: No
Reason: Will not provide reductions by May 2008

RACM Criterion Summary

Issues

Implementation by May 2008	No
Enforceable	-
Technologically Feasible	Yes
Economically Feasible	-
No Adverse Impacts	Yes
Reductions >0.1 tpd	-

· Adding significant new HOV lane capacity to the region's transportation network may not be possible by May 2008.

Estimated Cost Effectiveness	
Estimated Reductions	

Summary Analysis

Measure -- Manage Roadway Usage: CAPCOM

Quick Reference: CAPCOM
Measure Name: Manage Roadway Usage: CAPCOM
RACM Determination: No
Reason: No creditable emission reductions

Description:
 Regional Travel Information System/Driver Assistance. Enhance real time traffic information to allow drivers to make better decisions about when and where to travel. CAPCOM.

RACM Criterion Summary

Implementation by May 2008	No
Enforceable	No
Technologically Feasible	Yes
Economically Feasible	-
No Adverse Impacts	Yes
Reductions >0.1 tpd	-

Issues

- Potential voluntary measure.
- Adding significant new travel information systems to the region may not be possible by May 2008.

Estimated Cost Effectiveness	
Estimated Reductions	

Summary Analysis

Measure -- Replace Traffic Signals with Lesser Controls

Quick Reference: Rotary
Measure Name: Replace Traffic Signals with Lesser Controls

Description:
Install roundabouts in place of signals at low volume intersections.

RACM Determination: No
Reason: No creditable emission reductions

RACM Criterion Summary

Implementation by May 2008	No
Enforceable	No
Technologically Feasible	Yes
Economically Feasible	-
No Adverse Impacts	Yes
Reductions >0.1 tpd	-

Issues

- Adding significant new rotary capacity to the region's transportation network may not be possible by May 2008.

Estimated Cost Effectiveness	
Estimated Reductions	

Summary Analysis

Measure -- Signals to Flashing Yellow 12am-5am

Quick Reference: Flashing Signals
Measure Name: Signals to Flashing Yellow 12am-5am

Description:
 From midnight until 5am, set intersection signals to flashing yellow in predominant direction and flashing red in minor direction for all low volume intersections where safety permits.

RACM Determination: No
Reason: No creditable emission reductions

RACM Criterion Summary

Issues

Implementation by May 2008	Yes
Enforceable	No
Technologically Feasible	Yes
Economically Feasible	-
No Adverse Impacts	Yes
Reductions >0.1 tpd	-

- Potential voluntary measure.

Estimated Cost Effectiveness	
Estimated Reductions	

Summary Analysis

Measure -- Traffic Signal Optimization

Quick Reference: Signal Optimization
Measure Name: Traffic Signal Optimization

Description:
 Regularly optimize traffic signals to reduce idling and low-speed emissions.

RACM Determination: No
Reason: No creditable emission reductions

RACM Criterion Summary

Issues

Implementation by May 2008	Yes
Enforceable	No
Technologically Feasible	Yes
Economically Feasible	-
No Adverse Impacts	Yes
Reductions >0.1 tpd	-

- Potential voluntary measure.

Estimated Cost Effectiveness	
Estimated Reductions	

Summary Analysis

Measure -- Build Park & Ride Lots at Major Intersections of Commuter Highways

Quick Reference:	Park and Ride	Description:
Measure Name:	Build Park & Ride Lots at Major Intersections of Commuter Highways	Construct new park & ride commuter lots along HOV facilities.
RACM Determination:	No	
Reason:	No creditable emission reductions	

RACM Criterion Summary

Implementation by May 2008	No
Enforceable	No
Technologically Feasible	Yes
Economically Feasible	-
No Adverse Impacts	Yes
Reductions >0.1 tpd	-

Issues

- Adding significant new park and Ride capacity to the region's transportation network may not be possible by May 2008.

Estimated Cost Effectiveness	
Estimated Reductions	

Summary Analysis

Measure -- Extend Ramp Metering

Quick Reference: Ramp Meter
Measure Name: Extend Ramp Metering

Description:
Install signals to control flow of vehicles at selected freeway ramp entrances to maintain level of service.

RACM Determination: No
Reason: No creditable emission reductions

RACM Criterion Summary

Implementation by May 2008	Yes
Enforceable	No
Technologically Feasible	Yes
Economically Feasible	-
No Adverse Impacts	Yes
Reductions >0.1 tpd	-

Issues

- Potential voluntary measure.
- Adding significant ramp metering capabilities to the region's transportation network may not be possible by May 2008.

Estimated Cost Effectiveness	
Estimated Reductions	

Summary Analysis

Measure -- Permit Right Turn on Red

Quick Reference: Right on Red
Measure Name: Permit Right Turn on Red

Description:
Reduce vehicle idling time by permitting right turn on red, where safety allows.

RACM Determination: No
Reason: No creditable emission reductions

RACM Criterion Summary

Issues

Implementation by May 2008	Yes
Enforceable	No
Technologically Feasible	Yes
Economically Feasible	-
No Adverse Impacts	Yes
Reductions >0.1 tpd	-

- Potential voluntary measure.

Estimated Cost Effectiveness	
Estimated Reductions	

Summary Analysis

Measure -- Manage Roadway Usage: No Drive Days

Quick Reference: No Drive Days
Measure Name: Manage Roadway Usage: No Drive Days
RACM Determination: No
Reason: No creditable emission reductions

Description:
 Odd/Even License Plate no Drive Days. Prohibit drivers from traveling during certain periods, based on vehicle tags or other easily identifiable criteria. Can be a permanent or episodic control.

RACM Criterion Summary

Implementation by May 2008	Yes
Enforceable	No
Technologically Feasible	-
Economically Feasible	-
No Adverse Impacts	No
Reductions >0.1 tpd	-

Estimated Cost Effectiveness	
Estimated Reductions	

Issues

- Mandatory Program: This measure would require state-level legislation or regulation by Maryland, Virginia and the District.
- All three states require well over 12 months to develop, pass and require compliance with a regulation.
- Potential adverse impacts.
- Year of first benefits is 2009.

Summary Analysis

Measure -- Congestion Pricing on Low Occupancy Vehicles

Quick Reference:	Congest Pricing	Description:
Measure Name:	Congestion Pricing on Low Occupancy Vehicles	Impose a fee on vehicles containing two or fewer persons that use designated roadways during the peak AM period.
RACM Determination:	No	
Reason:	Will not provide reductions by May 2008	

RACM Criterion Summary

Implementation by May 2008	No
Enforceable	Yes
Technologically Feasible	Yes
Economically Feasible	-
No Adverse Impacts	-
Reductions >0.1 tpd	-

Estimated Cost Effectiveness	
Estimated Reductions	

Issues

- Mandatory Program: This measure would require state-level legislation or regulation by Maryland, Virginia and the District.
- All three states require well over 12 months to develop, pass and require compliance with a regulation.
- Potential adverse impacts.
- Year of first benefits is 2009.

Summary Analysis

Measure -- Value Pricing

Quick Reference: Value Pricing
Measure Name: Value Pricing

Description:
 Restricted Access/ "Green Curb". Differential fees and access permits applied on roads, tunnels, bridges and delivery/loading zones during periods of high congestion.

RACM Determination: No
Reason: Will not provide reductions by May 2008

RACM Criterion Summary

Implementation by May 2008	No
Enforceable	Yes
Technologically Feasible	Yes
Economically Feasible	-
No Adverse Impacts	-
Reductions >0.1 tpd	-

Estimated Cost Effectiveness	
Estimated Reductions	

Issues

- Mandatory Program: This measure would require state-level legislation or regulation by Maryland, Virginia and the District.
- All three states require well over 12 months to develop, pass and require compliance with a regulation.
- Potential adverse impacts.
- Year of first benefits is 2009.

Summary Analysis

Measure -- Mobile Source Mitigation Fees: Entry Fees

Quick Reference: Entry Fees **Description:**
Measure Name: Mobile Source Mitigation Fees: Entry Fees Collect fees and tolls from drivers to use roads or enter areas.
RACM Determination: No
Reason: Will not provide reductions by May 2008

RACM Criterion Summary

Implementation by May 2008	No
Enforceable	Yes
Technologically Feasible	-
Economically Feasible	-
No Adverse Impacts	-
Reductions >0.1 tpd	-

Estimated Cost Effectiveness	
Estimated Reductions	

Issues

- Mandatory Program: This measure would require state-level legislation or regulation by Maryland, Virginia and the District.
- All three states require well over 12 months to develop, pass and require compliance with a regulation.
- Potential adverse impacts.
- Year of first benefits is 2009.

Summary Analysis

Measure -- Transportation Funding Initiatives

Quick Reference: CMAQ
Measure Name: Transportation Funding Initiatives
RACM Determination: No
Reason: No creditable emission reductions

Description:
 Require that Congestion Mitigation Air Quality (CMAQ) funds be used only for projects that significantly improve air quality.

RACM Criterion Summary

Implementation by May 2008	Yes
Enforceable	No
Technologically Feasible	Yes
Economically Feasible	No
No Adverse Impacts	Yes
Reductions >0.1 tpd	-

Estimated Cost Effectiveness	
Estimated Reductions	

Issues

- Mandatory Program: This measure would require state-level legislation or regulation by Maryland, Virginia and the District.
- All three states require well over 12 months to develop, pass and require compliance with a regulation.
- Potential adverse impacts.
- Year of first benefits is 2009.

Summary Analysis

Measure -- Establish Clean Air Fund

Quick Reference: Clean Air Fund
Measure Name: Establish Clean Air Fund

Description:
Sell Clean Air License Plates to fund air quality programs (similar to "Save the Bay" tags).

RACM Determination: No
Reason: No creditable emission reductions

RACM Criterion Summary

Issues

Implementation by May 2008	Yes
Enforceable	No
Technologically Feasible	Yes
Economically Feasible	No
No Adverse Impacts	Yes
Reductions >0.1 tpd	-

- Potential voluntary measure.

Estimated Cost Effectiveness	
Estimated Reductions	

Summary Analysis

Measure -- Electronic Tolling

Quick Reference: Electronic Tolling
Measure Name: Electronic Tolling

Description:
Expand interoperability of electronic tolling systems.

RACM Determination: No
Reason: No creditable emission reductions

RACM Criterion Summary

Issues

Implementation by May 2008	Yes
Enforceable	No
Technologically Feasible	-
Economically Feasible	-
No Adverse Impacts	Yes
Reductions >0.1 tpd	-

- Potential voluntary measure.

Estimated Cost Effectiveness	
Estimated Reductions	

Summary Analysis

Measure -- Control Vehicle Speeds: Automated Enforcement

Quick Reference:	Auto Enforce	Description:
Measure Name:	Control Vehicle Speeds: Automated Enforcement	Automate speed enforcement and lower the speed limit to 55 mph for heavy duty vehicles.
RACM Determination:	No	
Reason:	No creditable emission reduction	

RACM Criterion Summary

Implementation by May 2008	Yes
Enforceable	No
Technologically Feasible	Yes
Economically Feasible	-
No Adverse Impacts	Yes
Reductions >0.1 tpd	-

Issues

- Potential voluntary measure.

Estimated Cost Effectiveness	
Estimated Reductions	

Summary Analysis

Measure -- Control Vehicle Speeds: Lower Limits

Quick Reference: Lower Limits
Measure Name: Control Vehicle Speeds: Lower Limits

Description:
 Speed Limit Restriction: Regional speed limit of 55 mph on all roads which previously had posted speeds of greater than 55 mph.

RACM Determination: No
Reason: No creditable emission reductions

RACM Criterion Summary

Implementation by May 2008	Yes
Enforceable	No
Technologically Feasible	Yes
Economically Feasible	-
No Adverse Impacts	Yes
Reductions >0.1 tpd	-

Issues

- This measure would require state-level legislation by Maryland, Virginia and the District.
- All three states require well over 12 months to develop, pass and require compliance with new legislation.

Estimated Cost Effectiveness	
Estimated Reductions	

Summary Analysis

Measure -- Manage Roadway Usage: Dedicated Bus Lanes

Quick Reference: Dedicated Bus Lanes **Description:**
Measure Name: Manage Roadway Usage: Dedicated Bus Lanes Dedicate roadway lanes for use by buses.

RACM Determination: No
Reason: No creditable emission reductions

RACM Criterion Summary

Issues

Implementation by May 2008	Yes
Enforceable	Yes
Technologically Feasible	Yes
Economically Feasible	No
No Adverse Impacts	Yes
Reductions >0.1 tpd	-

- Potential voluntary measure.

Estimated Cost Effectiveness	
Estimated Reductions	

Summary Analysis

Measure -- Convenience Commercial Centers in Residential Areas

Quick Reference: Commercial Convenience
Measure Name: Convenience Commercial Centers in Residential Areas
RACM Determination: No
Reason: No creditable emission reductions

Description:
 Change zoning ordinances to allow neighborhood-serving retail establishments in residential areas.

RACM Criterion Summary

Implementation by May 2008	Yes
Enforceable	No
Technologically Feasible	Yes
Economically Feasible	-
No Adverse Impacts	Yes
Reductions >0.1 tpd	Yes

Issues

- Adding significant new commercial convenience centers to the region's land use plans may not be possible by May 2008.

Estimated Cost Effectiveness	
Estimated Reductions	

Summary Analysis

Measure -- Incentives for Mixed Use at Transit Centers

Quick Reference: Mixed Use
Measure Name: Incentives for Mixed Use at Transit Centers

Description:
Include incentives for mixed-use development at transit centers to reduce sprawl and VMT.

RACM Determination: No
Reason: No creditable emission reductions

RACM Criterion Summary

Issues

Implementation by May 2008	Yes
Enforceable	No
Technologically Feasible	Yes
Economically Feasible	-
No Adverse Impacts	Yes
Reductions >0.1 tpd	Yes

- Adding significant new incentives to the region's land use plans may not be possible by May 2008.

Estimated Cost Effectiveness	
Estimated Reductions	

Summary Analysis

Measure -- Infill Development

Quick Reference: Infill Development
Measure Name: Infill Development

Description:
Implement an infill development program throughout the Washington region.

RACM Determination: No
Reason: No creditable emission reductions

RACM Criterion Summary

Issues

Implementation by May 2008	Yes
Enforceable	No
Technologically Feasible	Yes
Economically Feasible	-
No Adverse Impacts	Yes
Reductions >0.1 tpd	Yes

- Potential voluntary measure.

Estimated Cost Effectiveness	
Estimated Reductions	

Summary Analysis

Measure -- Proximity Commute: Job Swap

Quick Reference: Proximity Commute
Measure Name: Proximity Commute: Job Swap

Description:
Encourage employees of the same firm to swap jobs, permitting each to work at a location closer to home.

RACM Determination: No
Reason: No creditable emission reductions

RACM Criterion Summary

Issues

Implementation by May 2008	Yes
Enforceable	No
Technologically Feasible	Yes
Economically Feasible	-
No Adverse Impacts	Yes
Reductions >0.1 tpd	-

- Potential voluntary measure.

Estimated Cost Effectiveness	
Estimated Reductions	

Summary Analysis

Measure -- Shorter Distance from Buildings to Bus Stops

Quick Reference: Bus Stop Access
Measure Name: Shorter Distance from Buildings to Bus Stops
RACM Determination: No
Reason: No creditable emission reductions

Description:
 For existing buildings, re-route traffic to allow buses to come closer to the building. For new buildings, alter setback requirements to allow closer bus access.

RACM Criterion Summary

Issues

Implementation by May 2008	Yes
Enforceable	No
Technologically Feasible	-
Economically Feasible	-
No Adverse Impacts	Yes
Reductions >0.1 tpd	-

- Potential voluntary measure.

Estimated Cost Effectiveness	
Estimated Reductions	

Summary Analysis

Measure -- Smart Growth and Infill Development Programs

Quick Reference: Smart Growth
Measure Name: Smart Growth and Infill Development Programs
RACM Determination: No
Reason: No creditable emission reductions

Description:
 Encourage development/redevelopment of land in designated growth areas, encouraging local governments to place greater emphasis on land development near transit stations.

RACM Criterion Summary

Issues

Implementation by May 2008	Yes
Enforceable	No
Technologically Feasible	Yes
Economically Feasible	-
No Adverse Impacts	Yes
Reductions >0.1 tpd	Yes

- Potential voluntary measure.

Estimated Cost Effectiveness	
Estimated Reductions	

Summary Analysis

Measure -- Telecommuting Centers and Telework Program

Quick Reference: Telecommute
Measure Name: Telecommuting Centers and Telework Program
RACM Determination: No
Reason: No creditable emission reductions

Description:
Telecommuting centers, including marketing activity, consultant support, commuter and employer information and assistance.

RACM Criterion Summary

Issues

Implementation by May 2008	Yes
Enforceable	No
Technologically Feasible	Yes
Economically Feasible	-
No Adverse Impacts	Yes
Reductions >0.1 tpd	-

- Potential voluntary measure.

Estimated Cost Effectiveness	
Estimated Reductions	

Summary Analysis

Measure -- Telecourses at Local Colleges and Universities

Quick Reference:	Telecourse	Description:
Measure Name:	Telecourses at Local Colleges and Universities	Encourage local colleges and universities to offer telecourses to reduce vehicle trips.
RACM Determination:	No	
Reason:	No creditable emission reductions	

RACM Criterion Summary

Implementation by May 2008	Yes
Enforceable	No
Technologically Feasible	Yes
Economically Feasible	-
No Adverse Impacts	Yes
Reductions >0.1 tpd	-

Issues

- Potential voluntary measure.

Estimated Cost Effectiveness	
Estimated Reductions	

Summary Analysis

Measure -- Restrict Construction of New Parking

Quick Reference: Restrict New Parking
Measure Name: Restrict Construction of New Parking

Description:
 Restrict construction of new parking at employment centers based on distance from transit and urban core.

RACM Determination: No
Reason: No creditable emission reduction

RACM Criterion Summary

Implementation by May 2008	Yes
Enforceable	No
Technologically Feasible	Yes
Economically Feasible	No
No Adverse Impacts	No
Reductions >0.1 tpd	-

Issues

· Mandatory Program.

· Potential adverse impacts.

Estimated Cost Effectiveness	
Estimated Reductions	

· Year of first benefits is 2009.

Summary Analysis

Measure -- ATM Machines Installed at Metro Stations

Quick Reference: Metro ATM
Measure Name: ATM Machines Installed at Metro Stations
Description: Install ATMs near metro stations for rider convenience.

RACM Determination: No
Reason: No creditable emission reductions

RACM Criterion Summary

Issues

Implementation by May 2008	Yes
Enforceable	No
Technologically Feasible	Yes
Economically Feasible	-
No Adverse Impacts	Yes
Reductions >0.1 tpd	-

- Potential voluntary measure.

Estimated Cost Effectiveness	
Estimated Reductions	

Summary Analysis

Measure -- Automatic Bus Locator System

Quick Reference: Bus Locator
Measure Name: Automatic Bus Locator System
RACM Determination: No
Reason: No creditable emission reductions

Description:
 System would provide bus location information to WMATA dispatchers. This would decrease wait time and improve on-time arrival/departure.

RACM Criterion Summary

Implementation by May 2008	Yes
Enforceable	No
Technologically Feasible	Yes
Economically Feasible	-
No Adverse Impacts	Yes
Reductions >0.1 tpd	-

Issues

- Potential voluntary measure.

Estimated Cost Effectiveness	
Estimated Reductions	

Summary Analysis

Measure -- Clean Commute/Try Transit Week

Quick Reference: Clean Commute
Measure Name: Clean Commute/Try Transit Week

Description:
Promotes use of alternative transportation, including transit, by daily commuters for one week per year.

RACM Determination: No
Reason: No creditable emission reductions

RACM Criterion Summary

Issues

Implementation by May 2008	Yes
Enforceable	No
Technologically Feasible	Yes
Economically Feasible	-
No Adverse Impacts	Yes
Reductions >0.1 tpd	-

- Potential voluntary measure.

Estimated Cost Effectiveness	
Estimated Reductions	

Summary Analysis

Measure -- College 33 Pass System

Quick Reference: College Pass
Measure Name: College 33 Pass System

Description:
Expand Baltimore college bus fare program to DC area. Program allows students to receive reduced fares near 19 participating schools in the region.

RACM Determination: No
Reason: No creditable emission reductions

RACM Criterion Summary

Issues

Implementation by May 2008	Yes
Enforceable	No
Technologically Feasible	Yes
Economically Feasible	Yes
No Adverse Impacts	Yes
Reductions >0.1 tpd	-

- Potential voluntary measure.

Estimated Cost Effectiveness	
Estimated Reductions	

Summary Analysis

Measure -- Discount Multi-Trip Bus Fares

Quick Reference: Discounted Fares
Measure Name: Discount Multi-Trip Bus Fares
RACM Determination: No
Reason: No creditable emission reductions

Description:
Introduce discount programs reducing cost of multiple bus rides through purchase of pass books (e.g. 10-trip tickets).

RACM Criterion Summary

Implementation by May 2008	Yes
Enforceable	No
Technologically Feasible	Yes
Economically Feasible	Yes
No Adverse Impacts	Yes
Reductions >0.1 tpd	-

Issues

- Potential voluntary measure.

Estimated Cost Effectiveness	
Estimated Reductions	

Summary Analysis

Measure -- Additional Transit Stores

Quick Reference: Transit Stores
Measure Name: Additional Transit Stores

Description:
Establish additional stationary transit stores in the region.

RACM Determination: No
Reason: No creditable emission reductions

RACM Criterion Summary

Issues

Implementation by May 2008	Yes
Enforceable	No
Technologically Feasible	Yes
Economically Feasible	-
No Adverse Impacts	Yes
Reductions >0.1 tpd	-

- Potential voluntary measure.

Estimated Cost Effectiveness	
Estimated Reductions	

Summary Analysis

Measure -- Subsidize Transit Usage

Quick Reference: Subsidize Transit
Measure Name: Subsidize Transit Usage

Description:
Expand Metro Check to all County Employees

RACM Determination: No
Reason: Not economically feasible

RACM Criterion Summary**Issues**

Implementation by May 2008	Yes
Enforceable	No
Technologically Feasible	Yes
Economically Feasible	No
No Adverse Impacts	Yes
Reductions >0.1 tpd	-

- Potential voluntary measure.

Estimated Cost Effectiveness	
Estimated Reductions	

Summary Analysis

Measure -- Expand Peak Period Metrorail Service

Quick Reference: Expand Peak Transit
Measure Name: Expand Peak Period Metrorail Service

Description:
Extend peak-period service on Metrorail so trains run more frequently between 6-11 am and 3-8 pm.

RACM Determination: No
Reason: No creditable emission reductions

RACM Criterion Summary

Issues

Implementation by May 2008	Yes
Enforceable	No
Technologically Feasible	-
Economically Feasible	-
No Adverse Impacts	Yes
Reductions >0.1 tpd	-

- Potential voluntary measure.

Estimated Cost Effectiveness	
Estimated Reductions	

Summary Analysis

Measure -- Expand VRE Train Service

Quick Reference: Expand VRE
Measure Name: Expand VRE Train Service
Description: Expand VRE train service to include additional departures.

RACM Determination: No
Reason: No creditable emission reductions

RACM Criterion Summary

Implementation by May 2008	Yes
Enforceable	No
Technologically Feasible	-
Economically Feasible	-
No Adverse Impacts	Yes
Reductions >0.1 tpd	-

Issues

- Potential voluntary measure.

Estimated Cost Effectiveness	
Estimated Reductions	

Summary Analysis

Measure -- Express Buses From Outlying Areas

Quick Reference: Express Bus
Measure Name: Express Buses From Outlying Areas

Description:
 Implement direct bus service from outlying Park & Ride lots and far suburbs to major work centers.

RACM Determination: No
Reason: No creditable emission reductions

RACM Criterion Summary

Issues

Implementation by May 2008	Yes
Enforceable	No
Technologically Feasible	Yes
Economically Feasible	-
No Adverse Impacts	Yes
Reductions >0.1 tpd	-

- Potential voluntary measure.

Estimated Cost Effectiveness	
Estimated Reductions	

Summary Analysis

Measure -- Flat Fare For All Transit Trips

Quick Reference: Flat Fares
Measure Name: Flat Fare For All Transit Trips

Description:
 Single price all public transit services with free transfers all day, 7 days per week.

RACM Determination: No
Reason: Not economically feasible

RACM Criterion Summary

Issues

Implementation by May 2008	Yes
Enforceable	No
Technologically Feasible	Yes
Economically Feasible	No
No Adverse Impacts	Yes
Reductions >0.1 tpd	-

- Potential voluntary measure.

Estimated Cost Effectiveness	
Estimated Reductions	

Summary Analysis

Measure -- Free Bus Service Off-Peak

Quick Reference: Free Offpeak Bus
Measure Name: Free Bus Service Off-Peak

Description:
Institute free off-peak bus service from 10-2 on weekdays and all day on weekends.

RACM Determination: No
Reason: Not economically feasible

RACM Criterion Summary

Issues

Implementation by May 2008	Yes
Enforceable	No
Technologically Feasible	Yes
Economically Feasible	No
No Adverse Impacts	Yes
Reductions >0.1 tpd	-

- Potential voluntary measure.

Estimated Cost Effectiveness	
Estimated Reductions	

Summary Analysis

Measure -- Free Rail Use 10-3

Quick Reference: Free Offpeak Rail
Measure Name: Free Rail Use 10-3

Description:
Free Metrorail trips for all riders from 10AM-3PM on weekdays.

RACM Determination: No
Reason: Not economically feasible

RACM Criterion Summary

Issues

Implementation by May 2008	Yes
Enforceable	No
Technologically Feasible	Yes
Economically Feasible	No
No Adverse Impacts	Yes
Reductions >0.1 tpd	-

- Potential voluntary measure.

Estimated Cost Effectiveness	
Estimated Reductions	

Summary Analysis

Measure -- Free bus-to-rail / rail-to-bus transfers

Quick Reference: Free Transit Transfer
Measure Name: Free bus-to-rail / rail-to-bus transfers

Description:
Institute free bus-to-rail transfer similar to free rail-to-bus transfer currently in place.

RACM Determination: No
Reason: Not economically feasible

RACM Criterion Summary

Issues

Implementation by May 2008	Yes
Enforceable	No
Technologically Feasible	Yes
Economically Feasible	No
No Adverse Impacts	Yes
Reductions >0.1 tpd	-

- Potential voluntary measure.

Estimated Cost Effectiveness	
Estimated Reductions	

Summary Analysis

Measure -- Free Transit Passes to Students

Quick Reference: Free Student Pass
Measure Name: Free Transit Passes to Students

Description:
Free transit passes for high school and college students, subsidized by schools or through student registration fee.

RACM Determination: No
Reason: Not economically feasible

RACM Criterion Summary

Issues

Implementation by May 2008	Yes
Enforceable	No
Technologically Feasible	Yes
Economically Feasible	No
No Adverse Impacts	Yes
Reductions >0.1 tpd	-

- Potential voluntary measure.

Estimated Cost Effectiveness	
Estimated Reductions	

Summary Analysis

Measure -- Half Price Fares on Feeder Bus Service

Quick Reference: Half Price Feeder Bus
Measure Name: Half Price Fares on Feeder Bus Service

Description:
All metro bus and local bus services to Metrorail and commuter rail stations reduce fares by half.

RACM Determination: No
Reason: Not economically feasible

RACM Criterion Summary

Issues

Implementation by May 2008	Yes
Enforceable	No
Technologically Feasible	Yes
Economically Feasible	No
No Adverse Impacts	Yes
Reductions >0.1 tpd	-

- Potential voluntary measure.

Estimated Cost Effectiveness	
Estimated Reductions	

Summary Analysis

Measure -- Increase Commuter Rail Frequency

Quick Reference: Rail Frequency
Measure Name: Increase Commuter Rail Frequency
RACM Determination: No
Reason: No creditable emission reductions

Description:
Increase frequency of MARC service to every 15 minutes on Penn and Camden lines and every 10 min on the Brunswick line.
Increase VRE frequency to every 15 minutes.

RACM Criterion Summary

Issues

Implementation by May 2008	Yes
Enforceable	No
Technologically Feasible	-
Economically Feasible	-
No Adverse Impacts	Yes
Reductions >0.1 tpd	-

- Potential voluntary measure.

Estimated Cost Effectiveness	
Estimated Reductions	

Summary Analysis

Measure -- Metrorail Feeder Bus Service & Fare Buydown

Quick Reference:	Fare Buydown	Description:
Measure Name:	Metrorail Feeder Bus Service & Fare Buydown	Improve Metrorail feeder bus service at underutilized park & ride lots, implement fare buydown program.
RACM Determination:	No	
Reason:	Not economically feasible	

RACM Criterion Summary

Implementation by May 2008	Yes
Enforceable	No
Technologically Feasible	Yes
Economically Feasible	No
No Adverse Impacts	Yes
Reductions >0.1 tpd	-

Issues

- Potential voluntary measure.

Estimated Cost Effectiveness	
Estimated Reductions	

Summary Analysis

Measure -- New MARC Coaches

Quick Reference: MARC Coaches
Measure Name: New MARC Coaches

Description:
Purchase additional coaches for MARC to accommodate increased ridership.

RACM Determination: No
Reason: No creditable emission reductions

RACM Criterion Summary

Issues

Implementation by May 2008	Yes
Enforceable	No
Technologically Feasible	Yes
Economically Feasible	-
No Adverse Impacts	Yes
Reductions >0.1 tpd	-

- Potential voluntary measure.

Estimated Cost Effectiveness	
Estimated Reductions	

Summary Analysis

Measure -- New Surface Parking at Transit Centers

Quick Reference: Transit Parking
Measure Name: New Surface Parking at Transit Centers

Description:
Add new parking spaces at transit centers (bus, Metrorail, MARC) parking lots.

RACM Determination: No
Reason: No creditable emission reductions

RACM Criterion Summary

Issues

Implementation by May 2008	No
Enforceable	No
Technologically Feasible	Yes
Economically Feasible	-
No Adverse Impacts	Yes
Reductions >0.1 tpd	-

- Adding significant new transit parking capacity to the region's transit system may not be possible by May 2008.

Estimated Cost Effectiveness	
Estimated Reductions	

Summary Analysis

Measure -- Provide Additional Transit Service to Core

Quick Reference: Expand Core Service
Measure Name: Provide Additional Transit Service to Core

Description:
Increase funding for transit services to expand core service.

RACM Determination: No
Reason: Will not provide reductions by May 2008

RACM Criterion Summary

Issues

Implementation by May 2008	No
Enforceable	No
Technologically Feasible	-
Economically Feasible	-
No Adverse Impacts	Yes
Reductions >0.1 tpd	-

- Potential voluntary measure.

Estimated Cost Effectiveness	
Estimated Reductions	

Summary Analysis

Measure -- Real-Time Bus Schedule Information

Quick Reference: Real time Schedule
Measure Name: Real-Time Bus Schedule Information

Description:
Expand trials of real-time bus schedule information to local transit providers.

RACM Determination: No
Reason: No creditable emission reductions

RACM Criterion Summary

Issues

Implementation by May 2008	Yes
Enforceable	No
Technologically Feasible	Yes
Economically Feasible	-
No Adverse Impacts	Yes
Reductions >0.1 tpd	-

- Potential voluntary measure.

Estimated Cost Effectiveness	
Estimated Reductions	

Summary Analysis

Measure -- Reduce Parking Fees at Facilities Outside the Beltway Adjacent to Metro

Quick Reference:	Reduced Parking Fees	Description:
Measure Name:	Reduce Parking Fees at Facilities Outside the Beltway Adjacent to Metro	Reduce parking fees at Metro parking facilities or county/city managed facilities outside of the Beltway that are located near Metro stations.
RACM Determination:	No	
Reason:	No creditable emission reductions	

RACM Criterion Summary
Issues

Implementation by May 2008	Yes
Enforceable	No
Technologically Feasible	Yes
Economically Feasible	No
No Adverse Impacts	Yes
Reductions >0.1 tpd	-

- Potential voluntary measure.

Estimated Cost Effectiveness	
Estimated Reductions	

Summary Analysis

Measure -- Regional Bus Service Expansion

Quick Reference: Bus Expansion
Measure Name: Regional Bus Service Expansion

Description:
Expansion of Metrobus and other regional bus services.

RACM Determination: No
Reason: No creditable emission reductions

RACM Criterion Summary

Issues

Implementation by May 2008	Yes
Enforceable	No
Technologically Feasible	Yes
Economically Feasible	-
No Adverse Impacts	Yes
Reductions >0.1 tpd	-

- Potential voluntary measure.

Estimated Cost Effectiveness	
Estimated Reductions	

Summary Analysis

Measure -- Support Rail to Dulles Airport

Quick Reference: Rail to Dulles
Measure Name: Support Rail to Dulles Airport

Description:
Provide funding to expand rail services to Dulles Airport.

RACM Determination: No
Reason: Will not provide reductions by May 2008

RACM Criterion Summary

Issues

Implementation by May 2008	No
Enforceable	No
Technologically Feasible	Yes
Economically Feasible	-
No Adverse Impacts	Yes
Reductions >0.1 tpd	-

- Potential voluntary measure.

Estimated Cost Effectiveness	
Estimated Reductions	

Summary Analysis

Measure -- Transit Prioritization -- Queue Jumps

Quick Reference: Queue Jumps
Measure Name: Transit Prioritization -- Queue Jumps
RACM Determination: No
Reason: No creditable emission reductions

Description:
 Provide queue jumps for buses at over-capacity signalized intersections throughout the region. Queue jumps allow buses to use a shoulder or other designated lane to bypass intersection queues and move forward towards the stop line.

RACM Criterion Summary

Implementation by May 2008	Yes
Enforceable	No
Technologically Feasible	Yes
Economically Feasible	-
No Adverse Impacts	Yes
Reductions >0.1 tpd	-

Issues

- Potential voluntary measure.

Estimated Cost Effectiveness	
Estimated Reductions	

Summary Analysis

Measure -- Universal Transportation Access

Quick Reference: Universal Access
Measure Name: Universal Transportation Access
RACM Determination: No
Reason: Not economically feasible

Description:
SmarTrip card will allow users to pay fares on all rail and bus systems in the region (including parking in Metrorail lots) using one electronic card.

RACM Criterion Summary

Implementation by May 2008	Yes
Enforceable	Yes
Technologically Feasible	-
Economically Feasible	No
No Adverse Impacts	Yes
Reductions >0.1 tpd	-

Issues

- Potential voluntary measure.

Estimated Cost Effectiveness	
Estimated Reductions	

Summary Analysis

Measure -- WMATA Bus Information Displays with Maps

Quick Reference: WMATA Maps
Measure Name: WMATA Bus Information Displays with Maps
RACM Determination: No
Reason: No creditable emission reductions

Description:
 Install additional information boxes with maps and schedule information. Would include schedules in languages other than English in neighborhoods where most residents speak another language.

RACM Criterion Summary

Issues

Implementation by May 2008	Yes
Enforceable	No
Technologically Feasible	Yes
Economically Feasible	-
No Adverse Impacts	Yes
Reductions >0.1 tpd	-

- Potential voluntary measure.

Estimated Cost Effectiveness	
Estimated Reductions	

Summary Analysis

Measure -- Rush Hour Shift

Quick Reference: Rush Hour Shift
Measure Name: Rush Hour Shift

Description:
Shift Metrorail AM and PM rush hours to start 30 min earlier and end 30 min later.

RACM Determination: No
Reason: No creditable emission reduction

RACM Criterion Summary

Issues

Implementation by May 2008	Yes
Enforceable	Yes
Technologically Feasible	Yes
Economically Feasible	-
No Adverse Impacts	Yes
Reductions >0.1 tpd	-

- Potential voluntary measure.

Estimated Cost Effectiveness	
Estimated Reductions	

Summary Analysis

Measure -- Employer Metro Shuttle Bus Services

Quick Reference: Employer Shuttles
Measure Name: Employer Metro Shuttle Bus Services

Description:
Provide incentives for businesses to provide employee shuttle service to the nearest rail or transit stop.

RACM Determination: No
Reason: No creditable emission reduction

RACM Criterion Summary

Issues

Implementation by May 2008	Yes
Enforceable	No
Technologically Feasible	Yes
Economically Feasible	-
No Adverse Impacts	Yes
Reductions >0.1 tpd	-

- Potential voluntary measure.

Estimated Cost Effectiveness	
Estimated Reductions	

Summary Analysis

Measure -- Eliminate or Restrict Airport Parking

Quick Reference: Restrict Airport Parking
Measure Name: Eliminate or Restrict Airport Parking

Description:
Eliminate airport parking and replace with alternative fuel shuttle buses.

RACM Determination: No
Reason: No creditable emission reduction

RACM Criterion Summary

Issues

Implementation by May 2008	Yes
Enforceable	No
Technologically Feasible	Yes
Economically Feasible	No
No Adverse Impacts	No
Reductions >0.1 tpd	-

- Potential voluntary measure.

Estimated Cost Effectiveness	
Estimated Reductions	

Summary Analysis

Measure -- Bike Racks on Transit Buses

Quick Reference: Bus Bike
Measure Name: Bike Racks on Transit Buses
RACM Determination: No
Reason: No creditable emission reduction

Description:
Provide external bike racks on WMATA and other local transit buses.

RACM Criterion Summary

Issues

Implementation by May 2008	Yes
Enforceable	No
Technologically Feasible	Yes
Economically Feasible	-
No Adverse Impacts	Yes
Reductions >0.1 tpd	-

- Potential voluntary measure.

Estimated Cost Effectiveness	
Estimated Reductions	

Summary Analysis

Measure -- Bike Lockers at Metro Stations, Park & Ride Lots, Other Locations

Quick Reference: Bike Lockers **Description:**
Measure Name: Bike Lockers at Metro Stations, Park & Ride Lots, Other Locations **Description:** Expand existing bike lockers at Metrorail stations, install bicycle storage spaces in parking lots.
RACM Determination: No
Reason: No creditable emission reduction

RACM Criterion Summary

Issues

Implementation by May 2008	Yes
Enforceable	No
Technologically Feasible	Yes
Economically Feasible	-
No Adverse Impacts	Yes
Reductions >0.1 tpd	-

- Potential voluntary measure.

Estimated Cost Effectiveness	
Estimated Reductions	

Summary Analysis

Measure -- Bicycle Racks in DC

Quick Reference: Bike Racks
Measure Name: Bicycle Racks in DC

Description:
Install bicycle racks at various locations throughout the region.

RACM Determination: No
Reason: No creditable emission reductions

RACM Criterion Summary

Issues

Implementation by May 2008	Yes
Enforceable	No
Technologically Feasible	Yes
Economically Feasible	-
No Adverse Impacts	Yes
Reductions >0.1 tpd	-

- Potential voluntary measure.

Estimated Cost Effectiveness	
Estimated Reductions	

Summary Analysis

Measure -- Bike/Pedestrian Paths

Quick Reference: Bike Ped Paths
Measure Name: Bike/Pedestrian Paths

Description:
Fund construction of additional bicycle/pedestrian paths in the region.

RACM Determination: No
Reason: No creditable emission reduction

RACM Criterion Summary

Issues

Implementation by May 2008	Yes
Enforceable	No
Technologically Feasible	Yes
Economically Feasible	-
No Adverse Impacts	Yes
Reductions >0.1 tpd	-

- Potential voluntary measure.

Estimated Cost Effectiveness	
Estimated Reductions	

Summary Analysis

Measure -- Employers Provide Free Bicycles for Midday Use

Quick Reference: Free Bike
Measure Name: Employers Provide Free Bicycles for Midday Use
RACM Determination: No
Reason: No creditable emission reduction

Description:
Require employers to provide one bicycle per 50 employees for mid-day business or personal use.

RACM Criterion Summary

Issues

Implementation by May 2008	Yes
Enforceable	No
Technologically Feasible	Yes
Economically Feasible	-
No Adverse Impacts	Yes
Reductions >0.1 tpd	-

- Potential voluntary measure.

Estimated Cost Effectiveness	
Estimated Reductions	

Summary Analysis

Measure -- Bike to Work Day

Quick Reference: Bike to Work
Measure Name: Bike to Work Day

Description:
Conduct a one-day bike to work event. Provide outreach activities, education on the bike-to-work option, and assistance in trying bike-to-work.

RACM Determination: No
Reason: No creditable emission reduction

RACM Criterion Summary

Issues

Implementation by May 2008	Yes
Enforceable	No
Technologically Feasible	Yes
Economically Feasible	-
No Adverse Impacts	Yes
Reductions >0.1 tpd	No

- Potential voluntary measure.

Estimated Cost Effectiveness	
Estimated Reductions	

Summary Analysis

Measure -- Safe Routes to School Program

Quick Reference: Safe Routes
Measure Name: Safe Routes to School Program

Description:
Implement a safe pedestrian and bicycle routes to school program to reduce VMT.

RACM Determination: No
Reason: No creditable emission reduction

RACM Criterion Summary

Issues

Implementation by May 2008	Yes
Enforceable	No
Technologically Feasible	Yes
Economically Feasible	-
No Adverse Impacts	Yes
Reductions >0.1 tpd	-

- Potential voluntary measure.

Estimated Cost Effectiveness	
Estimated Reductions	

Summary Analysis

Measure -- Improvements to Bicycle and Pedestrian Access

Quick Reference: Improve Access
Measure Name: Improvements to Bicycle and Pedestrian Access
RACM Determination: No
Reason: No creditable emission reduction

Description:
Provide incentives to developments that speed improvements to bicycle/pedestrian access. This includes improvements to sidewalks, curb ramps, crosswalks, lighting, etc.

RACM Criterion Summary**Issues**

Implementation by May 2008	Yes
Enforceable	No
Technologically Feasible	Yes
Economically Feasible	-
No Adverse Impacts	Yes
Reductions >0.1 tpd	-

- Potential voluntary measure.

Estimated Cost Effectiveness	
Estimated Reductions	

Summary Analysis

Measure -- Enhance Pedestrian Facilities

Quick Reference: Enhance Ped
Measure Name: Enhance Pedestrian Facilities

Description:
Improve pedestrian facilities throughout region (e.g., Richmond Highway Corridor).

RACM Determination: No
Reason: No creditable emission reduction

RACM Criterion Summary

Issues

Implementation by May 2008	Yes
Enforceable	No
Technologically Feasible	Yes
Economically Feasible	-
No Adverse Impacts	Yes
Reductions >0.1 tpd	-

- Potential voluntary measure.

Estimated Cost Effectiveness	
Estimated Reductions	

Summary Analysis

Measure -- Mobile Commuter Stores

Quick Reference: Commuter Stores
Measure Name: Mobile Commuter Stores

Description:
Fund mobile commuter stores in suburban commercial areas.

RACM Determination: No
Reason: No creditable emission reductions

RACM Criterion Summary

Issues

Implementation by May 2008	Yes
Enforceable	No
Technologically Feasible	Yes
Economically Feasible	-
No Adverse Impacts	Yes
Reductions >0.1 tpd	-

- Potential voluntary measure.

Estimated Cost Effectiveness	
Estimated Reductions	

Summary Analysis

Measure -- 4 Day Work Week/Flexible Work Schedules

Quick Reference: Flex Work
Measure Name: 4 Day Work Week/Flexible Work Schedules

Description:
Encourage employers to adopt a shorter work week, with employees working 4 10-hour days.

RACM Determination: No
Reason: No creditable emission reductions

RACM Criterion Summary

Issues

Implementation by May 2008	Yes
Enforceable	No
Technologically Feasible	Yes
Economically Feasible	-
No Adverse Impacts	Yes
Reductions >0.1 tpd	-

- Potential voluntary measure.

Estimated Cost Effectiveness	
Estimated Reductions	

Summary Analysis

Measure -- Access to Jobs Program

Quick Reference: Access to Jobs
Measure Name: Access to Jobs Program

Description:
Identifies gaps in transit service between places of residence and places of work for low wage workers.

RACM Determination: No
Reason: No creditable emission reduction

RACM Criterion Summary

Issues

Implementation by May 2008	Yes
Enforceable	No
Technologically Feasible	Yes
Economically Feasible	-
No Adverse Impacts	Yes
Reductions >0.1 tpd	-

- Potential voluntary measure.

Estimated Cost Effectiveness	
Estimated Reductions	

Summary Analysis

Measure -- Mandatory Employee Commute Reduction

Quick Reference: Mand Commute Reduction
Measure Name: Mandatory Employee Commute Reduction

Description:
Mandatory employer trip reduction to reduce employee vehicle trips.

RACM Determination: No
Reason: Potential adverse impacts

RACM Criterion Summary

Implementation by May 2008	Yes
Enforceable	No
Technologically Feasible	Yes
Economically Feasible	No
No Adverse Impacts	No
Reductions >0.1 tpd	-

Issues

· Mandatory Program.

· Potential adverse impacts.

· Year of first benefits is 2009.

Estimated Cost Effectiveness	
Estimated Reductions	

Summary Analysis

Measure -- Restrict Parking at Schools

Quick Reference: Restrict School Parking
Measure Name: Restrict Parking at Schools

Description:
Restrict high school students from driving to and parking at high schools when bus service is available.

RACM Determination: No
Reason: No creditable emission reduction

RACM Criterion Summary

Issues

Implementation by May 2008	Yes
Enforceable	No
Technologically Feasible	Yes
Economically Feasible	No
No Adverse Impacts	No
Reductions >0.1 tpd	-

- Potential voluntary measure.

Estimated Cost Effectiveness	
Estimated Reductions	

Summary Analysis

Measure -- Student & staff based college & university rideshare programs

Quick Reference: College Rideshare
Measure Name: Student & staff based college & university rideshare programs
RACM Determination: No
Reason: No creditable emission reduction

Description:
Create rideshare program focused on students and staff at regional universities.

RACM Criterion Summary

Issues

Implementation by May 2008	Yes
Enforceable	No
Technologically Feasible	Yes
Economically Feasible	-
No Adverse Impacts	Yes
Reductions >0.1 tpd	-

- Potential voluntary measure.

Estimated Cost Effectiveness	
Estimated Reductions	

Summary Analysis

Measure -- Vanpool Programs

Quick Reference: Vanpool Programs
Measure Name: Vanpool Programs

Description:
Create programs and incentives designed to increase the number of vanpools in the region.

RACM Determination: No
Reason: No creditable emission reduction

RACM Criterion Summary

Issues

Implementation by May 2008	Yes
Enforceable	No
Technologically Feasible	Yes
Economically Feasible	-
No Adverse Impacts	Yes
Reductions >0.1 tpd	-

- Potential voluntary measure.

Estimated Cost Effectiveness	
Estimated Reductions	

Summary Analysis

Measure -- Commuter Parking Tax

Quick Reference: Commuter Parking Tax
Measure Name: Commuter Parking Tax

Description:
Implement daily tax on employers or employees that match certain commuting/parking criteria.

RACM Determination: No
Reason: Potential adverse impacts

RACM Criterion Summary

Implementation by May 2008	Yes
Enforceable	No
Technologically Feasible	Yes
Economically Feasible	No
No Adverse Impacts	No
Reductions >0.1 tpd	-

Estimated Cost Effectiveness	
Estimated Reductions	

Issues

- Mandatory Measure: This measure would require state-level legislation by Maryland, Virginia and the District.
- All three states require well over 12 months to develop, pass and require compliance with new legislation.
- Year of first benefits is 2009.

Summary Analysis

Measure -- Market Based Parking Charge at Federal Facilities

Quick Reference: Federal Parking
Measure Name: Market Based Parking Charge at Federal Facilities

Description:
Negotiate agreement with federal government to charge market rate for daily parking for all employees.

RACM Determination: No
Reason: No creditable emission reduction

RACM Criterion Summary

Issues

Implementation by May 2008	Yes
Enforceable	No
Technologically Feasible	Yes
Economically Feasible	-
No Adverse Impacts	Yes
Reductions >0.1 tpd	-

- Potential voluntary measure.

Estimated Cost Effectiveness	
Estimated Reductions	

Summary Analysis

Measure -- Parking Impact Fee: All Parking

Quick Reference: Parking Fee
Measure Name: Parking Impact Fee: All Parking

Description:
Levy annual impact fee on every parking space in nonattainment area.

RACM Determination: No
Reason: Not economically feasible

RACM Criterion Summary

Implementation by May 2008	Yes
Enforceable	No
Technologically Feasible	Yes
Economically Feasible	No
No Adverse Impacts	No
Reductions >0.1 tpd	-

Issues

- Mandatory Measure: This measure would require state-level legislation by Maryland, Virginia and the District.
- All three states require well over 12 months to develop, pass and require compliance with new legislation.
- Year of first benefits is 2009.

Estimated Cost Effectiveness	
Estimated Reductions	

Summary Analysis

Measure -- Free Parking for Carpools/Vanpools

Quick Reference: Carpool Parking
Measure Name: Free Parking for Carpools/Vanpools

Description:
Provide free reserved parking spaces for all carpools or vanpools.

RACM Determination: No
Reason: Not economically feasible

RACM Criterion Summary

Issues

Implementation by May 2008	Yes
Enforceable	No
Technologically Feasible	Yes
Economically Feasible	No
No Adverse Impacts	Yes
Reductions >0.1 tpd	-

- Potential voluntary measure.

Estimated Cost Effectiveness	
Estimated Reductions	

Summary Analysis

Measure -- Employer Parking Cash-Out

Quick Reference: Parking Cashout
Measure Name: Employer Parking Cash-Out

Description:
Implement program encouraging or requiring employers to provide the value of subsidized parking to employees who use alternative commute strategies.

RACM Determination: No
Reason: Not economically feasible

RACM Criterion Summary

Issues

Implementation by May 2008	Yes
Enforceable	No
Technologically Feasible	Yes
Economically Feasible	No
No Adverse Impacts	Yes
Reductions >0.1 tpd	-

- Potential voluntary measure.

Estimated Cost Effectiveness	
Estimated Reductions	

Summary Analysis

Measure -- Remove Trash Trucks From Area Streets

Quick Reference: Barge Trash **Description:**
Measure Name: Remove Trash Trucks From Area Streets Reduce use of trash trucks through transport of trash by barge.

RACM Determination: No
Reason: No creditable emission reductions

RACM Criterion Summary**Issues**

Implementation by May 2008	-
Enforceable	No
Technologically Feasible	Yes
Economically Feasible	-
No Adverse Impacts	Yes
Reductions >0.1 tpd	-

- Potential voluntary measure.

Estimated Cost Effectiveness	
Estimated Reductions	

Summary Analysis

Measure -- Clean Air Partners: Air Quality Action Days

Quick Reference: Air Quality Action Days
Measure Name: Clean Air Partners: Air Quality Action Days

Description:
Take a variety of actions on Air Quality Action Days to reduce emissions and improve air quality (free transit, telework, carpool).

RACM Determination: No
Reason: No creditable emission reductions

RACM Criterion Summary

Issues

Implementation by May 2008	Yes
Enforceable	No
Technologically Feasible	Yes
Economically Feasible	-
No Adverse Impacts	Yes
Reductions >0.1 tpd	-

This is an episodic measure.

Estimated Cost Effectiveness	
Estimated Reductions	

Summary Analysis

Measure -- Clean Air Partners: Public Outreach and Education

Quick Reference: Clean Air Partners
Measure Name: Clean Air Partners: Public Outreach and Education
RACM Determination: No
Reason: No creditable emission reductions

Description:
Implement Strategic Communication Campaigns to Increase Public Awareness (reduce vehicle use).

RACM Criterion Summary**Issues**

Implementation by May 2008	Yes
Enforceable	No
Technologically Feasible	Yes
Economically Feasible	-
No Adverse Impacts	Yes
Reductions >0.1 tpd	-

- Existing voluntary measure.

Estimated Cost Effectiveness	
Estimated Reductions	

Summary Analysis

Measure -- Local Government Education Campaign

Quick Reference: Government Education
Measure Name: Local Government Education Campaign

Description:
Implement Strategic Communication Campaigns to Increase Local Government Air Quality Improvement Efforts (reduce vehicle use).

RACM Determination: No
Reason: No creditable emission reductions

RACM Criterion Summary

Issues

Implementation by May 2008	Yes
Enforceable	No
Technologically Feasible	Yes
Economically Feasible	-
No Adverse Impacts	Yes
Reductions >0.1 tpd	-

- Potential voluntary measure.

Estimated Cost Effectiveness	
Estimated Reductions	

Summary Analysis

Measure -- Mass Marketing Campaign

Quick Reference: Mass Marketing
Measure Name: Mass Marketing Campaign

Description:
Marketing effort involving business-to-business advertising campaign in print media and on world wide web.

RACM Determination: No
Reason: No creditable emission reduction

RACM Criterion Summary

Issues

Implementation by May 2008	Yes
Enforceable	No
Technologically Feasible	Yes
Economically Feasible	Yes
No Adverse Impacts	Yes
Reductions >0.1 tpd	Yes

- Potential voluntary measure.

Estimated Cost Effectiveness	
Estimated Reductions	

Summary Analysis

Measure -- Commuter Choice - State & Local Government Employees

Quick Reference: Commuter Choice
Measure Name: Commuter Choice - State & Local Government Employees
RACM Determination: No
Reason: No creditable emission reductions

Description:
Provide the region's local, state and municipal employees with transit benefits.

RACM Criterion Summary

Issues

Implementation by May 2008	Yes
Enforceable	No
Technologically Feasible	Yes
Economically Feasible	-
No Adverse Impacts	Yes
Reductions >0.1 tpd	-

Estimated Cost Effectiveness	
Estimated Reductions	

Summary Analysis

Measure -- Commuter Choice Tax Credit

Quick Reference: Comm Choice Tax Credit
Measure Name: Commuter Choice Tax Credit

Description:
Employers subsidize employees' monthly transit or vanpool costs and receive a tax credit for incurred expenses.

RACM Determination: No
Reason: No creditable emission reductions

RACM Criterion Summary

Issues

Implementation by May 2008	Yes
Enforceable	No
Technologically Feasible	Yes
Economically Feasible	-
No Adverse Impacts	Yes
Reductions >0.1 tpd	-

- Potential voluntary measure.

Estimated Cost Effectiveness	
Estimated Reductions	

Summary Analysis

Measure -- Commuter Operations Center

Quick Reference: Commuter Operations
Measure Name: Commuter Operations Center

Description:
Provides commuter assistance services, including carpool and vanpool ridematching.

RACM Determination: No
Reason: No creditable emission reductions

RACM Criterion Summary

Issues

Implementation by May 2008	Yes
Enforceable	No
Technologically Feasible	Yes
Economically Feasible	-
No Adverse Impacts	Yes
Reductions >0.1 tpd	-

Estimated Cost Effectiveness	
Estimated Reductions	

Summary Analysis

Measure -- Guaranteed Ride Home

Quick Reference: Ride Home
Measure Name: Guaranteed Ride Home

Description:
Provides free rides home in event of unexpected emergency or unscheduled overtime to commuters using public transport.

RACM Determination: No
Reason: No creditable emission reductions

RACM Criterion Summary

Issues

Implementation by May 2008	Yes
Enforceable	No
Technologically Feasible	Yes
Economically Feasible	-
No Adverse Impacts	Yes
Reductions >0.1 tpd	-

Estimated Cost Effectiveness	
Estimated Reductions	

Summary Analysis

Measure -- Integrated Rideshare

Quick Reference: Rideshare
Measure Name: Integrated Rideshare

Description:
Provides transit, park & ride, and telecenter information to all commuters on a matchlist.

RACM Determination: No
Reason: No creditable emission reductions

RACM Criterion Summary

Issues

Implementation by May 2008	Yes
Enforceable	No
Technologically Feasible	Yes
Economically Feasible	-
No Adverse Impacts	Yes
Reductions >0.1 tpd	-

Estimated Cost Effectiveness	
Estimated Reductions	

Summary Analysis

Measure -- Interactive Rideshare Kiosks

Quick Reference: Kiosks
Measure Name: Interactive Rideshare Kiosks
RACM Determination: No
Reason: No creditable emission reductions

Description:
Transportation Information Kiosks in Maryland, Virginia and the District of Columbia.

RACM Criterion Summary

Issues

Implementation by May 2008	Yes
Enforceable	No
Technologically Feasible	Yes
Economically Feasible	-
No Adverse Impacts	Yes
Reductions >0.1 tpd	-

Estimated Cost Effectiveness	
Estimated Reductions	

Summary Analysis
