

Measure Targets	Est. NOx Benefits	Notes on Cost Per Ton	Implementer
<b>Point Source - Electric Generating Units</b> (Regulatory Measure) - Reasonably Available Control Technology (RACT) Adoption - External Combustion Boiler Rules - Utility Boiler Rules - Standards for Combined Turbines on High Electric Demand Days - Oil and Gas Boiler Rules	Historically Large, currently unknown	Generally lower cost/ton	State
<b>Point Source– Non-Electric Generating Units</b> (Regulatory Measure) RACT Adoption - Waste Incinerator Rules - OTC Natural Gas Burner Rules	Small – Medium	Generally lower cost/ton	State
<b>Non-point Source – Demand Response and Distributed Generator Emissions Controls</b>	Large		State
<b>Non-Point Source – Other</b> - Stationary Generators - Low Sulfur Fuel Oil Standards - Energy Efficiency & Renewable Energy (EERE)* - District Energy Systems - Microgrids - Urban Heat Island Mitigation - High Performance Buildings - Green Power Purchasing	Small - Medium	Varies; Some are cost-positive in the long run; Several have significant co-benefits	All Local Except: Stationary Generators, Low Sulfur Fuel Oil, and Some EERE
<b>On-Road Mobile Sources -- Travel Efficiency &amp; Travel Demand Management</b> (Ex. EPA Smartway Partnership, commuter strategies, system operations (e.g., eco-driving, ramp metering), pricing (e.g., parking taxes, congestion pricing, intercity tolls), speed limit restrictions, and multimodal freight strategies)	Large	Varies; Some generate revenue and/or have significant co-benefits	State, Some Local
<b>On-Road Mobile Sources – Heavy Duty Vehicle</b> - Electric and CNG Transit Buses - Electric and CNG Refuse Trucks - Other Fleet Replacements and Retrofits - Diesel Inspection & Maintenance - Long Duration Idling Reduction - Idling Reduction Technology Rebate	Small to Large depending on # vehicles and technology	Higher cost/ton (except Idling Rebate – low cost) unless vehicle being replaced anyway	Mostly State, Local Transit Fleets, Refuse Fleets
<b>On-Road Mobile Sources – Other</b> - California Low-Emission Vehicle Standards - Aftermarket Catalytic Converter (ACC) Regulation - Bicycle and Pedestrian Programs	Small to Medium	CAL LEV and ACC = no cost Bike/Ped = Variable with co-benefits	CAL LEV, Converter = State Bike/Ped = Local and some State

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<b>Non-Road Sources – Large NOx benefits</b> - Diesel Equipment Anti-Idling - Diesel Retrofits and Rebuilds - Locomotive Standards - Marine Diesel Standards - Aircraft Standards	Large	Generally lower cost/ton, varies with technology; fuel savings	Anti-Idling = State Retrofits = State/Local Locomotive, Marine, Aircraft = EPA (Advocacy)
<b>Non-Road Sources – Small to Medium NOx benefits</b> - Commercial Marine - Idling – Lawn & Garden Equipment - Implement/Enforce Idle Reduction - Switcher Engine and Boat Engine Replacement - Reduce Locomotive Idling - Aircraft LPG/CNG/Electric	Small to Medium	Generally low to medium; fuel savings	All State except: Lawn & Garden = Local Aircraft = MWAA

\*Local Measures in Blue Font