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Master List of Potential Control Measures for 8-hour Ozone SIP (last modified November 29, 2005)

List #	Measure	Description	RACM: Implementation Date (May 2008?)	RACM: Enforceable?	RACM: Technologically Feasible?	RACM: Economic Feasibility?	RACM: Adverse Impacts?	RACM: DeMinimis?	RACM: Yes/No?	RACM: Explanation
Stationary Sources										
S 1	Reductions from EGUs: OTC Model Rule	Adopt OTC Multipollutant Model Rule for EGUs.	No	Yes	Yes	Yes	No	No	No	Will not provide reductions by May 2008
S 2	OTC Model Rule: Distributed Generation Rule	Adopt OTC Model Rule to Require Additional Controls on Distributed Generation Sources.	No	Yes	Yes	-	No	No	No	Will not provide reductions by May 2008
S 3	OTC Model Rule: Peaking Unit Rule	Adopt OTC Model Rule to Require Additional Controls on EGU Peaking Units.	No	Yes	Yes	-	No	No	No	Will not provide reductions by May 2008
S 4	OTC Model Rule: ICI Boiler Standards	Adopt OTC Model Rule on Standards for Industrial, Commercial, and Institutional Boilers.	No	Yes	Yes	-	-	No	No	Will not provide reductions by May 2008
S 5	Upwind NOx Controls: Expand NOx RACT to Upwind Counties	Expand NOx RACT Requirements.	-	Yes	Yes	Yes	No	No	-	Under Discussion at IAQC
S 6	Upwind NOx Controls: Plant-by-Plant BACT Controls	Identify and Require Additional Facility-Specific Emission Reduction Technologies.	-	Yes	Yes	-	-	No	-	Under Discussion at IAQC
S 7	Upwind VOC Controls: Expand VOC RACT to Upwind Counties	Expand VOC RACT Requirements.	-	Yes	Yes	Yes	No	No	-	Under Discussion at IAQC
S 8	Upwind VOC Controls: Plant-by-Plant BACT Controls	Identify and Require Additional Facility-Specific Emission Reduction Technologies.	-	Yes	Yes	-	-	No	-	Under Discussion at IAQC
S 9	Reductions from EGUs Plant RACT/Technology-Based Approach	Identify and Require Additional Power Plant-Specific Emission Reduction Technologies.	No	Yes	Yes	Yes	No	No	No	Will not provide reductions by May 2008
S 10	State Multipollutant Legislation	Adopt State Multipollutant Legislation.	No	Yes	Yes	Yes	No	No	No	Will not provide reductions by May 2008
S 11	Energy Efficiency Programs	Increase Adoption of Energy Efficient Technology by Government and the Private Sector with Commensurate Retirement of EGU NOx Allowances.	Yes	Yes	Yes	-	No	-	No	Will not advance attainment date
S 12	Energy Efficiency: Energy Efficiency Standards	Establish requirements for minimum energy efficiency, with Commensurate Retirement of EGU NOx Allowances.	Yes	Yes	Yes	-	No	-	No	Will not advance attainment date
S 13	Energy Efficiency: Green Building Code Program	Establish energy efficiency standards for building codes, with Commensurate Retirement of EGU NOx Allowances.	Yes	Yes	Yes	-	No	-	No	Will not advance attainment date

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S 14	Renewable Energy: Renewable Portfolio Standards	Increase Purchases of Renewable Energy by Government and the Private Sector, with Commensurate Retirement of EGU NOx Allowances.	Yes	Yes	Yes	-	No	-	No	Will not advance attainment date
S 15	Renewable Energy: Solar Photovoltaic Programs	Increase Purchases and Installation of Renewable Energy sources by Government and the Private Sector, with Commensurate Retirement of EGU NOx Allowances. Consider Incentive Programs.	Yes	Yes	Yes	-	No	-	No	Will not advance attainment date
S 16	Renewable Energy: Wind Energy Purchases	Increase Purchases of Renewable Energy by Government and the Private Sector, with Commensurate Retirement of EGU NOx Allowances.	Yes	Yes	Yes	-	No	-	No	Will not advance attainment date
S 17	Renewable Energy: Solar Hot Water Heating	Increase Use of Solar Hot Water Heating by Government and the Private Sector, with Commensurate Retirement of EGU NOx Allowances.	Yes	Yes	Yes	-	No	-	No	Will not advance attainment date
S 18	Energy Efficiency: Ground Source Heat Pump Initiative	Increase Purchases and Installation of Ground Source Heat Pumps in the Public and/or Private Sector, with Commensurate Retirement of EGU NOx Allowances.	Yes	Yes	Yes	-	No	-	No	Will not advance attainment date
S 19	Energy Efficiency: Energy Performance Contracting Program	Increase Use of Energy Performance Contracts in the Public and/or Private sector to Reduce Energy Consumption, with Commensurate Retirement of EGU NOx Allowances.	Yes	Yes	Yes	-	No	-	No	Will not advance attainment date
S 20	Energy Efficiency Programs: LED Traffic Signal Retrofit Program	Increase Use of More Energy Efficient LED Traffic Signals.	Yes	Yes	Yes	Yes	No	-	No	Will not advance attainment date
S 21	Energy Efficiency Programs: LED Street Light Retrofit Program	Increase use of more energy efficient LED Street Lights.	No	Yes	-	-	No	-	No	Will not advance attainment date
S 22	Energy Efficiency: Energy Star Exit Signs	Increase market penetration of Energy Efficient Lighting (EXIT Signs).	No	Yes	Yes	-	No	-	No	Will not advance attainment date
S 23	Control Asphalt and Concrete Facilities	Require NOx emission limits on asphaltic concrete production facilities.	Yes	Yes	Yes	Yes	No	No	No	Will not advance attainment date
S 24	Enhanced Enforcement/Rule Compliance at Existing Stationary Sources	Step up enforcement of and compliance with existing rules for emissions control by stationary sources.	Yes	Yes	Yes	Yes	No	No	No	No creditable emission reductions

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S 25	Episodic Mandatory Facility Reductions	Require mandatory facility reductions on Air Quality Action Days. Require Curtailment Plan.	Yes	Yes	Yes	No	Yes	No	No	No creditable emission reductions
S 26	Mitigation Fees: Preempted Sources	Charge emission mitigation fee to federally preempted sources.	No	-	Yes	-	No	-	No	No creditable emission reductions
S 27	Chemical Industry Controls	Reduce upwind NOx emissions limits in the manufacture of chemicals.	-	Yes	-	-	No	-	No	No creditable emission reductions
S 28	Clear Skies Act	Implement Clear Skies Legislation.	-	Yes	Yes	Yes	No	No	No	Federal legislation pending
S 29	Forest Product Industry Controls	Control Upwind Wood, Paper and Pulp Production Emissions.	-	Yes	Yes	-	-	-	No	No creditable emission reductions
S 30	Local Cap and Trade Program	Implement cap and trade program for VOC sources in region. Consider California RECLAIM program.	Yes	Yes	Yes	Yes	No	No	No	Will not advance attainment date
S 31	Low NOx Fuel Oil for Stationary Sources	Require oil-burning stationary sources to burn Thermanox, a low-NOx No. 2 fuel oil emulsion, during ozone season.	Yes	Yes	Yes	-	No	No	No	Will not advance attainment date
S 32	Metallurgical Industry Controls: Iron and Steel	Control Upwind Iron and Steel Production Emissions.	-	Yes	Yes	-	-	-	No	No creditable emission reductions
S 33	Metallurgical Industry Controls: Lead	Control Upwind Lead Smelter Emissions.	-	Yes	Yes	-	-	-	No	No creditable emission reductions
S 34	Metallurgical Industry Controls: Aluminum	Control Upwind Aluminum Production Emissions.	-	Yes	Yes	-	-	-	No	No creditable emission reductions
S 35	Metallurgical Industry Controls: Zinc/Copper	Control Upwind Zinc/Copper Smelter Emissions.	-	Yes	Yes	-	-	-	No	No creditable emission reductions
S 36	RACT Update: Portland Cement	Adopt OTC Model Rule on RACT Update for Portland Cement Facilities.	Yes	Yes	Yes	Yes	No	No	No	Will not advance attainment date
S 37	Mineral Products Industry Controls: Glass and Fiberglass	Control Glass and Fiberglass Facility Emissions.	Yes	Yes	Yes	Yes	No	No	No	Will not advance attainment date
S 38	Mineral Products Industry Controls: Lime	Control Upwind Lime Facility Emissions.	-	Yes	Yes	-	-	-	No	No creditable emission reductions
S 39	Mineral Products Industry Controls: Phosphate	Control Upwind Phosphate Rock Plant Emissions.	-	Yes	Yes	-	-	-	No	No creditable emission reductions

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S 40	Control VOC Emissions from Chemical Manufacturing	Chemical Manufacturing: More stringent standards on the manufacture of polymers, pharmaceuticals, paints, varnishes, soaps, detergents, inks, solvents, fuel additives, acids, fertilizers, and resins.	Yes	Yes	Yes	Yes	No	No	No	Will not advance attainment date
S 41	Upwind RACT Update: Refineries	Update RACTs for Refineries in Upwind Contributing Areas.	-	Yes	Yes	-	No	No	No	No creditable emission reductions
S 42	Control VOC Emissions from Polystyrene Manufacturing	Reduce VOC emission from expandable polystyrene (EPS) molding (foam blowing) operations.	Yes	Yes	Yes	-	No	-	No	Will not advance attainment date
S 43	Control VOC Emissions from Polyester Resin Manufacturing	Reduce VOCs from polyester resin operations.	Yes	Yes	Yes	-	No	-	No	Will not advance attainment date
S 44	Control VOC Emissions from Formica Manufacturing	Reduce VOC emissions from polyester resin operations used to manufacture Formica.	Yes	Yes	Yes	-	No	-	No	Will not advance attainment date
S 45	Control VOC Emissions from Wood and Paper Manufacturing	Reduce VOC emissions from the production of wood and paper products.	Yes	Yes	Yes	-	No	-	No	Will not advance attainment date
S 46	Statewide Emission Registration Program	Require a mandatory statewide registration program for all NOx and VOC emission sources.	Yes	Yes	Yes	No	Yes	No	No	Not economically feasible
S 47	Emission Reduction Credit Retirement Program	Establish program to retire emission reduction credits for stationary sources.	Yes	Yes	Yes	Yes	No	No	No	Will not advance attainment date
Area Sources										
A 1	Expand OTC AIMs Rule	Expand OTC AIMs Rule to Upwind Counties.	Yes	Yes	Yes	Yes	No	No	-	Under Discussion at IAQC
A 2	Expand OTC Consumer Products Rule	Expand OTC Consumer Product Rule to Upwind Counties.	Yes	Yes	Yes	Yes	No	No	-	Under Discussion at IAQC
A 3	Expand OTC Mobile Equipment Repair and Refinishing Rule	Expand OTC Mobile Equipment Repair and Refinishing Rule to Upwind Counties.	Yes	Yes	Yes	Yes	No	No	-	Under Discussion at IAQC
A 4	Expand OTC Portable Fuel Containers Rule	Expand OTC Portable Fuel Containers Rule to Upwind Counties.	Yes	Yes	Yes	Yes	No	No	-	Under Discussion at IAQC
A 5	Expand OTC Solvent Cleaning Rule	Expand OTC Solvent Cleaning Rule to Upwind Counties.	Yes	Yes	Yes	Yes	No	No	-	Under Discussion at IAQC
A 6	Expand Coverage of OTC Consumer Products Rule (Phase II)	Expand Number of Products Covered by OTC Consumer Product Rule. Require Lower VOC Content of Products Already Covered.	Yes	Yes	Yes	Yes	No	No	No	Will not advance attainment date

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A 7	Expand Coverage of OTC AIMS Rule (Phase II)	Expand Number of Products Covered by OTC AIMS Rule. Require Lower VOC Content of Products Already Covered.	Yes	Yes	Yes	Yes	No	No	No	Will not advance attainment date
A 8	Home Heating Oil Standards	Adopt OTC model rule on sulfur standards for home heating oils.	Yes	Yes	Yes	Yes	No	-	No	Will not advance attainment date
A 9	RACT Update: Control Industrial Incineration	Implement programs to reduce emissions from industrial incineration, including municipal waste, hazardous waste, sewage sludge incineration, and medical waste. Adopt OTC Model Rule.	Yes	Yes	Yes	Yes	No	No	No	Will not advance attainment date
A 10	Upwind Fuels Controls	Expand Use of Reformulated Gasoline to Upwind Counties. Consider OTC Regional Fuels Initiative.	Yes	Yes	Yes	Yes	No	No	-	Under Discussion at IAQC
A 11	"Cash for Clunkers" Gasoline Containers Replacement Program	Accelerate the Replacement of Older Gasoline Cans with CARB Compliant Containers. Offer incentives for consumers to turn in old gas cans and obtain new ones.	Yes	Yes	Yes	Yes	No	No	No	Will not advance attainment date
A 12	Low-Emission Asphalt	Adopt SCAQMD Rules 1108: Cutback Asphalt (less than 0.5% VOC evaporating at 260F) and 1108.1: Emulsified Asphalt (less than 3% VOC evaporating at 260F).	Yes	Yes	-	-	No	Yes	No	Deminimis
A 13	Control Landfills and Wastewater Facilities	Reduce the NOx and VOC emission limits for flares.	Yes	Yes	Yes	-	No	-	No	Will not advance attainment date
A 14	Expand Seasonal Open Burning Restrictions	Expand Prohibitions on Seasonal Open Burning.	Yes	Yes	Yes	Yes	No	No	No	No creditable reductions
A 15	Expand Stage I Vapor Recovery	Expand Requirements for Stage I Vapor Recovery to Upwind Counties.	Yes	Yes	Yes	Yes	No	No	-	Under Discussion at IAQC
A 16	Expand Stage II Vapor Recovery	Expand requirements for Stage II Vapor Recovery to Upwind Counties.	Yes	Yes	Yes	Yes	No	No	-	Under Discussion at IAQC
A 17	Expand Presumptive RACT Requirements	Expand Surface Cleaning/Degreasing/Auto Repair Requirements.	Yes	Yes	Yes	-	No	No	No	Will not advance attainment date
A 18	Control Growth and Development: Land Use Restrictions	Implement land use restrictions to control residential, commercial, and industrial development in the nonattainment area.	Yes	Yes	Yes	Yes	No	No	No	No creditable emission reductions
A 19	Control Growth and Development: Mitigate New Development	Mitigate emissions from new development.	Yes	Yes	Yes	Yes	No	No	No	No creditable emission reductions

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A 20	Control Restaurant Sources	Implement programs to reduce emissions from restaurants, including charbroil operations and deep fat fryers.	Yes	Yes	Yes	-	-	No	No	Will not advance attainment date
A 21	Control Bakeries	Adopt SCAQMD Rule 1153: Commercial Bakery Ovens. Reduce exemption level and set standards for unregulated bakeries.	Yes	Yes	Yes	-	-	No	No	Will not advance attainment date
A 22	Control Drycleaning Facilities	Ban transfer systems in Petroleum Dry Cleaning.	Yes	Yes	Yes	-	-	No	No	Will not advance attainment date
A 23	Control Agricultural Sources	Implement programs to reduce emissions from livestock waste.	Yes	Yes	Yes	-	No	-	No	Will not advance attainment date
A 24	Control Agricultural Sources	Encourage agricultural best practices, including those that reduce pesticide use.	Yes	Yes	Yes	-	No	-	No	Will not advance attainment date
A 25	Control Fermentation Sources (wineries)	Reduce evaporative VOC emissions from the fermentation process at wineries.	Yes	Yes	Yes	-	No	-	No	Will not advance attainment date
A 26	Control Fermentation Sources (breweries)	Reduce ethanol emissions from breweries.	Yes	Yes	Yes	-	No	-	No	Will not advance attainment date
A 27	Control Wastewater Treatment Facilities	Require capture and control of VOC emissions from facilities treating industrial wastewater and domestic sewage. Adopt SCAQMD Rule 1176: Sumps and Wastewater Separators.	-	Yes	Yes	Yes	No	Yes	No	Deminimis
A 28	Control VOC Emissions from Fuel Facilities	Reduce the VOC emission limits for bulk plants/terminal, including storage tanks. Adopt SCAQMD Rule 1178: Further Reductions of VOC Emissions from Storage Tanks at Petroleum Facilities.	Yes	Yes	Yes	-	No	No	No	Will not advance attainment date
A 29	Control VOC Content of Can Coatings and Lubricants	Reduce VOC limits in can coating products, include inks and lubricants.	Yes	Yes	Yes	-	No	No	No	Will not advance attainment date
A 30	Control VOC Content of Adhesives and Sealants	Reduce VOC limits in Adhesive and Sealants rules to reflect advancements in technology.	Yes	Yes	Yes	-	No	No	No	Will not advance attainment date
A 31	Control VOC Content of Marine Coating Products	Require VOC emission limits for marine coatings.	Yes	Yes	Yes	-	No	No	No	Will not advance attainment date
A 32	Control VOC Content of Wood Coating Products	Reduce the VOC limits for Wood Products Coatings.	Yes	Yes	Yes	-	No	No	No	Will not advance attainment date
A 33	Control VOC Emissions from Construction and Maintenance	Reduce VOC emissions from roofing kettles.	Yes	Yes	Yes	-	No	No	No	Will not advance attainment date
A 34	Enhanced Enforcement of Area Source Regs: Open Burning	Enhance enforcement of seasonal open burning restrictions.	Yes	Yes	Yes	Yes	No	Yes	No	No creditable emission reductions

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A 35	Enhanced Enforcement of Area Source Regs: Solvent Cleaning	Enhance enforcement of surface cleaning rules.	Yes	Yes	Yes	Yes	No	Yes	No	No creditable emission reductions
A 36	Low-Emission Natural Gas Furnaces	Adopt SCAQMD Rule 1111: NOx Emissions from Natural Gas Fired, Fan-Type Central Furnaces (no more than 40 nanograms of NOx per joule of useful heat).	Yes	Yes	Yes	-	No	Yes	No	Deminimis
A 37	Low-Emission Natural Gas Water Heaters	Adopt SCAQMD Rule 1121: Control of NOx from Residential Type Natural Gas Fired Water Heaters.	Yes	Yes	Yes	-	No	Yes	No	Deminimis
A 38	Episodic limits on asphalt paving and traffic marking activities	Prohibit road paving and traffic marking on Air Quality Action days.	Yes	Yes	Yes	Yes	No	No	No	Will not advance attainment date
A 39	No Fuel Policy on Air Quality Action Days	Voluntary reduction in fueling activities on Air Quality Action Days.	Yes	No	Yes	Yes	No	No	No	No creditable emission reduction
A 40	Episodic Pesticide Application Ban	Ban pesticide application on Code Red Air Quality Action Days.	Yes	-	Yes	-	Yes	-	No	Adverse impacts
A 41	Episodic Voluntary Pesticide Application Reduction	Encourage voluntary restrictions on pesticide application on Code Red Air Quality Action Days.	Yes	-	Yes	-	Yes	-	No	Adverse impacts
A 42	Pesticide Application: Best Practices	Establish best practices for pesticide application.	Yes	No	Yes	Yes	No	No	No	No creditable emission reduction
A 43	Clean Air Partners: Air Quality Action Days	Take a variety of actions on Air Quality Action Days to reduce emissions and improve air quality (target lawnmowers, paints, refueling).	Yes	No	Yes	Yes	No	No	No	No creditable emission reduction
A 44	Government Actions (Air Quality Action day similar to snow day)	Implement a liberal leave policy for local, state and federal employees on Air Quality Action Days, permitting employees to work from home or take unscheduled leave.	Yes	No	Yes	Yes	No	No	No	No creditable emission reduction
A 45	Clean Air Partners: Public Outreach and Education	Implement Strategic Communication Campaigns to Increase Public Awareness (target lawnmowers, paints, refueling).	Yes	No	Yes	Yes	No	No	No	No creditable emission reduction
A 46	Local Government Education Campaign	Encourage local governments to adopt Air Quality Action Day policies (target lawnmowers, paints, refueling).	Yes	No	Yes	Yes	No	No	No	No creditable emission reduction

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A 47	Mass Marketing Campaign	Marketing effort involving business-to-business advertising campaign in print media and on world wide web.	Yes	No	Yes	Yes	No	No	No	No creditable emission reduction
A 48	Public Outreach and Education: Fueling	Educate to improve fueling practices.	Yes	No	Yes	Yes	No	No	No	No creditable emission reduction
A 49	Public Outreach and Education: Sources	Public Education on NOx and ROG sources in Schools and Small Businesses.	Yes	No	Yes	Yes	No	No	No	No creditable emission reduction
A 50	Control Residential Wood Burning	Implement program to reduce emissions from Wood-Burning Fireplaces and Wood Stoves. Adopt OTC Model Rule.	Yes	Yes	Yes	Yes	No	No	No	Will not advance attainment date
A 51	Control Upwind Port Emissions	Pursue approaches to reduce land based port emissions.	Yes	Yes	Yes	Yes	No	-	No	Will not advance attainment date
A 52	Implement Programs to Reduce the Urban Heat Island Effect: Forestry.	Increase Urban Tree Canopy	Yes	No	Yes	-	No	-	No	No creditable emission reduction
A 53	Implement Programs to Reduce the Urban Heat Island Effect: Roofs.	Increase Green and Cool Roof Market Penetration	Yes	No	Yes	-	No	-	No	No creditable emission reduction
A 54	Implement Programs to Reduce the Urban Heat Island Effect: Pavement.	Increase Cool Pavement Market Penetration	Yes	No	Yes	-	No	-	No	No creditable emission reduction
A 55	Green Procurement Policy	Establish procurements policies that foster emission reduction (paints, solvents, coatings, asphalt, roofs, building materials, AFVs, EE office equipment, ULSD).	Yes	Yes	Yes	Yes	No	No	No	Will not advance attainment date
A 56	Enhanced Enforcement: Environmental Partnerships/Pollution Prevention Initiatives	Voluntary compliance audits, encourage low emitting technology (swap out solvent machines)	Yes	Yes	Yes	Yes	No	No	No	No creditable emission reduction
Non-road Sources										
N 1	Clean Air Maintenance Initiative: Road Maintenance Contracts	Develop alternative programs for state and local governments (public entities) to reduce on-road and off-road construction and maintenance related emissions. Episodic: no work or idling restrictions. Non-episodic: Control retrofits.	Yes	Yes	Yes	Yes	No	No	No	Will not advance attainment date

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N 2	Clean Air Construction Initiative: Road Construction Projects	Develop alternative programs for state and local governments (public entities) to reduce on-road and off-road construction and maintenance related emissions. Episodic: no work or idling restrictions. Non-episodic: Control retrofits.	Yes	Yes	Yes	Yes	No	No	No	Will not advance attainment date
N 3	Clean Air Construction Initiative: Off-Road Construction Projects	Develop alternative programs for state and local governments (public entities) to reduce on-road and off-road construction and maintenance related emissions. Episodic: no work or idling restrictions. Non-episodic: Control retrofits.	Yes	Yes	Yes	Yes	No	No	No	Will not advance attainment date
N 4	Clean Air Construction Initiative: Preference for Low-emissions Industrial Equipment	In bids for government contracts, award extra points to bidders using low-emission industrial equipment.	Yes	Yes	Yes	Yes	No	No	No	Will not advance attainment date
N 5	Non-Road Diesel Engine Retrofit Program: Voluntary	Develop voluntary program encouraging retrofit of non-road diesel equipment in public and/or private fleets.	Yes	Yes	Yes	Yes	No	No	No	Will not advance attainment date
N 6	Non-Road Diesel Engine Retrofit Program: Mandatory	Develop mandatory program requiring retrofit of non-road diesel equipment in public and/or private fleets.	Yes	Yes	Yes	Yes	No	No	No	Will not provide reductions by May 2008
N 7	Control Off-Road Diesel Engines (smoke test)	Implement smoke testing program for heavy-duty (>50 hp) off-road diesel engines.	Yes	Yes	Yes	No	No	No	No	Not economically feasible
N 8	Retrofit/Repower Locomotives	Provide financial incentives to retrofit or repower locomotives operating in the nonattainment area for cleaner burning diesel or alternative fuels.	Yes	Yes	Yes	Yes	No	No	No	Will not advance attainment date
N 9	Locomotive Idling Reduction	Support Installation of Idling Reduction Technologies on Locomotives.	Yes	Yes	Yes	Yes	No	No	No	Will not advance attainment date
N 10	Airport Emission Cap	Establish Agreement with Airports Authority to Cap or Reduce Emissions.	Yes	Yes	Yes	Yes	No	No	No	Will not provide reductions by May 2008
N 11	Airport Emissions Cap in Upwind Counties	Voluntary Agreement to Cap Airport Emissions Outside the Nonattainment Area.	Yes	Yes	Yes	Yes	No	No	No	No creditable emission reduction
N 12	Airport Electric GSE	Subsidize adoption of electric ground service equipment.	Yes	Yes	Yes	Yes	No	No	No	Will not advance attainment date
N 13	Airport GSE Retrofits	Subsidize the retrofit of airport ground service equipment.	Yes	Yes	Yes	Yes	No	No	No	Will not advance attainment date

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N 14	Airport GSE Idling Controls	Develop voluntary program to encourage operators to limit idling of airport ground service equipment.	Yes	Yes	Yes	Yes	No	No	No	Will not advance attainment date
N 15	Airport APU Initiatives	Seek voluntary agreement to reduce use of aircraft APUs through use of gate-provided services or other strategies	Yes	Yes	Yes	Yes	No	No	No	Will not advance attainment date
N 16	Locomotive Engine Standards	Encourage new federal locomotive engine emission standards (EPA 2012)	No	-	-	-	No	No	No	Will not provide reductions by May 2008
N 17	Marine Diesel Engine Standards	Encourage new federal marine engine emission standards (EPA 2012).	No	-	-	-	No	No	No	Will not provide reductions by May 2008
N 18	High Cetane Fuel	Require High Cetane Diesel Fuel for Off-road Vehicles.	Yes	Yes	Yes	No	No	No	No	Will not advance attainment date
N 19	Biodiesel for Off-Road Equipment	Increase use of biodiesel in off-road diesel equipment during ozone season.	Yes	Yes	Yes	Yes	No	No	No	Will not advance attainment date
N 20	Episodic Restrictions on Lawn & Garden Equipment (mandatory)	Restrict use of lawn and garden equipment during Air Quality Action days.	Yes	Yes	Yes	Yes	Yes	No	No	No creditable emission reduction
N 21	Episodic Restrictions on Recreational Equipment Use (mandatory)	Restrict use of recreational equipment during Air Quality Action days.	Yes	No	Yes	Yes	No	No	No	Not enforceable
N 22	Episodic Restrictions on Use of Commercial and Industrial Equipment (mandatory)	Restrict use of commercial and industrial equipment during Air Quality Action Days.	Yes	Yes	Yes	No	Yes	No	No	No creditable emission reduction
N 23	Episodic Commercial Lawn & Garden Equipment Use Restrictions (voluntary)	Encourage restricted use of commercial lawn and garden equipment on Air Quality Action Days.	Yes	No	Yes	No	No	No	No	No creditable emission reduction
N 24	Episodic Residential Lawn & Garden Equipment Use Restrictions (voluntary)	Encourage restricted use of residential lawn & garden equipment on Air Quality Action Days.	Yes	No	Yes	Yes	No	No	No	No creditable emission reduction
N 25	Episodic Commercial and Industrial Equipment Use Restrictions (voluntary)	Encourage restricted use of commercial and industrial equipment during Air Quality Action Days.	Yes	No	Yes	No	No	No	No	Not economically feasible
N 26	Episodic No Mow Policy on Code Red Days (voluntary)	Voluntary reduction in mowing on Code Red Days.	Yes	No	Yes	Yes	No	No	No	No creditable emission reduction
N 27	Control Off-Road Diesel Engines (Blue Sky)	Encourage the use of engines that are included in EPA's voluntary "Blue Sky Series" engine program.	Yes	Yes	Yes	Yes	No	-	No	No creditable emission reductions
N 28	Control Spark Ignition Engines	Retrofit controls and 3-way catalyst for spark ignition engines.	Yes	Yes	-	-	No	-	No	Will not advance attainment date

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N 29	"Cash for Clunkers" 2-cycle Engines	Implement a 2-cycle Engine Replacement Program.	Yes	Yes	Yes	No	No	-	No	Not economically feasible
N 30	"Cash for Clunkers" Lawn & Garden Equipment	Offer cash for consumers to turn in lawnmowers or lawn tractors and purchase electric or push mowers.	Yes	Yes	Yes	No	No	-	No	Not economically feasible
N 31	"Cash for Clunkers" Outboard Motors	Offer cash for consumers to turn in old outboard motors and purchase new ones.	Yes	Yes	Yes	No	No	-	No	Not economically feasible
N 32	"Cash for Clunkers" Recreational Equipment Program	Offer small cash reward for owners to turn in old, high-emission recreational equipment.	Yes	Yes	Yes	No	No	-	No	Not economically feasible
N 33	Idling Restrictions for Lawn & Garden Equipment	Limit idling by commercial lawn & garden equipment.	Yes	No	Yes	Yes	-	Yes	No	Deminimis
N 34	Control Emissions from Lawn and Garden Equipment (xeriscaping)	Adopt measures to reduce lawn area and mower usage. Xeriscaping.	Yes	No	Yes	Yes	No	-	No	No creditable emission reduction
N 35	Agricultural Equipment Retrofits	Require agricultural equipment to be retrofitted with emissions controls.	Yes	Yes	No	No	No	No	No	Not technologically or economically feasible
N 36	Agricultural Equipment Use Restrictions	Ban use of agricultural equipment on Air Quality Action Days.	Yes	Yes	Yes	No	Yes	No	No	Not economically feasible
N 37	Agricultural Equipment Use Restrictions (voluntary)	Voluntary moratorium on use of agricultural equipment on Air Quality Action Days.	Yes	No	Yes	No	No	No	No	Not economically feasible
N 38	Low-emissions Agricultural Equipment	Require sale of low-emissions agricultural equipment in region.	-	Yes	-	No	Yes	-	No	Not economically feasible
N 39	Industrial Equipment Replacement	Subsidize replacement of fossil-fuel fired industrial equipment with electric industrial equipment.	Yes	Yes	Yes	-	Yes	-	No	Potential adverse impacts
N 40	Industrial Equipment Retrofits	Require industrial equipment to be retrofitted with emissions controls.	Yes	Yes	Yes	-	Yes	-	No	Potential adverse impacts
N 41	Low-emissions Commercial and Industrial Equipment	Require sale of low-emissions commercial and industrial equipment in region.	Yes	Yes	Yes	-	-	No	No	Will not advance attainment date
N 42	Idling Restrictions for Commercial and Industrial Equipment	Limit idling by commercial and industrial equipment.	Yes	No	Yes	Yes	No	Yes	No	No creditable emission reductions
N 43	Control Construction Emissions	Limitations and Fleet Rules for Construction Equipment.	Yes	Yes	-	No	-	No	No	Not economically feasible
N 44	Light Commercial Equipment Retrofits	Require light commercial equipment to be retrofitted with emissions controls.	Yes	No	Yes	-	No	-	No	Not enforceable

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N 45	Control Light Commercial Equipment	Require zero emission forklifts where feasible.	Yes	No	-	No	No	Yes	No	Not economically feasible
N 46	Control Light Commercial Equipment	Retrofit portable engines and generators.	Yes	No	-	No	No	Yes	No	No creditable emission reductions
N 47	Recreational Equipment Retrofits	Require recreational equipment to be retrofitted with particulate filterers and/or oxidation catalysts.	Yes	Yes	Yes	Yes	No	Yes	No	No creditable emission reductions
N 48	Episodic Recreational Marine Equipment Use Restrictions (mandatory)	Ban use of recreational marine equipment on Code Red Air Quality Action Days.	Yes	Yes	Yes	No	Yes	-	No	Potential adverse impacts
N 49	Episodic Recreational Marine Equipment Use Restrictions (voluntary)	Encourage restricted use of all recreational marine equipment on Air Quality Action Days.	Yes	No	Yes	Yes	No	-	No	Will not advance attainment date
N 50	Episodic Recreational Marine Idling Restrictions (mandatory)	Ban idling by recreational marine equipment on Code Red Air Quality Action Days.	Yes	Yes	Yes	No	No	-	No	Will not advance attainment date
N 51	Episodic Recreational Marine Idling Restrictions (voluntary)	Encourage reduced idling by recreational marine equipment on Air Quality Action Days.	Yes	No	Yes	Yes	No	-	No	Will not advance attainment date
N 52	Episodic Recreational Marine Idling Restrictions (mandatory)	Ban idling by recreational marine equipment during ozone season.	Yes	Yes	Yes	No	No	-	No	Will not advance attainment date
N 53	Recreational Marine Idling Restrictions	Ban idling by recreational marine equipment year-round.	Yes	Yes	Yes	No	No	-	No	Will not advance attainment date
N 54	Control Recreational Marine Emissions	Provide incentives for newer boats and engines.	Yes	No	Yes	No	No	-	No	Will not advance attainment date
N 55	Control Recreational Equipment Emissions	Increase registration fee on recreational vehicles (dedicate fee to clear air).	Yes	Yes	Yes	No	No	-	No	Not economically feasible
N 56	Require low-NOx fuel for recreational equipment	Require recreational equipment to use low-NOx fuel additives during ozone season.	Yes	Yes	Yes	Yes	-	-	No	Will not advance attainment date
N 57	Control Commercial Marine Sources	Tug/Push Boat Activity Reductions.	Yes	Yes	Yes	-	Yes	-	No	Potential adverse impacts
N 58	Control Upwind Port Emissions	Emission Fee Program for Port-Related Mobile Sources	Yes	Yes	Yes	-	No	-	No	No creditable emission reductions
N 59	Graduated registration fees for recreational boats	Levee additional registration fee for registration of boats with old, high-emission engines.	Yes	Yes	Yes	Yes	-	-	No	Will not advance attainment date
N 60	Low-NOx Fuel for Lawn & Garden Equipment	Require diesel-fired lawn & garden equipment to use low-NOx fuel additives during ozone season.	Yes	Yes	Yes	Yes	No	-	No	No creditable emission reduction
N 61	Low-NOx Fuel for Recreational Marine Equipment	Require diesel-fired recreational marine equipment to use low-NOx fuel additives during ozone season.	Yes	Yes	Yes	Yes	No	-	No	No creditable emission reduction

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N 62	Require Low-NOx Fuel for Airport GSE	Require airport GSE to use low-NOx fuel additives during ozone season.	Yes	Yes	Yes	Yes	No	-	No	No creditable emission reduction
N 63	Require Low-NOx Fuel for Industrial Equipment	Require industrial equipment to use low-NOx fuel additives during ozone season.	Yes	Yes	Yes	Yes	No	-	No	No creditable emission reduction
N 64	Require Low-NOx Fuel for Light Commercial Equipment	Require light commercial equipment to use low-NOx fuel during ozone season, if applicable.	Yes	Yes	Yes	Yes	No	-	No	No creditable emission reduction
N 65	Episodic Low-NOx Fuel for Construction Equipment	Require diesel-fired construction equipment operating in region to use low-NOx fuel additives during ozone season.	Yes	Yes	Yes	Yes	No	-	No	No creditable emission reduction
N 66	Episodic Low-NOx Fuel for Construction Equipment	Require diesel-fired construction equipment operating on state or local government contracts to use low-NOx fuel additives during ozone season.	Yes	Yes	Yes	Yes	No	-	No	No creditable emission reduction
N 67	Episodic Low-NOx Fuel for Construction Equipment	Voluntary use of low-NOx fuel additives by diesel-fired construction equipment during ozone season.	Yes	Yes	Yes	Yes	No	-	No	No creditable emission reduction
N 68	Airport Congestion Pricing	Charge higher aircraft landing fees during busy times of day to reduce airport delays and congestion.	No	Yes	Yes	No	No	No	No	Not economically feasible
N 69	Gas Tax Increase	Implement a fuel tax on off-road gasoline.	Yes	Yes	Yes	No	Yes	-	No	Not economically feasible
N 70	Diesel Tax Increase	Implement a fuel tax on off-road diesel.	Yes	Yes	Yes	No	Yes	-	No	Not economically feasible
N 71	Low Maintenance Landscape Initiative	"Lawn Care for Cleaner Air": increase use of low maintenance landscapes.	Yes	No	Yes	Yes	No	-	No	No creditable emission reduction
Mobile Sources										
M 1	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	Yes	Yes	Yes	No	No	No	Will not provide reductions by May 2008
M 2	Expand Remote Sensing Program	Expand the Adoption of a Remote Sensing Program to DC and MD.	Yes	Yes	Yes	Yes	No	No	No	No creditable emission reductions

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M 3	OTC Corridor Strategy	Implement Truck Stop electrification projects and Heavy-Duty Engine Engine Control Module (ECM) Recalibration (chip reflash) along the I-95 corridor.	Yes	Yes	Yes	Yes	No	No	No	Will not advance attainment date
M 4	Clean Vehicle Purchase Program: State and Local Fleets	Accelerate Adoption of Alternative Fueled Vehicles, including Hybrids. Focus on state and local fleets.	Yes	Yes	Yes	Yes	No	No	No	Will not advance attainment date
M 5	Clean Vehicle Purchase Program: Private Owners Fleet	Accelerate Adoption of Clean Vehicles. Consider Use of Tax Incentives.	Yes	-	Yes	Yes	No	No	No	Will not advance attainment date
M 6	Electric Vehicle Tax Incentives	Establish incentives to purchase electric vehicles.	Yes	No	Yes	No	No	Yes	No	Deminimis
M 7	Clean Vehicle Purchase Program: Buses	Accelerate Adoption of Clean Vehicles. Consider hybrid and CNG Buses.	Yes	Yes	Yes	Yes	No	No	No	Will not advance attainment date
M 8	Clean Fuels Program: CNG Fueling Stations for DC Metro Region	Build new modular CNG fueling stations.	Yes	Yes	Yes	No	No	No	No	Will not advance attainment date
M 9	Clean Vehicle Purchase Program: Refuse Haulers	Accelerate Adoption of Clean Vehicles. Consider CNG refuse haulers instead of new diesel.	Yes	Yes	Yes	Yes	No	No	No	Will not advance attainment date
M 10	Clean Vehicle Purchase Program: Rental Cars	Accelerate Adoption of Clean Vehicles. Target rental car fleets.	Yes	Yes	Yes	No	No	No	No	Will not advance attainment date
M 11	Clean Vehicle Purchase Program: Taxicabs	Accelerate Adoption of Clean Vehicles. Target taxicab fleets.	Yes	Yes	Yes	Yes	No	No	No	Will not advance attainment date
M 12	Voluntary Diesel Retrofit Program: School Buses	Retrofit diesel school buses.	Yes	Yes	Yes	Yes	No	No	No	Will not advance attainment date
M 13	Voluntary Diesel Retrofit Program: State Vehicles	Retrofit diesel state vehicles.	Yes	Yes	Yes	Yes	No	No	No	Will not advance attainment date
M 14	Voluntary Diesel Retrofit Program: Local Vehicles	Retrofit diesel local vehicles.	Yes	Yes	Yes	Yes	No	No	No	Will not advance attainment date
M 15	Diesel Retrofit Program: Commercial Vehicles	Retrofit diesel commercial vehicles.	Yes	Yes	Yes	Yes	No	No	No	Will not advance attainment date
M 16	Voluntary Diesel Retrofit Program: International Green Diesel Retrofit	Fit transit buses running on ultra low sulfur diesel with a quad-catalytic filter.	Yes	Yes	Yes	No	No	-	No	Not economically feasible
M 17	Mandatory Diesel Retrofit Program: Public Fleets	Require retrofit of on-road diesel vehicles in public fleets.	Yes	Yes	Yes	Yes	No	No	No	Will not advance attainment date
M 18	Mandatory Diesel Retrofit Program: Private Fleets	Require retrofit of on-road diesel vehicles in private fleets.	Yes	Yes	Yes	Yes	No	No	No	Will not advance attainment date
M 19	Rebate for Purchase of Hybrid Vehicles	Issue rebate for purchase and registration of hybrid vehicles.	Yes	Yes	Yes	No	No	No	No	Not economically feasible
M 20	Zero I/M waivers and exemptions	Eliminate all waivers and exemptions in the I/M program.	Yes	Yes	Yes	Yes	No	No	No	Will not advance attainment date

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M 21	Expand I/M Requirements to Upwind Counties	Expand Inspection and Maintenance Requirements.	Yes	Yes	Yes	Yes	No	No	-	Under Discussion at IAQC
M 22	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.	Yes	Yes	Yes	Yes	No	No	No	No creditable emission reduction
M 23	Motorcycle I/M Program	End the motorcycle smog check exemption.	Yes	Yes	Yes	Yes	No	Yes	No	DeMinimis
M 24	Augment Diesel I/M Program	Augment truck and bus inspections with community-based inspections.	Yes	Yes	Yes	No	No	Yes	No	No creditable emission reduction
M 25	Truck Idling Reduction: Truck Stop Electrification (TSE)	Implement Projects to Electrify Truck Stops.	Yes	Yes	Yes	Yes	No	No	No	Will not advance attainment date
M 26	Truck Idling Reduction: Auxilliary Power Units (APU)	Increase Market Penetration of APUs to Reduce Truck Idling.	Yes	Yes	Yes	Yes	No	No	No	Will not advance attainment date
M 27	Control Heavy Duty Diesel Engines	Heavy-Duty Engine Engine Control Module (ECM) Recalibration (chip reflash).	Yes	Yes	Yes	Yes	No	No	No	No creditable emission reduction
M 28	Improve Truck Fleet Efficiency	Encourage Adoption of Technologies that Increase Truck Fleet Efficiency.	Yes	No	Yes	Yes	No	No	No	No creditable emission reduction
M 29	Increase Intermodal Transport	Increase Use of Intermodal Options for Transporting Goods.	Yes	No	Yes	Yes	No	No	No	No creditable emission reduction
M 30	Fleet ILEV for light-duty gasoline vehicles	Require fleets operating in nonattainment area to be comprised of a percentage of ILEV vehicles.	No	Yes	Yes	No	Yes	No	No	Not economically feasible
M 31	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.	Yes	No	Yes	No	No	Yes	No	Not economically feasible
M 32	Enhanced Enforcement: Bus and Truck Idling	Step-up enforcement of existing regulations to prevent extended bus and truck idling.	Yes	Yes	Yes	Yes	No	Yes	No	No creditable emission reduction
M 33	Enhanced Enforcement: On road Idling	Increase enforcement of regional idling restrictions for on-road vehicles.	Yes	Yes	Yes	Yes	No	Yes	No	No creditable emission reduction
M 34	Enhanced Enforcement of Mobile Source Regulations	Increase smoking vehicle enforcement.	Yes	Yes	Yes	Yes	No	Yes	No	No creditable emission reduction
M 35	Enhanced Enforcement: Speed Limits	Increase speed limit enforcement so that more vehicles are traveling at or below the posted limit.	Yes	Yes	Yes	Yes	No	Yes	No	No creditable emission reduction

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M 36	Car Sharing Program	Fund incentives for new car sharing customers (i.e., Flexcar or Zipcar services).	Yes	No	Yes	Yes	No	Yes	No	Deminimis
M 37	Vehicle Share Programs: Transit Stations	Develop a transit station car/low emission vehicle share program.	Yes	Yes	Yes	Yes	No	Yes	No	Deminimis
M 38	Vehicle Share Programs: Neighborhoods	Implement a neighborhood electric vehicle share program.	Yes	Yes	Yes	Yes	No	Yes	No	Deminimis
M 39	Control Delivery Truck Emissions	Establish voluntary emission reduction program with delivery fleets.	Yes	No	Yes	Yes	No	No	No	Will not advance attainment date
M 40	"Cash for Clunkers" On-Road Vehicles	Fund voluntary program paying car owners to turn in old vehicles for scrappage. Target pre-1980 vehicles with minimal/no emissions control.	Yes	Yes	Yes	No	No	No	No	Not economically feasible
M 41	"Cash for Clunkers" Early Bus Engine Replacement	Replaces high-polluting diesel engines in WMATA buses with new diesel engines.	Yes	Yes	Yes	No	No	No	No	Not economically feasible
M 42	"Cash for Clunkers" Taxicab Replacement - Conventional Vehicles	Replace taxicabs with new "conventional" LDGVs.	Yes	Yes	Yes	No	No	No	No	Not economically feasible
M 43	Control Vehicle Technology	Install systems on gasoline vehicles to reduce emissions (e.g., Bose high-speed centrifugal separation system).	Yes	Yes	Yes	No	No	Yes	No	Deminimis
M 44	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.	Yes	Yes	-	No	-	Yes	No	Deminimis
M 45	Gasoline Engine Retrofit Program	Retrofit with 3-way catalysts on gasoline-burning heavy duty trucks that currently have 2-way catalysts or no catalysts.	Yes	Yes	-	-	No	-	No	Will not advance attainment date
M 46	"Cash for Clunkers" Gas Caps Program	Provide free replacement gas caps to light- and medium-duty vehicle owners.	Yes	Yes	Yes	-	No	Yes	No	Deminimis
M 47	Annual Gasoline Vehicle Pollution Fee	Levy an annual fee on petroleum-powered vehicles based on mileage driven and emission rates (odometer tax).	Yes	Yes	Yes	Yes	No	No	No	Will not advance attainment date
M 48	VMT-Based Car Tax	Charge VMT fee for all vehicles registered or garaged in the region.	Yes	Yes	Yes	Yes	No	No	No	Will not advance attainment date
M 49	Graduated Car Tax: Additional Vehicles	Charge higher car tax on each additional vehicle registered by a household.	Yes	Yes	Yes	No	No	No	No	Not economically feasible
M 50	Graduated Car Tax: Miles Per Gallon	Charge graduated car taxes based on a vehicle's EPA miles per gallon rating.	Yes	Yes	Yes	No	No	No	No	Not economically feasible

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M 51	Graduated Car Tax: Petroleum-Based Vehicles only	Implement region-wide car tax for petroleum-fueled vehicles.	Yes	Yes	Yes	No	No	No	No	Not economically feasible
M 52	Graduated Vehicle Registration Fee Based on Number of Vehicles	Assess graduated vehicle registration fee/car tax on every privately owned vehicle in the region. Households with multiple vehicles pay higher tax on each additional vehicle.	Yes	Yes	Yes	No	No	No	No	Not economically feasible
M 53	Pay-as-you-drive auto insurance (\$/gal)	Offer auto insurance rates linked to number of gallons of fuel consumed by vehicle.	Yes	Yes	Yes	No	No	No	No	Not economically feasible
M 54	Mobile Source Mitigation Fees: Vehicle Garage	Collect a fee from each homeowner with a vehicle garage.	Yes	Yes	Yes	No	Yes	No	No	Not economically feasible
M 55	Mobile Source Mitigation Fees: Ozone Season VMT Surcharge	Require a surcharge to be paid by drivers during the summer season based on the number of driving miles.	Yes	Yes	Yes	No	Yes	No	No	Not economically feasible
M 56	Mobile Source Mitigation Fees: Entry Fees	Collect fees and tolls from drivers to use roads or enter areas.	No	Yes	Yes	No	Yes	No	No	Not economically feasible
M 57	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.	Yes	Yes	Yes	No	Yes	No	No	Will not advance attainment date
M 58	Value Pricing (HOT lanes)	Implement value pricing strategies on busy freeways during rush hour.	Yes	Yes	Yes	No	Yes	No	No	Will not advance attainment date
M 59	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.	Yes	Yes	Yes	No	Yes	No	No	Will not advance attainment date
M 60	Biodiesel Fuel	Expand use of biodiesel fuel for on-road vehicles.	Yes	No	Yes	No	No	No	No	No creditable emission reduction
M 61	CARB Diesel Fuel	Implement CARB diesel fuel standards.	Yes	Yes	Yes	No	No	No	No	Not economically feasible
M 62	High Cetane Fuel	Require High Cetane Diesel Fuel for On-road Vehicles.	Yes	Yes	Yes	No	No	No	No	Not economically feasible
M 63	Low-NOx Diesel Fuel	Require regional use of low-NOx fuel additives for on-road diesel vehicles	Yes	No	-	No	No	Yes	No	Not enforceable
M 64	Low-NOx On-Road Diesel Fuel in Ozone Season	Require use of low-NOx additive in on-road diesel fuel during ozone season.	Yes	No	-	No	No	Yes	No	Not enforceable

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M 65	Low-NOx On-Road Diesel Fuel in Ozone Season	Require use of low-NOx additive by state or local diesel vehicles during ozone season.	Yes	No	-	No	No	Yes	No	Not enforceable
M 66	Fuel Additives to Reduce Emissions	Use emulsified diesel fuel in diesel burning heavy duty vehicles.	Yes	No	-	No	No	Yes	No	Not enforceable
M 67	Gas Tax Increase	Implement a fuel tax on on-road gasoline.	Yes	Yes	Yes	No	Yes	No	No	Not economically feasible
M 68	Diesel Tax Increase	Implement a fuel tax on on-road diesel.	Yes	Yes	Yes	No	Yes	No	No	Not economically feasible
M 69	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.	Yes	Yes	Yes	Yes	No	No	No	No creditable emission reductions
M 70	Replace Traffic Signals with Lesser Controls	Install roundabouts in place of signals at low volume intersections.	No	Yes	Yes	Yes	No	Yes	No	No creditable emission reductions
M 71	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.	Yes	Yes	Yes	Yes	No	Yes	No	No creditable emission reductions
M 72	Traffic Signal Optimization	Regularly optimize traffic signals to reduce idling and low-speed emissions.	Yes	No	Yes	Yes	No	Yes	No	No creditable emission reductions
M 73	Extend Ramp Metering	Install signals to control flow of vehicles at selected freeway ramp entrances to maintain level of service.	Yes	Yes	Yes	Yes	No	Yes	No	No creditable emission reductions
M 74	Permit Right Turn on Red	Reduce vehicle idling time by permitting right turn on red, where safety allows.	Yes	Yes	Yes	Yes	No	Yes	No	No creditable emission reductions
M 75	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.	Yes	No	Yes	No	Yes	No	No	Not economically feasible
M 76	Transportation Funding Initiatives	Require that Congestion Mitigation Air Quality (CMAQ) funds be used only for projects that significantly improve air quality.	Yes	No	Yes	No	Yes	No	No	Not economically feasible

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M 77	Establish Clean Air Fund	Sell Clean Air License Plates to fund air quality programs (similar to "Save the Bay" tags).	Yes	Yes	Yes	No	No	No	No	No creditable emission reductions
M 78	Electronic Tolling	Expand interoperability of electronic tolling systems.	Yes	No	Yes	Yes	No	Yes	No	No creditable emission reductions
M 79	Control Vehicle Speeds: Automated Enforcement	Automate speed enforcement and lower the speed limit to 55 mph for heavy duty vehicles.	Yes	Yes	Yes	No	No	No	No	No creditable emission reduction
M 80	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.	Yes	Yes	Yes	Yes	No	No	No	Will not advance attainment date
M 81	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.	Yes	Yes	Yes	Yes	No	No	No	No creditable emission reductions
M 82	Infill Development	Implement an infill development program throughout the Washington region.	Yes	Yes	Yes	Yes	No	No	No	No creditable emission reductions
M 83	Convenience Commercial Centers in Residential Areas	Change zoning ordinances to allow neighborhood-serving retail establishments in residential areas.	Yes	Yes	Yes	Yes	No	No	No	No creditable emission reductions
M 84	Incentives for Mixed Use at Transit Centers	Include incentives for mixed-use development at transit centers to reduce sprawl and VMT.	Yes	Yes	Yes	Yes	No	No	No	No creditable emission reductions
M 85	Control Growth and Development	Encourage mixed-use development.	Yes	Yes	Yes	Yes	No	No	No	No creditable emission reductions
M 86	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.	Yes	Yes	Yes	No	Yes	No	No	Not economically feasible
M 87	Proximity Commute: Job Swap	Encourage employees of the same firm to swap jobs, permitting each to work at a location closer to home.	Yes	No	Yes	No	No	Yes	No	No creditable emission reductions
M 88	Proximity Commute: Live Near Your Work	Provides financial incentives to homebuyers moving to designated neighborhoods near their workplaces.	Yes	No	Yes	No	No	Yes	No	No creditable emission reductions

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M 89	Telecommuting Centers and Telework Program	Telecommuting centers, including marketing activity, consultant support, commuter and employer information and assistance.	Yes	Yes	Yes	Yes	No	No	No	Will not advance attainment date
M 90	Telecourses at Local Colleges and Universities	Encourage local colleges and universities to offer telecourses to reduce vehicle trips.	Yes	Yes	Yes	Yes	No	-	No	Will not advance attainment date
M 91	Clean Commute/Try Transit Week	Promotes use of alternative transportation, including transit, by daily commuters for one week per year.	Yes	No	-	-	No	Yes	No	No creditable emission reductions
M 92	Expand HOV Network on the Freeway System	Construct additional HOV lanes on regional freeways.	No	Yes	Yes	Yes	No	No	No	Will not provide reductions by May 2008
M 93	Control Bus Emissions	Provide electrified parking spaces for tour buses.	Yes	Yes	Yes	No	No	No	No	Will not advance attainment date
M 94	Support Rail to Dulles Airport	Provide funding to expand rail services to Dulles Airport.	No	Yes	Yes	Yes	No	No	No	Will not provide reductions by May 2008
M 95	Expand Peak Period Metrorail Service	Extend peak-period service on Metrorail so trains run more frequently between 6-11 am and 3-8 pm.	Yes	Yes	Yes	Yes	No	No	No	Will not advance attainment date
M 96	Expand VRE Train Service	Expand VRE train service to include additional departures.	Yes	Yes	Yes	Yes	No	No	No	Will not advance attainment date
M 97	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.	Yes	Yes	Yes	Yes	No	No	No	Will not advance attainment date
M 98	Provide Additional Transit Service to Core	Increase funding for transit services to expand core service.	No	Yes	Yes	Yes	No	No	No	Will not provide reductions by May 2008
M 99	Provide Additional Transit Service Access	Increase funding for enhancing access to transit services.	Yes	Yes	Yes	Yes	No	No	No	No creditable emission reductions
M 100	Regional Bus Service Expansion	Expansion of Metrobus and other regional bus services.	Yes	Yes	Yes	No	No	No	No	Not economically feasible
M 101	Express Buses From Outlying Areas	Implement direct bus service from outlying Park & Ride lots and far suburbs to major work centers.	Yes	Yes	Yes	-	No	No	No	Will not advance attainment date
M 102	Express Reverse Commuter Buses	Implement reverse commute express buses from the District to major outlying work centers.	Yes	Yes	Yes	-	No	No	No	Will not advance attainment date
M 103	New MARC Coaches	Purchase additional coaches for MARC to accommodate increased ridership.	Yes	Yes	Yes	No	No	No	No	Not economically feasible

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M 104	New Surface Parking at Transit Centers	Add new parking spaces at transit centers (bus, Metrorail, MARC) parking lots.	Yes	Yes	Yes	No	No	No	No	Not economically feasible
M 105	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.	Yes	Yes	Yes	No	No	No	No	Not economically feasible
M 106	Additional Transit Stores	Establish additional stationary transit stores in the region.	Yes	Yes	Yes	Yes	No	Yes	No	No creditable emission reductions
M 107	Mobile Commuter Stores	Fund mobile commuter stores in suburban commercial areas.	Yes	Yes	Yes	Yes	No	Yes	No	No creditable emission reductions
M 108	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.	Yes	No	Yes	Yes	No	Yes	No	No creditable emission reductions
M 109	Build Park & Ride Lots at Major Intersections of Commuter Highways	Construct new park & ride commuter lots along HOV facilities.	Yes	Yes	Yes	Yes	No	No	No	No creditable emission reductions
M 110	Manage Roadway Usage: Dedicated Bus Lanes	Dedicate roadway lanes for use by buses.	Yes	Yes	Yes	No	No	No	No	No creditable emission reductions
M 111	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.	Yes	Yes	-	No	No	No	No	Not economically feasible
M 112	Metrorail Feeder Bus Service & Fare Buydown	Improve Metrorail feeder bus service at underutilized park & ride lots, implement fare buydown program.	Yes	Yes	Yes	No	No	No	No	Not economically feasible
M 113	Flat Fare For All Transit Trips	Single price all public transit services with free transfers all day, 7 days per week.	Yes	Yes	Yes	No	No	No	No	Not economically feasible
M 114	Free Bus Service Off-Peak	Institute free off-peak bus service from 10-2 on weekdays and all day on weekends.	Yes	Yes	Yes	No	No	No	No	Not economically feasible
M 115	Free bus-to-rail / rail-to-bus transfers	Institute free bus-to-rail transfer similar to free rail-to-bus transfer currently in place.	Yes	Yes	Yes	No	No	No	No	Not economically feasible
M 116	Free Rail Use 10-3	Free Metrorail trips for all riders from 10AM-3PM on weekdays.	Yes	Yes	Yes	No	No	No	No	Not economically feasible
M 117	Free Transit Passes to Students	Free transit passes for high school and college students, subsidized by schools or through student registration fee.	Yes	Yes	Yes	No	No	No	No	Not economically feasible

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M 118	Half Price Fares on Feeder Bus Service	All metro bus and local bus services to Metrorail and commuter rail stations reduce fares by half.	Yes	Yes	Yes	No	No	No	No	Not economically feasible
M 119	Subsidize Transit Usage	Expand Metro Check to all County Employees	Yes	Yes	Yes	Yes	No	Yes	No	Will not advance attainment date
M 120	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.	Yes	Yes	Yes	Yes	No	Yes	No	No creditable emission reductions
M 121	Discount Multi-Trip Bus Fares	Introduce discount programs reducing cost of multiple bus rides through purchase of pass books (e.g. 10-trip tickets).	Yes	Yes	Yes	Yes	No	Yes	No	No creditable emission reductions
M 122	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.	Yes	Yes	Yes	Yes	No	Yes	No	Deminimis
M 123	Real-Time Bus Schedule Information	Expand trials of real-time bus schedule information to local transit providers.	Yes	Yes	Yes	Yes	No	Yes	No	No creditable emission reductions
M 124	Automatic Bus Locator System	System would provide bus location information to WMATA dispatchers. This would decrease wait time and improve on-time arrival/departure.	Yes	Yes	Yes	Yes	No	Yes	No	No creditable emission reductions
M 125	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.	Yes	Yes	Yes	Yes	No	Yes	No	Deminimis
M 126	ATM Machines Installed at Metro Stations	Install ATMs near metro stations for rider convenience.	Yes	No	Yes	Yes	No	Yes	No	Not enforceable
M 127	Rush Hour Shift	Shift Metrorail AM and PM rush hours to start 30 min earlier and end 30 min later.	Yes	Yes	Yes	Yes	No	No	No	No creditable emission reduction
M 128	Employer Metro Shuttle Bus Services	Provide incentives for businesses to provide employee shuttle service to the nearest rail or transit stop.	Yes	No	Yes	No	No	-	No	Not economically feasible
M 129	Bicycle Racks in DC	Install bicycle racks at various locations throughout the region.	Yes	Yes	Yes	Yes	No	Yes	No	Deminimis

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M 130	Bike Lockers at Metro Stations, Park & Ride Lots, Other Locations	Expand existing bike lockers at Metrorail stations, install bicycle storage spaces in parking lots.	Yes	Yes	Yes	No	No	Yes	No	Not economically feasible
M 131	Bike Racks on Transit Buses	Provide external bike racks on WMATA and other local transit buses.	Yes	Yes	Yes	No	No	Yes	No	Not economically feasible
M 132	Bike/Pedestrian Paths	Fund construction of additional bicycle/pedestrian paths in the region.	Yes	Yes	Yes	No	No	Yes	No	Not economically feasible
M 133	Employers Provide Free Bicycles for MIDDAY Use	Require employers to provide one bicycle per 50 employees for mid-day business or personal use.	Yes	Yes	Yes	No	No	Yes	No	No creditable emission reduction
M 134	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.	Yes	Yes	Yes	Yes	No	Yes	No	Deminimis
M 135	Safe Routes to School Program	Implement a safe pedestrian and bicycle routes to school program to reduce VMT.	Yes	No	Yes	Yes	No	Yes	No	Deminimis
M 136	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.	Yes	Yes	Yes	No	No	Yes	No	Not economically feasible
M 137	Enhance Pedestrian Facilities	Improve pedestrian facilities throughout region (e.g., Richmond Highway Corridor).	Yes	Yes	Yes	No	No	Yes	No	Not economically feasible
M 138	4 Day Work Week/Flexible Work Schedules	Encourage employers to adopt a shorter work week, with employees working 4 10-hour days.	Yes	Yes	Yes	Yes	No	No	No	No creditable emission reductions
M 139	Access to Jobs Program	Identifies gaps in transit service between places of residence and places of work for low wage workers.	Yes	Yes	Yes	Yes	No	No	No	No creditable emission reduction
M 140	Mandatory Employee Commute Reduction	Mandatory employer trip reduction to reduce employee vehicle trips.	Yes	No	Yes	No	Yes	No	No	Potential adverse impacts
M 141	Student & staff based college & university rideshare programs	Create rideshare program focused on students and staff at regional universities.	Yes	No	Yes	Yes	No	Yes	No	Deminimis
M 142	Vanpool Insurance	Establish a special risk pool to underwrite the cost of vanpool insurance.	Yes	Yes	Yes	Yes	No	No	No	Will not advance attainment date
M 143	Vanpool Programs	Create programs and incentives designed to increase the number of vanpools in the region.	Yes	Yes	Yes	Yes	No	No	No	Will not advance attainment date

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M 144	Restrict Parking at Schools	Restrict high school students from driving to and parking at high schools when bus service is available.	Yes	Yes	Yes	No	Yes	Yes	No	Not economically feasible
M 145	Restrict Construction of New Parking	Restrict construction of new parking at employment centers based on distance from transit and urban core.	Yes	Yes	Yes	No	Yes	No	No	Not economically feasible
M 146	Eliminate or Restrict Airport Parking	Eliminate airport parking and replace with alternative fuel shuttle buses.	Yes	Yes	Yes	No	Yes	No	No	Not economically feasible
M 147	Commuter Parking Tax: Employees	Implement daily tax on employees using commuter parking spaces.	Yes	Yes	Yes	No	Yes	No	No	Potential adverse impacts
M 148	Commuter Parking Tax: Employers with No Discounted Commuter Parking Spaces	Implement daily tax on employers providing free or discounted commuter parking spaces.	Yes	Yes	Yes	No	Yes	No	No	Potential adverse impacts
M 149	Commuter Parking Tax: Employers with No Transit Benefits	Implement daily tax on employers who do not provide transit benefits to employees.	Yes	Yes	Yes	No	Yes	No	No	Potential adverse impacts
M 150	Market Based Parking Charge at Federal Facilities	Negotiate agreement with federal government to charge market rate for daily parking for all employees.	Yes	Yes	Yes	Yes	No	No	No	Will not advance attainment date
M 151	Parking Impact Fee: All Parking	Levy annual impact fee on every parking space in nonattainment area.	Yes	Yes	Yes	No	Yes	No	No	Not economically feasible
M 152	Parking Impact Fee: Commuter Parking	Levy an annual fee on every commuter parking space in the Washington nonattainment area.	Yes	Yes	Yes	No	Yes	No	No	Not economically feasible
M 153	Tax Parking Spaces Above Code Minimum	Discourage developers from providing parking in excess of code minimum by imposing a graduated tax on excess spaces.	Yes	Yes	Yes	No	Yes	No	No	Not economically feasible
M 154	Episodic Parking Fee Increases	Increase fees for parking garages and meter during episodes.	Yes	Yes	No	No	Yes	No	No	Not feasible
M 155	Free Parking for Carpools/Vanpools	Provide free reserved parking spaces for all carpools or vanpools.	Yes	Yes	Yes	No	No	No	No	Not economically feasible
M 156	Employer Parking Cash-Out: Voluntary	Implement voluntary program encouraging employers to provide the value of subsidized parking to employees who use alternative commute strategies.	Yes	Yes	Yes	No	No	Yes	No	DeMinimis

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M 157	Employer Parking Cash-Out: Mandatory	Implement program requiring employers to provide the value of subsidized parking to employees who use alternative commute strategies.	Yes	Yes	Yes	No	No	Yes	No	Deminimis
M 158	Remove Trash Trucks From Area Streets	Reduce use of trash trucks through transport of trash by barge.	No	No	Yes	Yes	No	-	No	No creditable emission reductions
M 159	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).	Yes	No	Yes	Yes	No	No	No	No creditable emission reductions
M 160	Government Actions (air quality action day similar to snow day)	Implement a liberal leave policy for local, state and federal employees on Air Quality Action Days, permitting employees to work from home or take unscheduled leave.	Yes	No	Yes	Yes	No	No	No	No creditable emission reductions
M 161	Clean Air Partners: Public Outreach and Education	Implement Strategic Communication Campaigns to Increase Public Awareness (reduce vehicle use).	Yes	No	Yes	Yes	No	No	No	No creditable emission reductions
M 162	Local Government Education Campaign	Implement Strategic Communication Campaigns to Increase Local Government Air Quality Improvement Efforts (reduce vehicle use).	Yes	No	Yes	Yes	No	No	No	No creditable emission reductions
M 163	Mass Marketing Campaign	Marketing effort involving business-to-business advertising campaign in print media and on world wide web.	Yes	No	Yes	Yes	No	No	No	No creditable emission reductions
M 164	Commuter Choice - State & Local Government Employees	Provide the region's local, state and municipal employees with transit benefits.	Yes	Yes	Yes	Yes	No	No	No	Not enforceable
M 165	Commuter Choice Tax Credit	Employers subsidize employees' monthly transit or vanpool costs and receive a tax credit for incurred expenses.	Yes	Yes	Yes	No	No	No	No	Not economically feasible
M 166	Commuter Operations Center	Provides commuter assistance services, including carpool and vanpool ridematching.	Yes	Yes	Yes	Yes	No	No	No	Will not advance attainment date
M 167	Guaranteed Ride Home	Provides free rides home in event of unexpected emergency or unscheduled overtime to commuters using public transport.	Yes	Yes	Yes	Yes	No	No	No	Will not advance attainment date
M 168	Integrated Rideshare	Provides transit, park & ride, and telecenter information to all commuters on a matchlist.	Yes	Yes	Yes	Yes	No	No	No	Will not advance attainment date

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M 169	Interactive Rideshare Kiosks	Transportation Information Kiosks in Maryland, Virginia and the District of Columbia.	Yes	Yes	Yes	Yes	No	No	No	Will not advance attainment date

Note: * Under discussion at IAQC.