

Control Measures Catalog for Rider 8 Areas

| Name | Description | Source | Analysis Performed by | Vehicles/ Equipment/ Industry Affected | Affected emissions (tpd NOX) | Expected Emissions Reductions (NOX) | | Cost Effectiveness (\$/ton NOX) | Affected Emissions (tpd VOC) | Expected Emissions Reductions (VOC) | | Cost Effectiveness (\$/ton VOC) | SIP Eligible? |
|--|---|--------|-----------------------|--|------------------------------|-------------------------------------|------|---------------------------------|------------------------------|-------------------------------------|-------|---|---------------|
| Bicycle and Pedestrian Programs | Implementation of bicycle and pedestrian projects with supporting programs | Onroad | NCTCOG | LDG+MC | 91.88 | 0.07 | 0.07 | \$35,045 | 93.42 | 0.04 | 0.04 | Cost effectiveness is based upon NOX reductions | Y |
| Clean Fleet Vehicle Procurement Policy/Clean Fleet Program | Create a fleet program that addresses the clean vehicle acquisitions of public and private fleets | Onroad | NCTCOG | HDDV | 88.17 | 1 | 9 | \$5000 - \$10,000 | | | | | Y |
| Drive-Thru Service Restrictions | Prohibit drive-thru during the ozone season / encourage parking | Onroad | NCTCOG | LDV+MC | 91.88 | 0.01 | 0.05 | Unknown | 93.42 | 0.04 | 0.19 | Cost effectiveness is based upon NOX reductions | E |
| Freeway and Arterial Bottleneck Program | Freeway interchange and arterial intersection improvements | Onroad | NCTCOG | Freeway + Arterial | 170.96 | 0.25 | 0.25 | \$8407 - \$41,589 | 81.66 | 1.01 | 1.01 | \$2009 - \$11,996 | Y |
| Heave-Duty Vehicle Idling Restriction and Policy | Implement an ordinance restricting idling for public / private heavy-duty vehicles | Onroad | NCTCOG | HDV | 101.54 | 0.12 | 0.54 | Unknown | 6.25 | 0.027 | 0.123 | Unknown | Y |
| Higher Vehicle Occupancy | Additional HOV implementation | Onroad | NCTCOG | Freeway | 107.21 | 0.27 | 0.27 | \$95,097 | 40.12 | 0.28 | 0.28 | \$93,724 | Y |

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|--|---|---------|-----------------------|--|------------------------------|-------------------------------------|-------|---------------------------------|------------------------------|-------------------------------------|-------|---|---------------|
| | | | | | | | | | | | | | |
| ETR-Vanpool Programs | Continue to increase vanpool programs and projects under ETR programs | Onroad | Earth Matters | LDV+MDV | 193 | 0.023 | 0.023 | \$257,407 | 99 | 0.026 | 0.026 | Cost effectiveness is based upon NOX reductions | Y |
| ETR-Best Workplaces Program | Continue and increase BWC projects | Onroad | Earth Matters | LDV+MDV | 193 | 0.104 | 0.104 | \$2,320 | 99 | 0.107 | 0.107 | Cost effectiveness is based upon NOX reductions | Y |
| ETR-Carpooling Programs | Continue and increase carpooling projects under ETR programs | Onroad | Earth Matters | LDV+MDV | 193 | 0.02 | 0.02 | \$4,158 | 99 | 0.02 | 0.02 | Cost effectiveness is based upon NOX reductions | Y |
| Parking Cash-Out | Cash-out for 10% of area employees | Onroad | Earth Matters | LDV+MDV | 193 | 0.443 | 0.443 | NA | 99 | 0.46 | 0.46 | NA | Y |
| Speed Limit Decrease for Heavy Duty Diesel Trucks | Decrease and enforce 55 mph speed limit for heavy duty diesel trucks | Onroad | Earth Matters | Freeway | 193 | 3.25 | 3.25 | \$1,186 | 99 | 0.018 | 0.018 | Cost effectiveness is based upon NOX reductions | L |
| Lawn Mower Replacement Program | Replacement or exchange of residential mowers | Nonroad | NCTCOG | Nonroad - lawn and garden | | | | | 7.91 | 0.422 | 0.422 | \$3000 - \$10000 | Y |
| Limitations on idling of heavy duty construction equipment | Reduce idling from construction and all nonroad engines | Nonroad | ENVIRON | Nonroad | 40-72 | 0.5 | 1 | \$4000 - \$40,000 | | | | | Y |