

**APPENDIX E**  
**VENTURA COUNTY**  
**TRANSPORTATION CONTROL MEASURES**  
**REASONABLY AVAILABLE CONTROL MEASURE ASSESSMENT**

## **Introduction**

The Clean Air Act (CAA) Section 172(c)(1) requires a review of Reasonably Available Control Measures (RACM) during the Air Quality Management Plan/State Implementation Plan (AQMP/SIP) development process to consider possible Transportation Control Measures (TCMs) that are feasible to implement in Ventura County. For TCMs to be RACM, TCMs must be both technologically and economically feasible and must advance the projected attainment date of the National Ambient Air Quality Standard (NAAQS).

The U.S. Environmental Protection Agency (EPA) left the definitions for technologically and economically feasibility vague so that areas of the country could determine what measures would be feasible or infeasible according to local factors. Factors such as the availability of control measures, ability to achieve emission reductions, and degree of cost effectiveness are the primary considerations on an area-by-area basis. In addition, EPA did not provide a conclusive definition on “advancing attainment,” so agencies have based their determination of RACM on whether a measure or group of measures would advance attainment of the NAAQS by at least one year.

The Southern California Area of Governments (SCAG) is the metropolitan planning organization for the Ventura County portion of the South Central Coast Air Basin. Ventura County TCMs are included in both the SCAG Regional Transportation Plan, called Connect SoCal, and the Federal Transportation Improvement Program (FTIP). Emission reductions associated with TCMs are accounted for in the Connect SoCal and FTIP baseline emissions. Thus, the VC AQMP/SIP does not claim TCM emission reductions separately, as an additional benefit, because their reductions are already included in the Connect SoCal and FTIP baseline emissions used for the AQMP/SIP modeling.

In the SCAG region, TCM development and updates are continually conducted through the FTIP process. TCM development, approval, and changes are governed by the FTIP guidelines that establishes procedures for the selection, funding, and completion of TCMs. This “rollover process” was established for Ventura County to replace a process that previously required a SIP update each time a TCM was adopted or replaced. The rollover process continues to regulate the selection and implementation of TCMs through a more comprehensive planning process with local and regional participation.

## **Methodology**

A list of candidate RACM was prepared by the District using TCMs from the Clean Air Act (CAA) Section 108(f)(1)(A), the 2016 Ventura County AQMP and other air district 8-hour ozone plans, such as the 2016 South Coast AQMP, 2016 San Joaquin AQMP, 2017 Sacramento AQMP, and the 2016 San Diego AQMP.

The RACM under consideration were organized according to the sixteen TCM categories listed in CAA Section 108(f), shown below.

- i. Programs for improved use of public transit;
- ii. Restriction of certain roads or lanes to, or construction of such roads or lanes for use by, passenger buses or high occupancy vehicles;
- iii. Employer-based transportation management plans, including incentives;
- iv. Trip-reduction ordinances;
- v. Traffic flow improvement programs that achieve emission reductions;
- vi. Fringe and transportation corridor parking facilities, serving multiple occupancy vehicle programs or transit service;
- vii. Programs to limit or restrict vehicle use in downtown areas or other areas of emission concentration, particularly during periods of peak use;
- viii. Programs for the provision of all forms of high-occupancy, shared-ride services, such as the pooled use of vans;
- ix. Programs to limit portions of road surfaces or certain sections of the metropolitan area to the use of non-motorized vehicles or pedestrian use, both as to time and place;
- x. Programs for secure bicycle storage facilities and other facilities, including bicycle lanes, for the convenience and protection of bicyclists, in both public and private areas;
- xi. Programs to control extended idling of vehicles;
- xii. Programs to reduce motor vehicle emissions, consistent with Title II of the Clean Air Act, which are caused by extreme cold start conditions;
- xiii. Employer-sponsored programs to permit flexible work schedules;
- xiv. Programs and ordinances to facilitate non-automobile travel, provision, and utilization of mass transit, and to generally reduce the need for single-occupant vehicle travel, as part of transportation planning and development efforts of a locality, including programs and ordinances applicable to new shopping centers, special events, and other centers of vehicle activity;
- xv. Programs for new construction and major reconstruction of paths, tracks, or areas solely for the use by pedestrian or other non-motorized means of transportation, when economically feasible and in the public interest; and

- xvi. Programs to encourage the voluntary removal from use and the marketplace of pre-1980 model year light duty vehicles and pre-1980 model light duty trucks.

The District conducted an initial RACM analysis of the candidate list. Each TCM on the list was given a control measure number, title, and a brief description. If a TCM was found feasible for Ventura County, it was recommended as a potential measure for the 2022 AQMP along with the appropriate implementing agency. If a TCM was determined infeasible for Ventura County, it was not recommended as a measure for the 2022 AQMP and a reasoned justification was provided. The RACM list was posted on the VCAPCD website and was presented to the VCTC (Ventura County Transportation Commission) staff and the following committees for their review: Technical Transportation Advisory Committee, Transit Operators Committee, Citizen Transportation Advisory Committee, and Social Services Transportation Advisory Committee, and the SCAG Transportation Conformity Working Group. These groups generally meet on a monthly or quarterly basis and provide opportunities for the public to participate and contribute. The measures are summarized in Table E-1.

Based on this comprehensive analysis and review, the TCMs that were determined to be feasible are already being implemented or have been implemented in Ventura County. Feasible TCMs in the analysis are included in the SCAG Connect SoCal plan and FTIP. Thus, their emission reductions are already included in the baseline emissions used for the AQMP/SIP modeling and may not be claimed again, separately, in the 2022 AQMP. The TCMs that were determined to be infeasible did not meet the criteria for RACM because of the individual reasons provided in the analysis. Moreover, implementing all feasible TCMs in the RACM assessments would not advance Ventura County's 8-hour ozone attainment date by at least one year. This criterion also applies to RACM implementation.

### **Summary**

The CAA Section 172(c)(1) requires a comprehensive review of RACM during the AQMP/SIP development process to ensure the implementation of TCMs in Ventura County as expeditiously as practicable. For TCMs to be considered RACM they must be both economically and technologically feasible and must advance the attainment date of the NAAQS by at least one year. Based on this comprehensive analysis, the TCMs determined to be feasible are either being implemented or have been implemented in Ventura County and are included in the SCAG Connect SoCal and FTIP. The TCMs determined to be infeasible did not meet the criteria for RACM implementation because of the individual reasons provided in the analysis. Moreover, implementing all feasible TCMs in the RACM analysis would not advance Ventura County's 2015 8-hour ozone NAAQS attainment date by at least one year.

**Table E-1**  
**2022 Ventura County Reasonably Available Control Measures Analysis**

Measure No.	Measure Title	Description	Feasible for VC?	Used before in VC?	Reasoned Justification for Infeasible Measure	Potential Implementing Agency
<b>Section 108(f) 1. Programs For Improved Public Transit</b>						
1.1	Regional Express Bus Program	Purchase of buses to operate regional express bus services.	yes	yes		Transit Operators, VCTC
1.2	Transit Access to Airports	Operation of transit to airport to serve air passengers.	no	no	Not economically feasible because there are not enough air passengers in Ventura County.	
1.3	Study Benefits of a Particulate Trap Retrofit Program	Examine potential to accelerate application of particulate traps on diesel-powered buses to achieve earlier compliance with State regulations.	yes	yes		Transit Operators, VCAPCD, VCTC
1.4	Major Expansion of Mass Transit	Major change to the scope and service levels.	no	no	Not economically feasible because there is not enough transit demand for order of magnitude increases in spending.	
1.5	Expansion of Public Transportation Systems	Expand and enhance existing public transit services.	yes	yes		Transit Operators, VCTC
1.6	Transit Service Improvements in Combination with Park-and-Ride Lots and Parking Management	Local jurisdictions and transit agency improve the public transit system and add new Park-and-Ride facilities and spaces on an as needed basis.	yes	yes		Cities, County, Transit Operators, VCTC
1.7	Free transit during special events	Offer free transit during selected special events to reduce event-related congestion and associated emission increases.	no	no	No authority to implement, however, individual transit agencies could decide whether this measure would be feasible to implement for them.	

Measure No.	Measure Title	Description	Feasible for VC?	Used before in VC?	Reasoned Justification for Infeasible Measure	Potential Implementing Agency
1.8	Require that government employees use transit for home to work trips, expand transit, and encourage large businesses to promote transit use	Require all government employees to use transit a specified number of times per week.	no	no	No authority to implement.	
1.9	Increase parking at transit centers or stops	Encourage transit convenience by providing additional parking at transit centers.	yes	yes		Cities, County, Transit Operators, VCTC
1.10	Expand regional transit connection ticket distribution	Provides interchangeability of transit ticket.	yes	yes		Transit Operators, VCTC
1.11	Provide free public transit during episodes	Provide free transit rides during high level ozone episodes.	no	no	Not economically feasible.	
1.12	Dedicated Bus Lanes	Dedicate or construct lanes for transit bus service.	yes	yes		Cities, County, Transit Operators
1.13	Half Price Fares on Feeder Bus Service	All local transit bus services to rail stations reduce fare by half.	no	yes	Not economically feasible.	
1.14	Real-Time Bus Schedule information	Expand trials of real-time bus schedule information to local transit providers.	yes	yes		Transit Operators, VCTC
1.15	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	Not economically feasible, however, some jurisdictions may already have existing requirements for new development.	
1.16	Subscription Services	Free van service to provide transportation for the elderly, handicapped or individuals who have no access to transportation.	no	yes	Not economically feasible, however, some transit agencies provide free bus service w/ ADA or DAR ID.	

Measure No.	Measure Title	Description	Feasible for VC?	Used before in VC?	Reasoned Justification for Infeasible Measure	Potential Implementing Agency
1.17	Consolidation of Public Transit Operators	Consolidate all public transit agencies in the County.	no	no	No authority to implement.	
1.18	Transit Voucher Program	Transit vouchers for elderly and low income commuter.	yes	yes		Transit Operators, VCTC
1.19	Bus Signal Priority	Bus signal priority system on bus fleets for increased operation efficiency and travel time savings.	yes	yes		Transit Operators
1.20	Passenger Rail Improvements	Installation of additional platforms, double tracks, concrete ties, bridges, signal relocation.	yes	yes		Cities, Rail Transit Agencies
1.21	Alternative Fuel Buses	Self-explanatory.	yes	yes		Cities, Transit Operators
1.22	Intermodal Centers	Improved transit connection of various travel modes	yes	yes		Cities, Transit Operators
1.23	Maglev	Construct Regional low-speed magnetic levitation transit.	no	no	Not economically feasible.	
1.24	Paratransit Service	Self-explanatory	yes	yes		VCTC, Cities, Transit Operators
<b>Section 108(f) 2. Restriction Of Certain Roads Or Lanes To, Or Construction Of Such Roads Or Lanes For Use By, Passenger Buses Or High Occupancy Vehicles</b>						
2.1	Update High Occupancy Vehicle (HOV) Lane Master Plan	Increase enforcement, increasing occupancy requirements, conversion of existing HOV lanes to bus only lanes, designate new carpool lanes as bus-only lanes, convert mixed flow to HOV to close gaps & extend existing lanes; utilize freeway shoulders for peak-period express bus use; commercial vehicle buy-in to HOV lanes; & appropriateness of HOV lanes for corridors that consider congestion pricing.	yes	yes		Caltrans, SCAG, VCTC

Measure No.	Measure Title	Description	Feasible for VC?	Used before in VC?	Reasoned Justification for Infeasible Measure	Potential Implementing Agency
2.2	Fixed Lanes for Buses and Carpools on Arterials	Provide fixed lanes for buses and carpools on arterial streets where appropriate.	yes	yes		Caltrans, VCTC
2.3	Expand number of freeway miles available, allow use by alternative fuel vehicles, changes to HOV lane requirements and hours	Various measures evaluated in many ozone nonattainment areas. Specifics vary according to freeway system, use patterns and local characteristics.	yes	yes		ARB, Caltrans
2.4	Express toll lanes/High Occupancy Toll Lanes	Self-explanatory	no	no	Not economically feasible	
<b>Section 108(f) 3. Employer-Based Transportation Management Plans, Including Incentives</b>						
3.1	Commute Solutions	The federal law that complements parking cash-out is called the Commuter Choice Program. It provides benefits that employers can offer to commute to work by methods other than driving alone.	yes	yes		Employers, Transit Operators, VCTC
3.2	Parking Cash-Out	State law requires certain employers who provide subsidized parking for their employees to offer cash allowance in lieu of a parking space.	yes	yes		ARB, Employers
3.3	Employer Rideshare Program Incentives	Employer rideshare incentives and introduction of strategies designed to reduce single occupant vehicle trips. Examples include public awareness campaigns, Transportation Management Associations among employers, alternative work hours, and financial incentives for TCM participants as well as tax breaks for employers.	yes	yes		Employers, VCAPCD, VCTC



Measure No.	Measure Title	Description	Feasible for VC?	Used before in VC?	Reasoned Justification for Infeasible Measure	Potential Implementing Agency
3.4	Implement Parking Charge Incentive Program	Evaluate feasibility of an incentive program for cities and employers that convert free public parking spaces to paid spaces. Review existing parking policies as they relate to new development approvals.	yes	yes		Cities, County, Employers
3.5	Preferential Parking for Carpools and Vanpools	This measure encourages public and private employers to provide preferential parking spaces for carpools and vanpools to decrease the number of single occupant automobile work trips. The preferential treatment could include covered parking spaces or nearby spaces.	yes	yes		Employers, VCAPCD
3.6	Employee Parking Fees	Encourage public and private employers to charge employees for parking.	no	no	Not technologically feasible because the region is not urbanized enough to make it effective and could have negative effect to public parking areas (curb parking).	
3.7	Merchant Transportation Incentives	Implement "non-work" trip reduction ordinances requiring merchants to offer customers mode shift travel incentives such as free bus passes and requiring owners, managers & developers of large retail establishments to provide facilities for non-motorized modes.	no	no	No authority to implement.	
3.8	Purchase vans for vanpools	Purchase a specified number of vans for use in employee commute travel.	yes	yes		Employers

Measure No.	Measure Title	Description	Feasible for VC?	Used before in VC?	Reasoned Justification for Infeasible Measure	Potential Implementing Agency
3.9	Encourage merchants and employers to subsidize the cost of transit for employees	Provide outreach and possible financial incentives to encourage local employers to provide transit passes or subsidies to encourage less individual vehicle travel.	yes	yes		VCAPCD, VCTC
3.10	Off-days for ozone alerts just like sick days	On ozone alert days, notify employees through email that there is an ozone alert. Employees are given a pre-specified number of days they can decide not to come in to work on ozone forecast days.	no	no	No authority to implement. Not economically feasible.	
3.11	Pay for in-house meals on ozone action days	Employer pays for meals in-house on ozone alert days so that employees do not travel to off-site locations.	no	no	No authority to implement.	
3.12	Voluntary business closures on ozone action days	A more expensive version of "off-days" for ozone alerts.	no	no	No authority to implement. Not economically feasible.	
3.13	Close government offices on ozone action days to serve as an example	Similar to voluntary business closures.	no	no	No authority to implement.	
3.14	Mandatory compressed work weeks	Self-explanatory.	no	no	No authority to implement. Employer could decide individually if this measure is feasible for them.	
3.15	Adopt a Safe Routes to School Policy	Adopt policy to increase the number of students that walk/bike to school by removing barriers that prevent children and adults from doing so.	yes	yes		Cities, County, School Districts, State, VCAPCD, VCTC
3.16	Increase Walk-to-School Programs	Develop and promote programs that encourage students to walk to school.	yes	yes		Cities, County, School Districts, VCAPCD, VCTC

Measure No.	Measure Title	Description	Feasible for VC?	Used before in VC?	Reasoned Justification for Infeasible Measure	Potential Implementing Agency
3.17	Showers and Lockers at Work	Provide showers and lockers to encourage walking and biking to work.	yes	yes		Cities, County, State
3.18	Voluntary Employer Parking Cash-out Subsidy	Employers who provide free parking would voluntarily provide the cash equivalent of the parking subsidy to employees who do not drive to work.	yes	yes		Cities, County, Employers, State
3.19	Bike to Workday	Conduct a one-day bike-to-work event. Provide outreach activities, education on the bike-to-work option, and provide assistance in trying bike to work.	yes	yes		Cities, County, VCAPCD, VCTC
3.20	Compressed Work Weeks	Work 80 hours in 9 days, 40 hours in 4 days, or 36 hours in 3 days in lieu of working 40 hours in 5 days.	yes	yes		Employers
3.21	Telecommuting	Goal of specified percentage of employees telecommuting at least one day per week	yes	yes		Employers
3.22	Income Tax Credit to Telecommuters	Provide tax relief to employees who participate in telecommuting programs.	no	no	Requires State legislation	
3.23	Extend parking cash-out rule to more employers	Self-explanatory.	no	no	Requires State legislation	
<b>Section 108(f) 4. Trip Reduction Ordinance</b>						
	In December 1995, Congress changed the Clean Air Act Amendments to make the Employee Commute Option program voluntary (no longer mandatory). California State Law prohibits mandatory employer based trip reduction ordinance programs (Lewis SB 437). Therefore, no mandatory programs can be imposed.					

Measure No.	Measure Title	Description	Feasible for VC?	Used before in VC?	Reasoned Justification for Infeasible Measure	Potential Implementing Agency
<b>Section 108(f) 5. Traffic Flow Improvement Programs That Achieve Emission Reductions</b>						
5.1	Develop Intelligent Transportation Systems	A variety of technological applications intended to produce more efficient use of existing transportation corridors.	yes	yes		Caltrans, Cities, County, SCAG, Transit Operators, VCTC
5.2	Coordinate Traffic Signal Systems	This measure implements and enhances synchronized traffic signal systems to promote steady traffic flow at moderate speeds.	yes	yes		Cities, County, VCTC
5.3	Reduce Traffic Congestion at Major Intersections	This measure implements a wide range of traffic control techniques designed to facilitate smooth, safe travel through intersections: signalization, turn lanes, median dividers, grade separations.	yes	yes		Cities, County
5.4	Site-Specific Transportation Control Measures	This measure could include geometric or traffic control improvements at specific congested intersections or at other substandard locations. Another example might be programming left turn signals at certain intersections to lag, rather than lead, the green time for through traffic.	yes	yes		Cities, County
5.5	Removal of On-Street Parking	Require all commercial & industrial development to design and implement off-street parking.	no	no	No authority to implement.	
5.6	Reversible Lanes	Implement reversible lanes on arterial streets to improve traffic flow where appropriate.	no	no	Not technologically feasible because there is not sufficient congestion.	
5.7	One-Way Streets	Redesignate streets (or portions of downtown areas) as one-way to improve traffic flow where appropriate.	yes	yes		Cities, County

Measure No.	Measure Title	Description	Feasible for VC?	Used before in VC?	Reasoned Justification for Infeasible Measure	Potential Implementing Agency
5.8	On-Street Parking Restrictions	Restrict on-street parking where appropriate.	no	no	No authority to implement.	
5.9	Bus Pullouts in Curbs for Passenger Loading	Provide bus pullouts in curbs, or queue jumper lanes for passenger loading and unloading.	yes	yes		Cities, County, Transit Operators, VCTC
5.10	Additional Freeway Service Patrol	Operation of new roving tow truck patrols to clear incidents and reduce delay on freeways during peak periods.	yes	yes		VCTC
5.11	Consider scheduling of arterial and highway maintenance to exclude ozone action days if the maintenance activities require lane reductions on heavily utilized arterials and highways	Self-explanatory.	yes	no		Caltrans, Cities, County, VCAPCD
5.12	Reroute trucks on ozone action days	Self-explanatory.	yes	no		VCAPCD
5.13	Fewer stop signs	Improve flow-through traffic by removing stop signs.	no	no	Not technologically feasible because the safety issue outweighs the potential small air quality benefit.	
5.14	Ban left turns	Banning all left turns would stop the creation of bottlenecks, although slightly increasing travel distances.	no	no	No clear demonstration of air quality benefits.	
5.15	Adaptive traffic signals and signal timing	Self-explanatory.	yes	yes		Caltrans, Cities, County
5.16	Freeway bottleneck improvements (add lanes, construct shoulders, etc.)	Identify key freeway bottlenecks and take accelerated action to mitigate them.	yes	yes		Caltrans, SCAG, VCTC

Measure No.	Measure Title	Description	Feasible for VC?	Used before in VC?	Reasoned Justification for Infeasible Measure	Potential Implementing Agency
5.17	Minimize impact of construction on traveling public. Have contractors pay when lanes are closed as an incentive to keep lanes open	Prohibit lane closures during peak hours, limit construction to weekends or nights.	yes	yes		Caltrans, Cities, County
5.18	Internet provided road and route information	Reduce travel on highly congested roadways by providing accessible information on congestion and travel.	yes	yes		Caltrans
5.19	Regional route marking systems to encourage underutilized capacity	Encourage travel on local roads and arterials by better route marking to show alternatives.	yes	yes		Caltrans, Cities, County, VCTC
5.20	Congestion management field team to clear incidents	Self-explanatory.	no	no	Not economically feasible. Current and projected congestion levels are too low to warrant measure.	
5.21	Use dynamic message signs to direct/smooth speeds during incidents	Self-explanatory.	yes	yes		Caltrans
5.22	Get real-time traffic information to drivers	Self-explanatory.	yes	yes		Caltrans, VCTC
5.23	55 mph speed limit during ozone season	Self-explanatory.	no	no	No authority to implement. The measure requires state legislative change.	
5.24	Require 40 mph speed limit on all facilities	Self-explanatory.	no	no	No authority to implement. The measure requires state legislative change.	
5.25	Require lower speeds during peak periods	Self-explanatory.	no	no	No authority to implement. The measure requires state legislative change.	

Measure No.	Measure Title	Description	Feasible for VC?	Used before in VC?	Reasoned Justification for Infeasible Measure	Potential Implementing Agency
5.26	Street Intersection Realignment	Realign skewed intersections to provide better traffic flow and safety.	yes	yes		Caltrans, Cities, County
5.27	Extend Ramp Metering	Install signals to control flow of vehicles at selected freeway ramp entrances to maintain level of service.	yes	yes		Caltrans
5.28	Road Hazard Reporting	Provide real-time traffic information to help drivers make decisions about when and where to travel.	yes	yes		Caltrans
5.29	On-street Parking Restrictions	Restrict on-street parking where appropriate.	yes	yes		State, County, Cities
5.30	Roundabouts at Low Traffic Intersections	Construct roundabouts and remove stop signs as appropriate.	yes	yes		County, Cities
5.31	Eco-Driving Educational Program	Education program on improve vehicle efficiency by improving driving habits.	no	no	No clear demonstration of emission reduction benefits.	
<b>Section 108(f) 6. Fringe And Transportation Corridor Parking Facilities Serving Multiple Occupancy Vehicle Programs Or Transit Service</b>						
6.1	Park and ride lots	Develop, design, and implement new Park and Ride facilities in locations where they are needed.	yes	yes		Caltrans, Cities, County, Transit Operators, VCTC
6.2	Park and ride lots serving perimeter counties	Specific to a locality.	yes	yes		Cities, County, SCAG, VCTC
6.3	Regional Parking Regulation to Provide Incentives for alternative transportation modes	Regulation to provide parking facilities and designs to encourage carpools, vanpools, and bicycling.	yes	yes		Cities, County, SCAG, VCTC
<b>Section 108(f) 7. Programs To Limit Or Restrict Vehicle Use In Downtown Areas Or Other Areas Of Emission Concentration Particularly During Periods Of Peak Use</b>						
7.1	Off-Peak Goods Movement	Implement an ordinance to restrict truck deliveries by time or place to minimize traffic congestion during peak periods.	no	no	No authority to implement. Cities could decide individually if this measure is feasible for them.	

Measure No.	Measure Title	Description	Feasible for VC?	Used before in VC?	Reasoned Justification for Infeasible Measure	Potential Implementing Agency
7.2	Truck Restrictions During Peak Periods	Implement an ordinance to restrict truck travel during peak periods to minimize traffic congestion.	no	no	No authority to implement. Cities could decide individually if this measure is feasible for them.	
7.3	Involve school districts to encourage walking to school	Decrease vehicle emissions due to school trips by reducing these trips through education and out-reach programs.	yes	yes		School Districts, VCAPCD
7.4	Adjust school hours so they do not coincide with peak traffic periods and ozone seasons	Measure to reduce travel during peak periods and ozone-contributing periods in the early morning.	no	no	No authority to implement.	
7.5	Area-wide tax for parking	Reduce driving by limiting parking through pricing measures.	no	no	No authority to implement.	
7.6	Increase parking fees	Same as above.	no	no	No authority to implement.	
7.7	Graduated pricing starting with highest in Central Business District (CBD)	Charge the most for parking in the central business or other high volume areas in a city to discourage vehicle travel in these areas.	no	no	No authority to implement.	
7.8	Buy parking lots and convert to other land use	Limit parking by converting available parking to other land uses to discourage driving.	no	no	Not technologically feasible because the area is too rural to be able to make this effective.	
7.9	Limit the number of parking spaces at commercial airlines to support mass transit	Reduce airport travel by limits on parking at airports.	no	no	Not technologically feasible because it is at the discretion of regional and local airport authority to make land use decisions pertaining to airports.	
7.10	No CBD vehicles unless LEV, alternative fuel, or electric	Define high-use areas and ticket any vehicles present unless they are low emitting, alternative fueled or electric.	no	no	No authority to implement.	



Measure No.	Measure Title	Description	Feasible for VC?	Used before in VC?	Reasoned Justification for Infeasible Measure	Potential Implementing Agency
7.11	Auto restricted zones	No vehicles allowed in certain areas where high emissions and, congestion contribute to ozone problems.	no	no	No authority to implement.	
7.12	Incentives to increase density around transit centers	Lower travel by increasing residential and commercial density in areas near transit.	yes	yes		Cities, County
7.13	Land use/air quality guidelines	Guidelines for development that contributes to air quality goals.	yes	yes		VCAPCD
7.14	Incentives for cities with good development practices	Provide financial or other incentives to cities that practice air quality-sensitive development.	yes	yes		ARB, SCAG, State Legislature
7.15	Cash incentives to foster jobs/housing balance	Specific to locality – encouraged by California Clean Air Plan.	yes	yes		ARB, Cities, County, SCAG, VCAPCD
7.16	Trip reduction oriented development	Specific to locality – encouraged by California Clean Air Plan.	yes	yes		ARB, Cities, County, SCAG, VCAPCD
7.17	Transit oriented development	Specific to locality – encouraged by California Clean Air Plan.	yes	yes		ARB, Cities, County, SCAG, VCAPCD
7.18	Sustainable development	Specific to locality – encouraged by California Clean Air Plan.	yes	yes		ARB, Cities, County, SCAG, VCAPCD
7.19	Increase fees for parking garages and meters during ozone episodes	Increase fees for parking garages to deter vehicle use during high ozone level days.	no	no	Not economically feasible.	
7.20	Charge city-owned parking garage pass holders a fee for more than one entrance and exit each day	Extra charges for pass holders to deter additional vehicle use and vehicle trips.	no	no	Not economically feasible.	
7.21	VMT Tax	Charge VMT tax per mile for all vehicles registered or garaged in the region.	no	no	Need state legislation.	

Measure No.	Measure Title	Description	Feasible for VC?	Used before in VC?	Reasoned Justification for Infeasible Measure	Potential Implementing Agency
7.22	Smart Parking Detection System	Utilize mobile communication devices to access the parking availability at multiple sites.	yes	yes		Cities
7.23	Programs to Encourage Goods Movement by Rail	Self-explanatory	yes	yes		CARB
7.24	Divert Trucks from Nonattainment Areas	Require H-D trucks passing through the SCAG region to choose routes away from the SCAG region.	no	no	No authority to implement and not feasible because the SCAG region is all in a nonattainment area.	
<b>Section 108(f) 8. Programs For The Provision Of All Forms Of High-Occupancy, Shared-Ride Services</b>						
8.1	Financial Incentives, Including Zero Bus Fares	Provide financial incentives or other benefits, such as free or subsidized bus passes and cash payments for not driving, in lieu of parking spaces for employees who do not drive to the workplace.	yes	yes		Employers
8.2	Internet ride matching services	Provide match-lists, route info, hours, and contact information over the internet to assist individuals in joining or developing carpools.	yes	yes		SCAG, VCTC
8.3	Preferential parking for carpoolers	Provide free, covered, near-building or similar incentives to carpoolers.	yes	yes		Cities, County, Employers, VCTC
8.4	Credits and incentives for carpoolers	Self-explanatory.	yes	yes		Cities, County, Employers, VCTC
8.5	Employers provide vehicles to carpoolers for running errands or emergencies	Having vehicles available for work-day errands makes it easier to go to work without one.	yes	yes		Cities, County, Employers
8.6	School carpools	Self-explanatory.	no	no	No authority to implement.	

Measure No.	Measure Title	Description	Feasible for VC?	Used before in VC?	Reasoned Justification for Infeasible Measure	Potential Implementing Agency
8.7	Guaranteed ride home	Provide guaranteed rides via taxi, rental cars, etc. to carpoolers & vanpoolers who are left without a ride home.	yes	yes		Employers, VCTC
8.8	Auto sharing Program	Fund incentives for new auto sharing customers (i.e., Zipcar, etc.).	yes	yes		Cities, County, VCTC
8.9	Subscription Services	Free van services to provide transportation for the elderly handicapped or other individuals who have no access to transportation.	yes	yes		County, VCTC, Employers
8.10	Rideshare and Vanpool Services	Non-employer based rideshare and vanpool option near transit stations.	yes	yes		CTC, Transit Operators, Cities, County
<b>Section 108(f) 9. Programs To Limit Portions Of Road Surfaces Or Certain Sections Of The Metropolitan Area To The Use Of Non-Motorized Vehicles Or Pedestrian Use, Both As To Time And Place</b>						
9.1	Establish Auto Free Zones and Pedestrian Malls	Establish auto free zones and pedestrian malls where appropriate.	yes	yes		Cities, County
9.2	Encouragement of Pedestrian Travel	Encourage the use of pedestrian travel as an alternative to automobile travel. Pedestrian travel is quite feasible for short shopping, business, or school trips. Promotion of pedestrian travel could be included in air pollution public awareness efforts to remind people of this basic alternative.	yes	yes		SCAG, VCTC, VCAPCD
9.3	Bicycle & Pedestrian Program	Fund high priority projects in countywide plans consistent with funding availability.	yes	yes		Cities, County, VCTC
9.4	Close certain roads for use by non-motorized traffic	During special events, weekends, or certain times of the day, close some roads to all but non-motorized traffic.	yes	yes		Cities, County

Measure No.	Measure Title	Description	Feasible for VC?	Used before in VC?	Reasoned Justification for Infeasible Measure	Potential Implementing Agency
9.5	Encouragement of Bicycle Travel	Promotion of bicycle travel to reduce automobile use and improve air quality. Bikeway system planning, routes for inter-city bike trips to help bicyclists avoid other, less safe facilities. Another area for potential actions is the development and distribution of educational materials regarding bicycle use and safety.	yes	yes		Caltrans, Cities, County, VCAPCD, VCTC
9.6	Free Bicycles	Provide simple utilitarian bikes that can be used throughout the metro area and dropped off at destination for use by anyone desiring use.	no	no	No authority to implement. Evidence suggests that bicycle theft & dumping is a problem in other programs and renders this measure not technically and economically feasible.	
9.7	Cash Rebates for Bicycles	Provide financial incentives to purchase bicycles and thereby encourage use.	no	no	No clear demonstration of air quality benefits.	
9.8	Close streets for special events for use by bikes and pedestrians	Self-explanatory.	yes	yes		Cities, County
9.9	Use condemned dirt roads for bike trails	Self-explanatory.	no	no	Not applicable because there are no condemned dirt roads in the region.	
9.10	Safe Routes to School Programs	Encourage educational and encouragement programs for families and schools and support policies to improve pedestrian and bicycle safety.	yes	yes		State, County, VCTC, Cities

Measure No.	Measure Title	Description	Feasible for VC?	Used before in VC?	Reasoned Justification for Infeasible Measure	Potential Implementing Agency
<b>Section 108(f) 10. Programs For Secure Bicycle Storage Facilities And Other Facilities, Including Bicycle Lanes, For The Convenience And Protection Of Bicyclists, In Both Public And Private Areas</b>						
10.1	Bike racks at work sites	Self-explanatory.	yes	yes		Cities, County, Employers, VCTC
10.2	Bike Racks on Buses	Bike racks would be placed on a to-be-determined number of buses to increase bicycle travel.	yes	yes		Transit Operators, VCTC
10.3	Regional Bike Parking Ordinance for all new construction	Bike Transit Centers for/at all employment centers 100+ employees: Bike lockers, clothing lockers, showers, cleaners drop-off and pick-up. Bike repair and rental.	no	no	No authority to implement.	
10.4	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	Not economically feasible.	
10.5	Development of bicycle travel facilities	Encourages a variety of capital improvements to increase bicycle use. Off-street bikeways where high-speed roadways preclude safe bicycling. Clearly mark travel facilities signs and provide adequate maintenance.	yes	yes		Cities, County, VCTC
10.6	Provide bike pedestrian facilities safety patrols	Self-explanatory.	yes	yes		Cities, County
10.7	Inclusion of bicycle lanes on thoroughfare projects	Self-explanatory.	yes	yes		Cities, County, State
10.8	Bicycle lanes on arterial and frontage roads	Self-explanatory.	yes	yes		Cities, County, State
10.9	Bicycle route lighting	Self-explanatory.	yes	yes		Cities, County, State

Measure No.	Measure Title	Description	Feasible for VC?	Used before in VC?	Reasoned Justification for Infeasible Measure	Potential Implementing Agency
10.10	Expedite bicycle projects from the RTP/SCS	Create bicycle and pedestrian master plan and build out at an accelerated rate to achieve benefits in time for attainment deadline.	yes	yes		Cities, County, SCAG, VCTC
10.11	Complete Streets	Install bicycle and pedestrian facilities, upgrade traffic control systems, urban design improvements, streetlights, and transit connections.	yes	Yes		Cities, County, VCTC, Transit Operators
10.12	Bike Share	Provide bike-share and neighborhood electric vehicle transit services in downtown areas.	yes	yes		Cities, County, Transit Operators
10.13	Bike Purchase Incentives	Cash incentives to transit riders to purchase collapsible or electric bikes.	yes	yes		Cities
10.14	Longer Bike Racks on Buses	Install or modify bike rack on transit buses to accommodate up to three bikes.	yes	yes		Transit Operators
10.15	Greenway Network	Use riverbeds and other rights-of-way for bike and pedestrian paths to separate them from auto traffic.	yes	yes		Cities, County
10.16	First Mile/Last Mile Program	Variety of strategies to encourage active transportation including wayfinding, sidewalk improvements, pedestrian priority signalization, and bike/pedestrian facilities near transit.	yes	yes		VCTC, Transit Operators

Measure No.	Measure Title	Description	Feasible for VC?	Used before in VC?	Reasoned Justification for Infeasible Measure	Potential Implementing Agency
<b>Section 108(f) 11. Programs To Control Extended Idling Of Vehicles</b>						
11.1	Limit Excessive Car Dealership Vehicle Starts	Require car dealers to limit the starting of vehicles for sale on their lot(s) to once every two weeks. Presently, a few new and used car dealers start their vehicles daily to avoid battery failure and assure smooth start-ups for customer test drives.	no	no	Not technologically feasible because vehicles in the South Central Coast are started much less frequently than in colder climates.	
11.2	Limitations on Vehicle Idling	Limitations to limit extended idling operations of trucks.	yes	yes		ARB, VCAPCD
11.3	Turn off engines while stalled in traffic	Public outreach or police-enforced program.	no	no	The measure raises safety and congestion concerns and has no clear demonstration of air quality emissions benefits.	
11.4	Restrict idling	Require idle limits for trucks.	yes	yes		ARB, VCAPCD
11.5	Reduced idling at drive-throughs. Close window service	Mandate no idling or do not allow drive-through windows during ozone season.	no	no	No clear demonstration of air quality emissions benefits. This measure is not economically feasible.	
11.6	Promote use of Pony engines	Use special battery engines to keep air conditioning and other truck systems working while truck not in use.	yes	yes		ARB, VCAPCD
11.7	Idle restrictions at airport curbsides	Police enforced.	no	no	No commercial airport in county. This measure is implemented based on security restrictions.	

Measure No.	Measure Title	Description	Feasible for VC?	Used before in VC?	Reasoned Justification for Infeasible Measure	Potential Implementing Agency
11.8	Control extended idling of Buses and Trucks	Step-up enforcement of existing regulations to prevent extended vehicle idling.	no	no	Not economically feasible. Enforcement of idle restrictions is a low priority for police relative to their other duties.	
11.9	Reduce idling at schools	Self-explanatory	yes	yes		CARB
11.10	Outlaw idling in parking lots	Self-explanatory and police enforced program.	no	no	Not economically feasible. Enforcement of idle restrictions is a low priority for police relative to their other missions. The cost effectiveness of this measure has not been demonstrated.	
11.11	Truck Stop Electrification	Provide electric charging stations at truck stops to power heating/AC units and other on-board equipment.	yes	yes		ARB, Caltrans, VCTC
<b>Section 108(f) 12. Program To Reduce Motor Vehicle Emissions, Consistent With Title II, Which Are Caused By Extreme Cold Start Conditions</b>						
The definition of an "extreme cold start" specifies temperatures below 20 degrees Fahrenheit. Not applicable in the South Central Coast - no extreme cold start conditions.						
<b>Section 108(f) 13. Employer-Sponsored Programs To Permit Flexible Work Schedules</b>						
13.1	Alternative Work Schedules	Enables workers to choose their own working hours within certain constraints. Flextime provides the opportunity for employees to use public transit, ridesharing, and other nonmotorized transportation. A related strategy, staggered work hours, is designed to reduce peak congestion in the vicinity of the workplace.	yes	yes		Employers, VCAPCD



Measure No.	Measure Title	Description	Feasible for VC?	Used before in VC?	Reasoned Justification for Infeasible Measure	Potential Implementing Agency
13.2	Modifications of Work Schedules	Implement alternate work schedules that flex the scheduled shift time for employees. Encourage the use of flexible or staggered work hours to promote off-peak driving and accommodate the use of transit and carpooling.	yes	yes		Employers, VCAPCD
13.3	Telecommunication-Telecommuting	Encourage the use of telecommuting in place of motor vehicle use where appropriate.	yes	yes		SCAG, VCAPCD
<b>Section 108(f) 14. Programs And Ordinances To Facilitate Non-Automobile Travel, Provision And Utilization Of Mass Transit, And To Generally Reduce The Need For Single-Occupant Vehicle Travel, As Part Of Transportation Planning And Development Efforts Of A Locality, Including Programs And Ordinances Applicable To New Shopping Centers, Special Events, And Other Centers Of Vehicle Activity</b>						
14.1	Areawide Public Awareness Programs	This measure focuses on conducting ongoing public awareness programs throughout the year to provide the public with information on air pollution and encourage changes in driving behavior and transportation mode use.	yes	yes		VCAPCD, VCTC
14.2	Special Event Controls	This measure would require new and existing owners/operators of the special event centers to reduce mobile source emissions generated by their events. A list of optional strategies would be available that reduce mobile source emissions. The definition of "special event center" could be developed through the rule development process.	yes	yes		VCAPCD

Measure No.	Measure Title	Description	Feasible for VC?	Used before in VC?	Reasoned Justification for Infeasible Measure	Potential Implementing Agency
14.3	Land Use/Development Alternatives	This measure includes encouraging land use patterns which support public transit and other alternative modes of transportation. In general, this measure would also encourage land use patterns designed to reduce travel distances between related land uses (e.g., residential-commercial). Shorter trip lengths ultimately relieve traffic congestion and improve air quality.	yes	yes		Cities, County, SCAG, VCTC
14.4	Voluntary No Drive Day Programs	Conduct voluntary no drive day programs during the ozone season through media and employer based public awareness activities.	yes	yes		VCAPCD
14.5	Evaluation of the Air Quality Impacts of New Development and Mitigation of Adverse Impacts	Evaluate the air quality impacts of new development and mitigate any adverse impacts.	yes	yes		Cities, County, VCAPCD
14.6	Transportation for Livable Communities /Housing Incentives Program	Program provides planning grants, technical assistance, and capital grants to help cities and nonprofit agencies define and implement transportation projects that support community plans including increased housing near transit.	yes	yes		SCAG, State, VCTC
14.7	Incentives to increase density around transit centers	Lower travel by increasing residential and commercial density in areas near transit.	yes	yes		Cities, County
14.8	Incentives for cities with good development practices	Provide financial or other incentive to local cities that practice air quality sensitive development.	yes	yes		Cities, SCAG, State

Measure No.	Measure Title	Description	Feasible for VC?	Used before in VC?	Reasoned Justification for Infeasible Measure	Potential Implementing Agency
14.9	Increase state gas tax	Self-explanatory.	no	no	No authority to implement and no clear demonstration of air quality benefits.	
14.10	Notification of Spare the Air	This measure focuses on conducting ongoing public awareness programs throughout the year to provide the public with information on air pollution and encourage changes in driving behavior and transportation mode use.	yes	yes		VCAPCD
14.11	Display air quality data on billboards	Self-explanatory.	no	no	Not economically feasible.	
14.12	Sell clean air license plate to fund air quality programs	Self-explanatory	no	no	Need state legislation. No clear demonstration of air quality benefits.	
14.13	Government Action Days (spare the air day, ozone action day)	Declare a Spare The Air day when ozone levels reach episodic thresholds so that the public is informed and encouraged to scale back activities generating pollutants.	yes	yes		VCAPCD
14.14	Vehicle tax for two or more vehicles per household	Initiate legislation to put a vehicle tax on household with two or more vehicles.	no	no	Need state legislation. No clear demonstration of air quality benefits. Not economically feasible.	
14.15	Pay-As-You-Drive Insurance	Self-explanatory.	no	no	Need state legislation. No clear demonstration of air quality emissions benefits.	
<b>Section 108 (f) 15. Programs For New Construction And Major Reconstructions Of Paths, Tracks Or Areas Solely For The Use By Pedestrian Or Other Non-Motorized Means Of Transportation When Economically Feasible And In The Public Interest. For Purposes Of This Clause, The Administrator Shall Also Consult With The Secretary Of The Interior</b>						
15.1	Encouragement of Pedestrian Travel	Promote public awareness and use of walking as an alternative to the motor vehicle	yes	yes		ARB, SCAG, VCAPCD

Measure No.	Measure Title	Description	Feasible for VC?	Used before in VC?	Reasoned Justification for Infeasible Measure	Potential Implementing Agency
15.2	Pedestrian and Bicycle Overpasses Where Safety Dictates	Ongoing implementation as development occurs.	yes	yes		Cities, County
15.3	Require inclusion of bicycle lanes on state and federally funded thoroughfare projects	Require bicycle lanes on all state and federally funded road projects.	no	no	No authority to implement. Not economically feasible.	
15.4	Require inclusion of paved shoulders adequate for bicycle use on state or federally funded reconstruction or widening of federal collectors	Require paved shoulders on state and federally funded roads that require reconstruction or widening.	no	no	No authority to implement. Not economically feasible.	
<b>Section 108(f) 16. Program To Encourage The Voluntary Removal From Use And The Marketplace Of Pre-1980 Model Year Light Duty Vehicles And Pre-1980 Model Light Duty Trucks</b>						
16.1	Counties assess \$10 license plate fee to fund repair/replacement program for high-emitters	Self-explanatory.	no	no	No authority to implement.	
16.2	Buy vehicles older than 1975	Self-explanatory.	yes	yes		ARB, VCAPCD
16.3	Demolish impounded vehicles that are high emitters	Self-explanatory.	no	no	No authority to implement. Not economically feasible.	
16.4	Do whatever is necessary to allow cities to remove the engines of high emitting vehicles (pre-1980) that are abandoned and to be auctioned	Self-explanatory.	no	no	No authority to implement. Not economically feasible.	
16.5	Accelerated retirement program	Identify high emitting vehicle age groups and develop a program to remove them from use.	yes	yes		ARB, VCAPCD