2009 RACM Analysis – Political Feasibility

Control Measure	Political Feasibility	Comments
Limit the use of all Recreational Watercraft	Low	• Very difficult/unpopular to enforce • Should be noted that this program has the potential for very high emissions reductions
Limit Use of Lawn & Garden Equipment	Med	• Voluntary programs are generally well received but lower in impact • Difficult/Unpopular to enforce
Retrofit Construction Equipment	High	• Funding for program already in place • Program was approved by referendum • Strong Federal Support for the program • Some resistance from business, could effect the competitiveness of NJ based firms
Retrofit Switch Yard Locomotives	Low	• Federally regulated • Largely outside the control of the State
Construction Equipment Idling Restrictions	Low	• Difficult to identify what constitutes excessive idling on a construction site • Difficult to enforce
Fuel Tax Increase	Med	• Politically unpalatable • Recent gas price increases have had a measurable impact on travel/vehicle choices • May actually become necessary as a funding source
Pay-as-you-Drive Vehicle Insurance	Med	• Positive experience in other states (Texas) • Some issue regarding implementation in NJ – insurance is expensive, limited number of firms in the market
Truck Idling Restrictions	High	• Diesel idling restrictions already in place • Enforcement is becoming more commonplace
Major Transit Infrastructure Projects	High	• Projects already funded and under construction
Effect of No Transit Fare Increase	Low	• Expensive to fund • NJ Transit is generally unsupportive of such a policy without a definite increase in operating subsidies

2009 RACM Analysis – Political Feasibility

Control Measure	Political Feasibility	Comments
Adoption of Smart Growth Land Use Policies	**High**	• **Smart Growth initiatives, Transit Villages and State Development/Redevelopment plan are in place and ongoing** • **Due to the long implementation and development period needed for these policies to be effective, Only a limited amount of the ultimate benefit will be in place by 2009/2010**
TCM/TDM Programs	**Med**	• **Voluntary programs are well received** • **Difficult to establish/maintain programs at private firms** • **Program would include raising parking cost – unpopular and difficult to Implement**
"Clean Fleets" Replacements	**High**	• **If fuel cost savings over life of vehicle is considered, this program would actually prove to be more cost effective than replacing with regular fleet.** • **Hybrid vehicles are becoming more popular and less expensive.**
High Emitter Vehicle Detection	**Med**	• **Strong local support** • **Difficulties in enforcement**
Electric Vehicles at Rail Transit Stations	**Low**	• **Relatively High Cost** • **Impacts few people** • **Legal issues regarding insurance and liability during accidents make program difficult** • **Vehicles will have to be custom, no standard electric vehicles on the market**
School Bus Replacements	**High**	• **Strong Federal support** • **Strong support from parents and other affected groups** • **Very high initial costs**
IdleAire Installations	**High**	• **Relative low cost to government, financially self-sustaining from the perspective of operating costs** • **Positive driver reaction** • **Limited locations where it can be implemented**
Transit Bus Replacements	**High**	• **Strong Federal support** • **Very high Capital Cost**

2009 RACM Analysis – Political Feasibility

Control Measure	Political Feasibility	Comments
Heavy Duty Diesel Engine Replacements	Med	• Strong Federal support • High Initial Costs
School Bus Retrofit	High	• Strong Federal support • • Strong support from parents and other affected groups • Relatively high initial costs
Improved Signal Coordination	Low	• Difficult to engage local agencies responsible for the signals
Commercial Vehicle Information Systems and Networks	High	• Will greatly benefit truck drivers and freight movement in the effected regions • Relatively high capital costs • Support from FMCSA
Express E-Z Pass Toll Collection	High	• Already funded and construction is scheduled/underway
Incident Management/Service Patrols	Med	• Positive experience with existing programs • Ongoing commitment to operating costs a concern
Speed Limit Adherence	Med	• Has been used as a last approach in a few state to meet Air Quality goals • Difficult to enforce and monitor benefits • Increase in VOC emissions with reduced speeds
Impact of Programmed and Proposed Bike Trails	Med	• Available funding for proposed facilities is limited • Only small amount of air quality benefits realized