AIR QUALITY ELEMENT

EXAMPLE #1

CITY OF CHINO

Chino

AIR QUALITY ELEMENT

City of Chino

November 1991

City of Chino

Air Quality Element

City Council

Fred Aguiar, Mayor
Diane J. Erwin, Mayor Pro Tem [1]
Richard Sawhill, Council Member
Eunice Ulloa, Council Member
Al Yankey, Council Member

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Prepared By

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November 1991

[1] City of Chino's Policy Committee Representative to the San Bernardino County, Regional Air Quality Plan.

RESOLUTION NO. 91-100

A RESOLUTION OF THE CHINO CITY COUNCIL AMENDING THE GENERAL PLAN TO INCLUDE AN AIR QUALITY ELEMENT AND REVISIONS TO THE CIRCULATION AND CONSERVATION/OPEN SPACE ELEMENTS TO ENSURE CONSISTENCY WITH THE AIR QUALITY ELEMENT. GENERAL PLAN AMENDMENT NO. 128.

WHEREAS, a draft Air Quality Element has been prepared in accordance with state law governing the content and intent of the General Plan Element, which includes the attached addendum of requested modifications for City Council action; and

WHEREAS, community workshops were held on October 21 and November 4, 1991 to receive citizen input and encourage citizen participation in the formulation of the Air Quality Element and its proposed goals, policies, and action programs; and

WHEREAS, the Development Review Committee reviewed the Element and recommended a Negative Declaration for the project; and

WHEREAS, the City Council discussed the Draft Air Quality Element at a regular hearing date on November 19, 1991, for the purpose of receiving public input; and

WHEREAS, the City Council recognizes the vital role that local governments must play in the attainment of state and federal air quality standards; and

WHEREAS, the City of Chino is committed to achieving healthful air standards in the City and other parts of the South Coast Air Basin at the earliest possible date; and

WHEREAS, the proposed Air Quality Element is the result of an extensive, cooperative effort between the County and 15 cities in San Bernardino County.

WHEREAS, the 1991 Air Quality Management Plan directs local governments to assume responsibility for implementation of 24 of the 126 control measures contained in the Plan, three of which expressly call for the adoption of an air quality element or its equivalent by local governments; and

WHEREAS, the Air Quality Management Plan calls for local government to take actions that will achieve an 8% region-wide reduction of reactive organic gases and oxides of nitrogen; and

WHEREAS, the General Plan is subject to amendment whenever conditions, study, public interest, and/or practices indicate such amendments to be in the interest of the public health, safety and welfare; and

WHEREAS, state law authorizes cities and counties to include an air quality element or its equivalent as part of their General Plan; and

WHEREAS, the Air Quality Element is designed to promote the health, safety and welfare of the public by seeking attainment of state and federal ambient air standards; and

WHEREAS, environmental documentation has been completed in accordance with the California Environmental Quality Act and local environmental guidelines; and

WHEREAS, the City Council has determined that the following conditions for self-certification have been met:

1. Consistency with the Regional Air Quality Management Plan

2. Consistency with the Regional Mobility Plan

3. Consistency with the Regional Growth Management Plan

4. Consistency with the Regional Housing Needs Assessment

WHEREAS, on November 4, 1991, the Planning Commission duly held a public hearing to consider the recommended Air Quality Element and public testimony with the following amendments to the Circulation and Conservation/Open Space Elements of the General Plan.

CIRCULATION ELEMENT

1. Page I-4, Policy 4: "The parking supply should be, to the maximum extent possible, managed in a fashion to encourage a reduction in single occupant vehicles utilizing parking facilities."

2. Page II-24, Parking 2B: "Off-street parking shall be provided in a manner to encourage multiple occupant vehicle use."

CONSERVATION/OPEN SPACE

1. The following actions located in the Implementation Table on page V-74 of the Conservation/Open Space Element shall delete all reference to the responsible

Agency/Department required to implement said action and all reference to time for action implementation. In place of these activities the timing column of the table shall read:

Conservation/Open Space Actions	Corresponding CAQE Actions
A5-2.1.1	A8-2.1.5*
A5-2.2.1	A8-5.1.2 and A8-5.1.4*
A5-2.3.1	A-5.1.2 and A8-5.1.4*

*Include in Time Information Column of Conservation/Open Space Element Implementation Table

In addition, action A5-7.3.1 shall be amended as requested by the Public Works Department.

2. Require High Pressure Sodium Vapor Lamps (HPSV). The City shall pursue the feasibility of requiring high sodium vapor lamps for all street lights and public parking lots.

WHEREAS, the proposed changes to the General Plan are reasonable and beneficial at this time because they will make the Chino General Plan Elements consistent with each other.

NOW, THEREFORE, BE IT RESOLVED, the Chino City Council approves the Air Quality Element of the Chino General Plan.

APPROVED and ADOPTED this 19th day of November, 1991.

Mayor, City of Chino

ATTEST:

City Clerk, City of Chino

State of California)
County of San Bernardino)§
City of Chino)

I, Kathleen A. Blomo, Chino City Clerk, hereby certify the foregoing Resolution of the City of Chino was duly adopted by said City Council at a regular meeting held on the 19th day of November, 1991, by the following vote:

AYES:	COUNCIL MEMBERS	AGUIAR,ERWIN,SAWHILL,YANKEY
NOES:	COUNCIL MEMBERS	NONE
ABSENT:	COUNCIL MEMBERS	ULLOA

K A Blomo
City Clerk, City of Chino

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Introduction

Why Prepare an Air Quality Element?

Southern California has the worst air pollution in the nation. Almost every day, smog stretches from the beach cities in Orange and Los Angeles Counties to the inland valleys of Riverside and San Bernardino Counties. The brown haze affects the health and scenic views of the approximate 12 million people who live within the 13,350 square mile region. This region is known as the South Coast Air Quality Management District (SCAQMD) (see Figure 1, page VIII-4).

With the aim of complying with all federal standards by 2007, the South Coast Air Quality Management District (SCAQMD) and Southern California Association of Governments (SCAG) jointly prepared the 1989 Air Quality Management Plan (AQMP). The AQMP calls upon local governments to achieve an 8% reduction region-wide in emissions from reactive organic gases and oxides of nitrogen. Specifically, local governments are asked to implement appropriate control measures contained in the AQMP to achieve this reduction. Each control measure that is required for local jurisdiction implementation is noted in parentheses, i.e., (AQMP Control Measure No. 2.a.) at the end of the action which addresses that particular measure. Local governments are required to address air quality strategies comprehensively in the General Plan. The adoption of an Air Quality Element is recognized as a decisive method for satisfying this requirement.

Air Quality and Southern California

The primary influence on air quality in Southern California is our climate and topography. Our climate features warm sunshine and soft easterly sea breezes. Our topography consists of a desert-like terrain bounded by the Pacific Ocean on the west and mountains on the north and east. These characteristics help create an inversion layer trapping pollutants within the basin region. Air quality in the South Coast Air Basin, as a whole, is characterized by high levels of ozone (O_3), carbon monoxide (Co), nitrogen dioxide (No2) and particulate matter (PM_{10}) (see Figures 2, 3, 4, 5 on pages VIII-5,-6,-7,-8).

The source of our air pollution problem is directly related to how we perform many daily activities, predominantly related to driving in an automobile. The motor vehicle, frequently with a single occupant, parked on a gridlock freeway, is responsible for about half of our air pollution. The other half is caused by stationary sources.

San Bernardino County regularly exceeds state and federal air quality standards for ozone, carbon monoxide, nitrogen dioxide, and particulate matter (see Table 1, page VIII-9). Violations of state and federal standards are acute during summer months when on-shore wind patterns transport pollutants from the western portion of the South Coast Air Basin--notably Los Angeles and Orange Counties--and combine with local emission sources in San Bernardino County to create some of the nation's worst air quality (see Figure 6, page VIII-10).

The last complete basin inventory was developed by the Air Quality Management District as part of the 1989 Air Quality Management Plan development process. The relative contribution of sources within San Bernardino County varies somewhat for each pollutant, but is well under 10% of the basin for each of the four criteria pollutants shown in Table 2, page VIII-11. The ability of the County, as a whole, to significantly influence air quality is limited by the fact that the County and the City of Chino currently contribute so little air pollution within the basin.

Southern California, as well as San Bernardino County, stands at a turning point in history. The growth of this region has made it the eleventh largest economic center in the world. In the next 20 years, the region's current population will grow by one third. Yet, with prosperity and growth also comes undesirable side effects. The freeways are extremely congested, housing prices continue to rise, and most of the region suffers from the effects of air pollution.

A new age of planning and cooperation will be needed to manage the projected growth in the region. Land use planning must emphasize air quality issues by understanding and coordinating the linkages between growth, housing, jobs, traffic, and air quality.

Difficult choices will be required by local governments if the region is to stay on a course which will guide us to cleaner air. This course is far different from before. The new approach will require a stronger commitment to regional goals, which often contrast individual goals, by local government, business, and citizens. It will also require cooperation among local governments when issues cross jurisdictional boundaries.

Cooperative Approach

Beginning in early 1990, Chino participated with the County of San Bernardino and 15 other cities within the County to meet its responsibilities of preparing an Air Quality Element as outlined in the Air Quality Management Plan (AQMP). By doing so, the City made its first formal contribution to air quality planning since the district's creation of the AQMP.

San Bernardino County/cities, in recognition of the inter-jurisdictional nature of air quality, as individual entities, united to prepare a Regional Air Quality Plan. The plan set up a framework which provides participating jurisdictions with the necessary information to develop their own local air quality elements. The document layed out certain goals, policies, and action programs which were arrived at by appointed technical and policy committee members of the participating jurisdictions. Each jurisdiction agreed to adopt the basic goals and policies into their City's General Plan. The goals, policies, and actions in this document are derived from the Regional Air Quality Element and input by members of the Planning Commission and City Council, and various City staff.

Legal Mandate

State and Federal air quality legislation establishes roles and responsibilities for several agencies. Table 3 (page VIII-12) identifies the various air quality planning agencies and their primary responsibilities. Most of local governments' responsibilities relate to their land use planning authority.

The extent of legal obligation on the part of local government to meet air quality standards mandated at the state and federal levels has not been clearly resolved. The federal government has clearly stated its intent to withhold certain funds to the region, or a local agency, if significant steps to meet federal air quality standards are not taken. This is one reason why establishment of local commitments are most appropriately accomplished in an expeditious and cooperative manner.

The SCAQMD and SCAG highly recommend adoption of an air quality element and/or amending the general plan to include air quality considerations. Conversely, adoption of a general plan element or amendment will not, in and of itself, meet local government responsibilities. The key is to translate air quality policy statements into actions–that is the challenge that must be met by Chino and other communities within the air basin.

Relationship to Other General Plan Elements

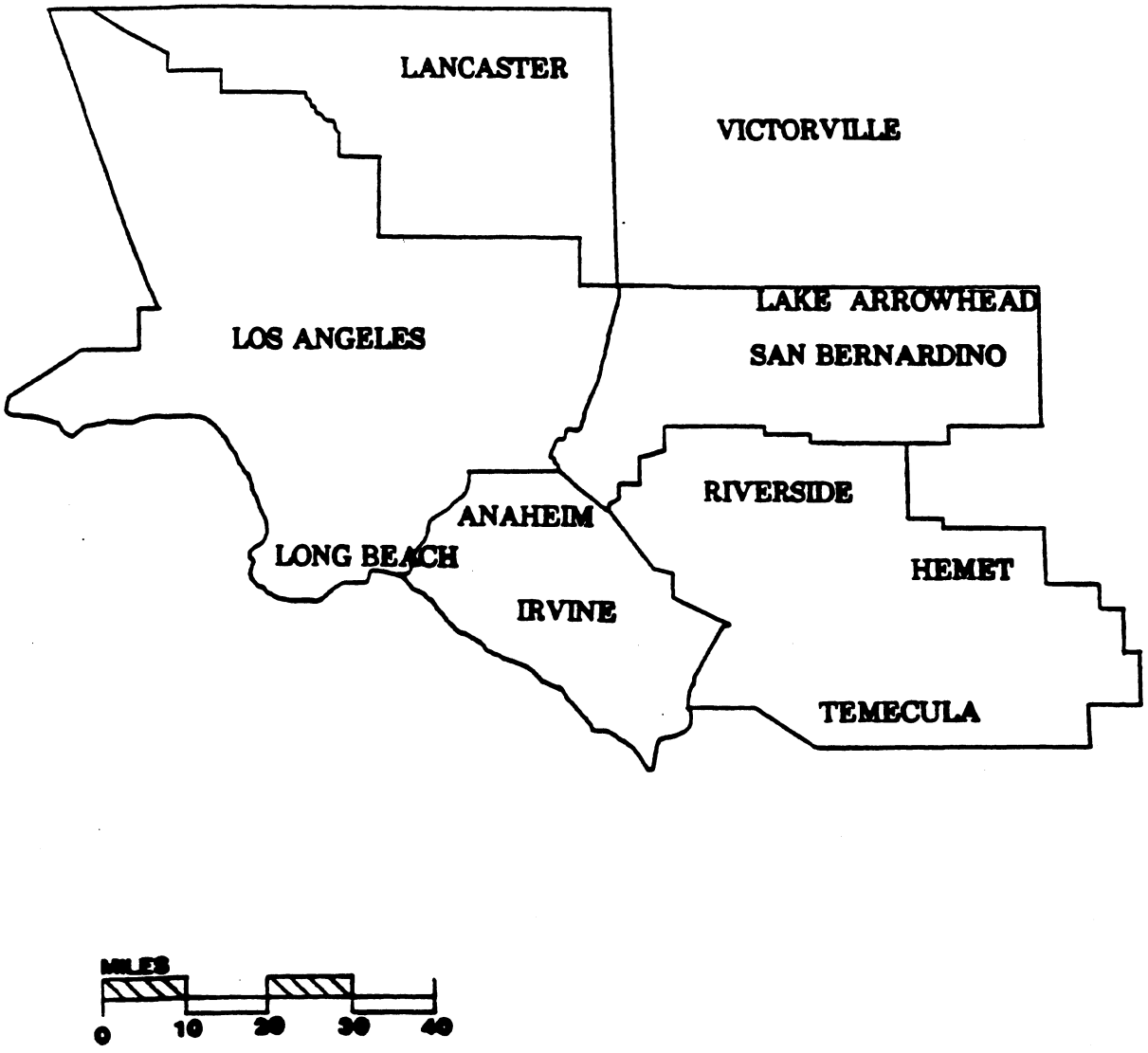
In determining the relationship of the air quality element to other general plan elements, it is appropriate to remind the reader of the relationship between growth, housing, jobs, circulation, and air quality noted before. Implementation of the Housing, Land Use, and Circulation Elements have a profound impact on the type and amount of air quality impacts which may occur. These elements provide goals and policies which influence housing supply, housing density, jobs, and the necessary backbone infrastructure to support growth in jobs and housing. Likewise, the Open Space/Conservation Element provides goals and policies about energy conservation and air quality.

Citizen Participation

The City of Chino encourages citizen input on development of general plan goals, policies, and actions programs. Public workshops were held in October and November of 1991 before the Planning Commission and City Council. The purpose of the workshops were to discuss the air quality element, and ask for public input from community residents and other interested parties.

FIGURE 1

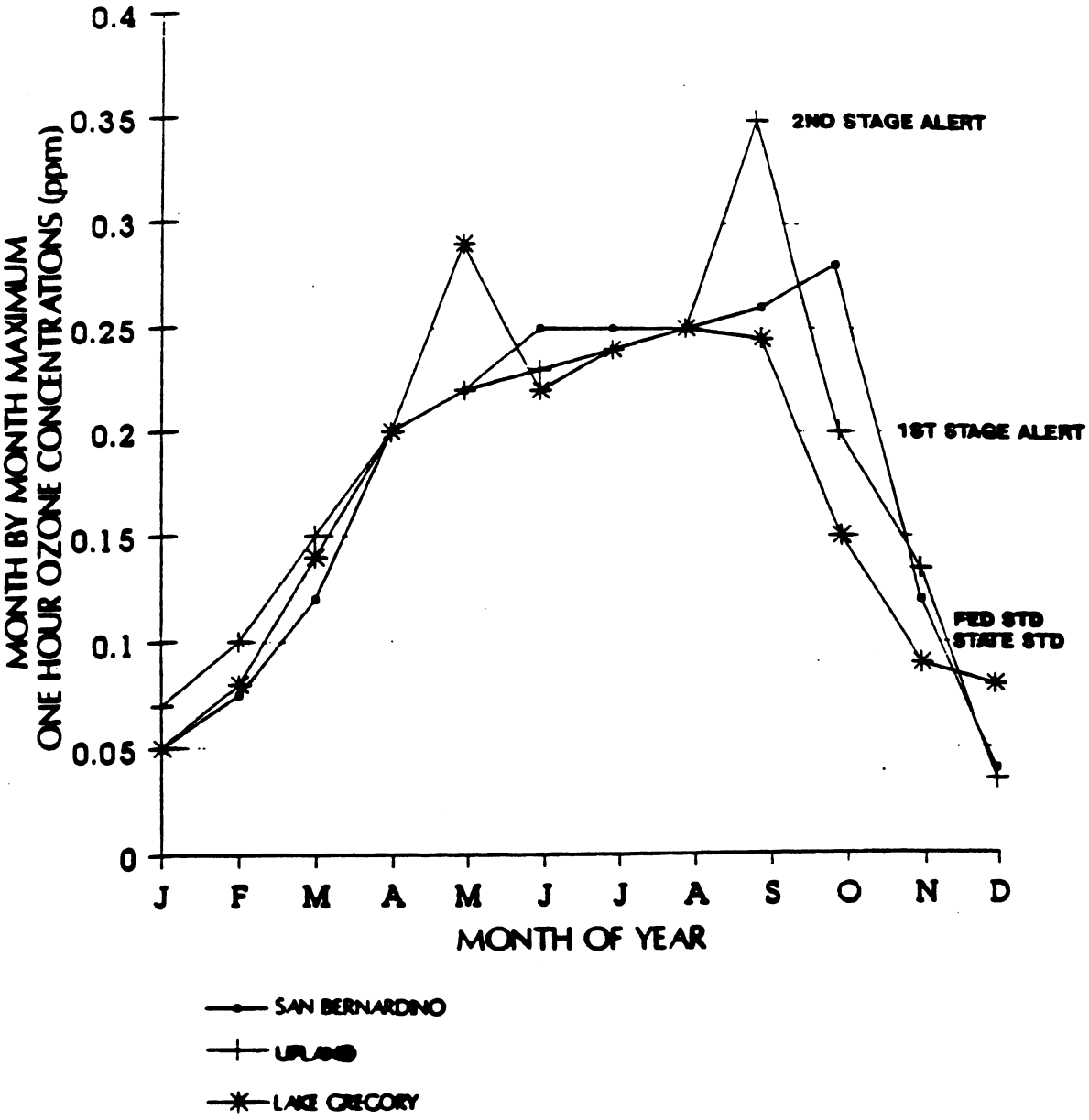
South Coast Air Quality Management District



Source: Regional Air Quality Plan EIR - San Bernardino County/Cities

FIGURE 2

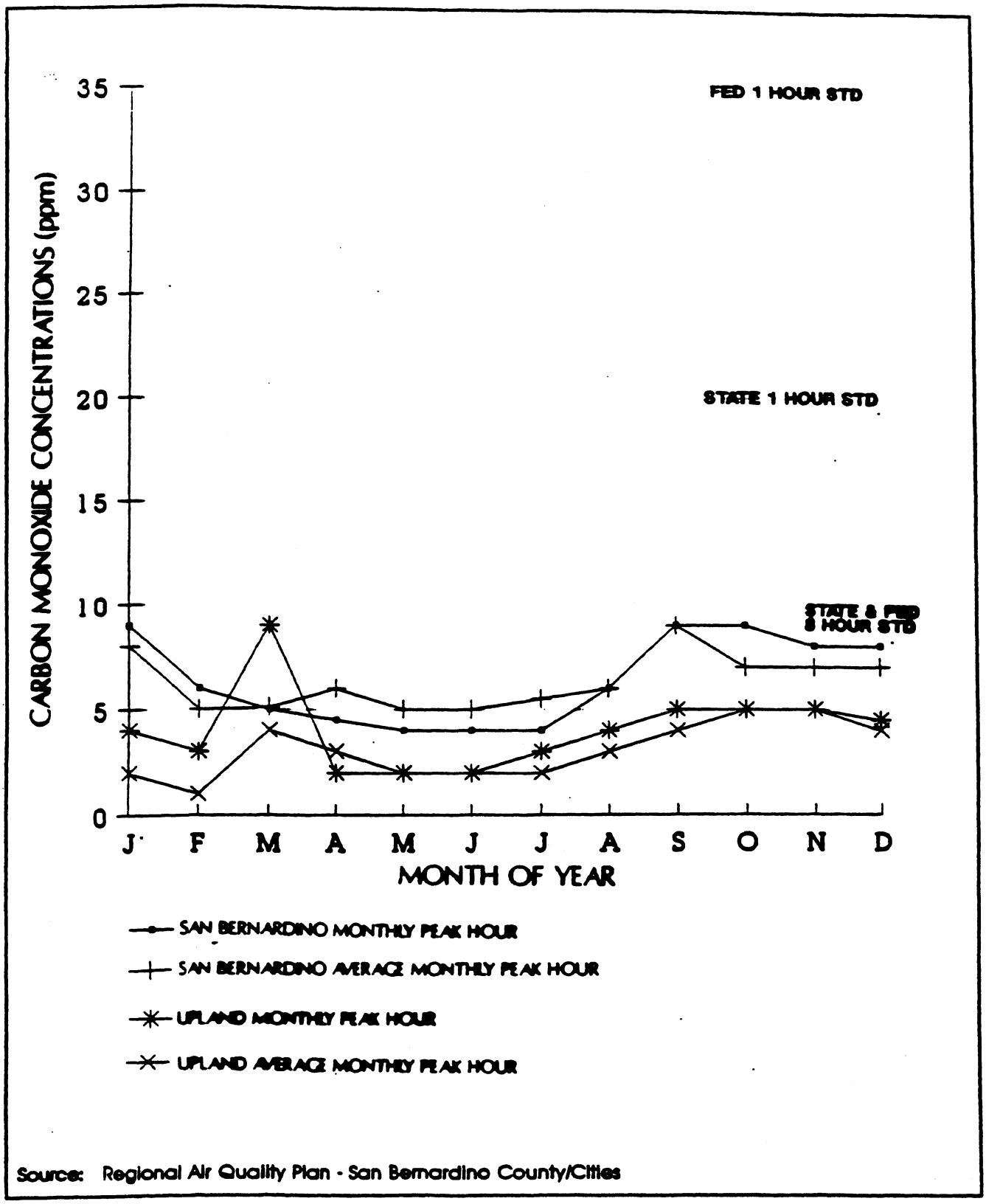
Annual Variation in San Bernardino County Ozone Exposure (1988)



Source: Regional Air Quality Plan EIR - San Bernardino County/Cities

FIGURE 3

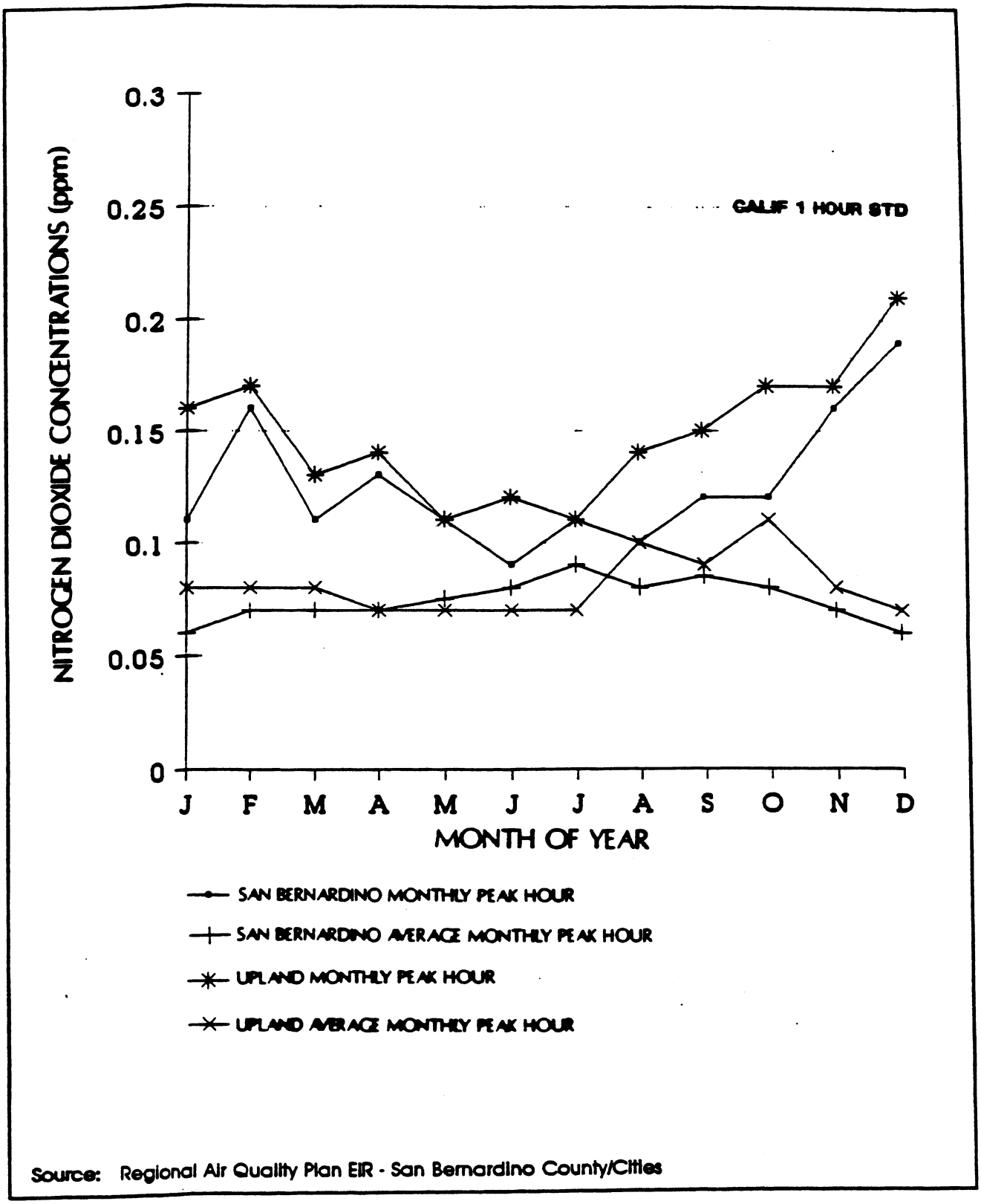
San Bernardino County Carbon Monoxide Levels



Source: Regional Air Quality Plan - San Bernardino County/Cities

FIGURE 4

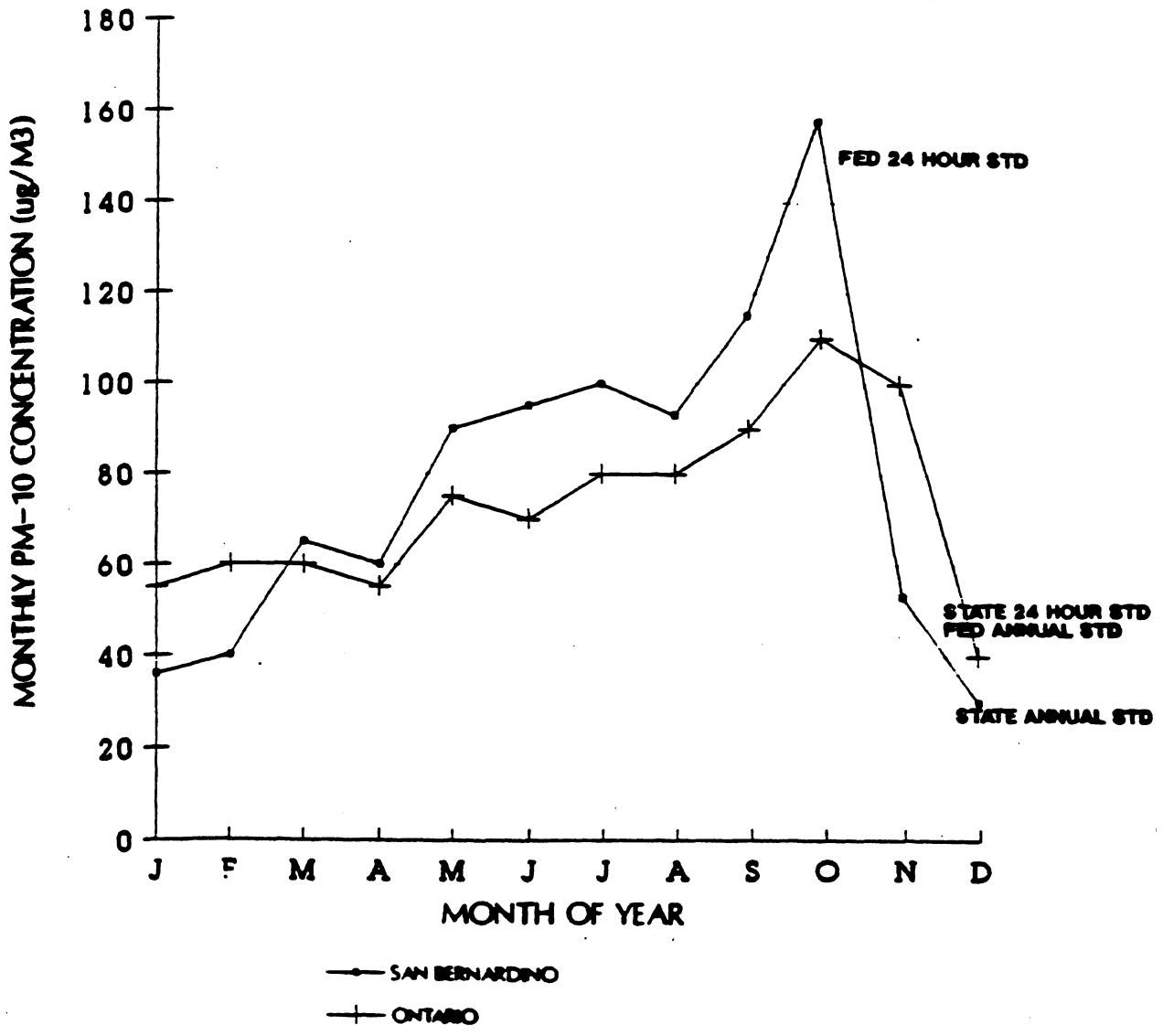
San Bernardino County Nitrogen Dioxide Levels



Source: Regional Air Quality Plan EIR - San Bernardino County/Cities

FIGURE 5

Particulate (PM-10) Levels



Source: Regional Air Quality Plan EIR - San Bernardino County/Cities

TABLE 1

Percent of Days Exceeding Federal Standards and Maximum Concentrations

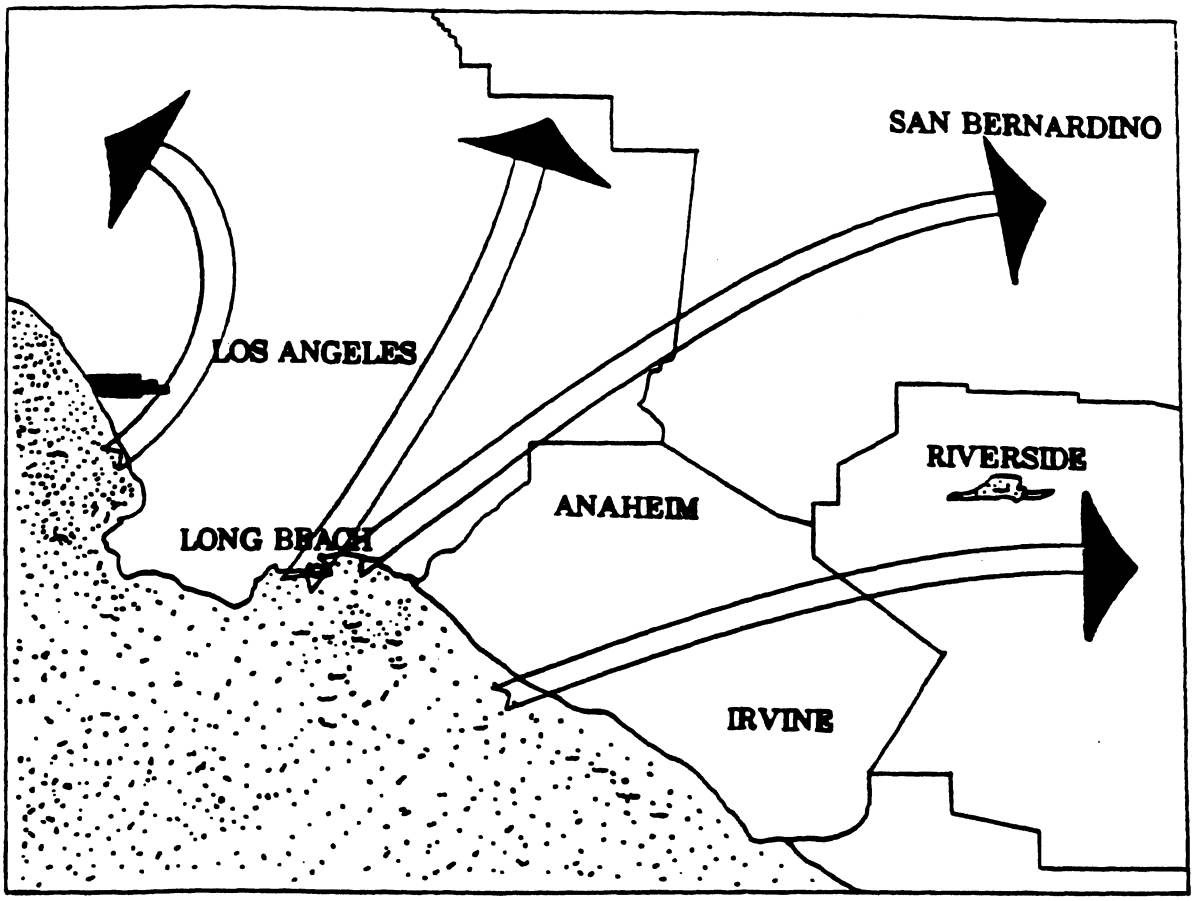
Pollutant	Standard	Upland	San Bernardino	Crestline
Ozone	1 Hour > 0.12 ppm	27%	32%	35%
	Max 1 Hour Conc. (ppm)	0.32	0.30	0.27
Carbon Monoxide	1 Hour > 35. ppm	0%	0%	ND
	8-Hour > 9. ppm	0%	0%	ND
Nitrogen Dioxide	Annual Avg. > 0.05 ppm	No	No	ND
	Annual Avg. (ppm)	0.045	0.041	ND
Respirable Particulates	24-Hour > 150 ug/m3	7%	5%	0%
	Max. 24-Hour Conc. (ug/m3)	254.*	271	87.

* = Data from Ontario Airport area, no measurement at Upland.
ND = No Date, no measurements at this site.

Source: Air Quality Management District 1989.

FIGURE 6

Airflow Patterns in the South Coast Air Basin Influencing Pollutant Emission Migration



Source: Regional Air Quality Plan EIR - San Bernardino County/Cities

TABLE 2

County Share of Basinwide Pollutant Emission Burden (%)

Pollutant	1985	1990	2000	2010
ROG	8.7	9.6	10.3	10.6
NOx	8.2	9.2	10.6	11.0
CO	7.5	9.0	10.9	11.4
PM-10	8.6	8.7	8.9	9.0

ROG = Reactive Organic Gas
NOx = Nitrogen Dioxide
CO = Carbon Monoxide
PM-10 = Suspended Particulates

Source: Regional Air Quality Plan. San Bernardino County/Cities. Technical Background Report.

TABLE 3

Agencies' Responsibilities in Air Quality Planning

Agency	Level of Government	Enabling Legislation	Responsibilities
EPA	Federal	Clean Air Act [2]	Establishes NAAQS. Approves SIP. Levies sanctions against nonattainment areas.
ARB	State	Federal Clean Air Act California Clean Air Act [3]	Prepares and submits SIP to EPA. Reviews regional plans to ensure every reasonable TCM action is taken to achieve standards at earliest practicable date. [4] Emission standards for mobile sources.
SCAG	Local	Federal Clean Air Act California Clean Air Act	Submits annual progress report to EPA and ARB. Responsible for transportation and land use measures. [5]
SCAQMD	Local		Adopt, implement, and enforce transportation control measures. [6]
CITY/COUNTY	Local		Implement land use and transportation control measures.

Source: Regional Air Quality Plan, San Bernardino County/Cities.

2 Amended in November, 1990.

3 AB 2595 Sher Act, 1988.

4 Health and Safety Code, Section 41503.5.

5 Health and Safety Code, Section 40717 (b-(b-f).

6 Health and Safety Code, Section 40716-17.

Government Organization, Roles and Responsibilities

Introduction

Air pollution in the South Coast Air Basin follows no precise boundaries. Its physical location is constantly shifting with seasonal meteorological conditions. This characteristic makes regulating air pollution most appropriately influenced by local government at a regional level.

Technical Information

San Bernardino County is a source area for air pollutants primarily during the winter months when emissions of nitrogen oxide and carbon monoxide travel westward, helping to create unhealthful levels of pollutants in Los Angeles and Orange Counties. During summer months, on-shore winds transport pollutants from the western portion of the basin (notably Los Angeles and Orange Counties) into San Bernardino County. These pollutants combine with local emission sources to create some of the nation's worst air quality. However, San Bernardino County is responsible for less than 10% of the South Coast Air Basin's pollutant emissions (see Table 2, page VIII-11).

Air quality in the South Coast Air Basin as a whole is characterized by high levels of ozone (O_3), carbon monoxide (Co), nitrogen dioxide (No2) and particulate matter (PM10). San Bernardino County is in attainment with federal standards for carbon monoxide and nitrogen dioxide (No2). However, the primary source areas for ozone and particulate emissions are Los Angeles and Orange Counties. This makes it very difficult to directly effect improvements in these pollutants, especially when combined with the wind flow influences discussed in the introduction.

Issues

Although San Bernardino County generates only 10% of the total emissions basin-wide, its residents are exposed to significantly greater health risks than other residents within the basin. San Bernardino County pays a high price for poor air quality. The ill effects of air pollution include: poor health, damage to property, landscaping, agriculture, and livestock; impaired visibility; all of which result in a reduction in the quality of life.

The following goals, policies and actions will aid the City of Chino in improving regional air quality by developing a coordinated approach with other agencies in San Bernardino County and the south coast air basin.

GOALS, POLICIES, AND ACTIONS

GOAL G8-1

Air Quality Improvement.

To achieve coordination of air quality improvement within the portion of the South Coast Air Basin in San Bernardino County and improved air quality through reductions in pollutants from Orange, Riverside and Los Angeles Counties.

POLICY P8-1.1

Establish a Coordinated Approach.
Coordinate with other jurisdictions in San Bernardino County to establish parallel air quality plans and implementation programs.

ACTION A8-1.1.1

Coordinated Review.
Work with the Planning Director's Committee of San Bernardino County to provide coordinated review and response to project proposals, etc., effecting air quality within the San Bernardino County portion of the South Coast Air Quality Management District.

ACTION A8-1.1.2

AQMP Regional Financing.
Work on regional financing of AQMP control measures by influencing San Bernardino Associated Governments, the South Coast Air Quality Management District, and other agencies to provide economic assistance for implementation of the measures.

ACTION A8-1.1.3

Local Input.
Participate in establishing an ongoing air quality implementation and development project referral process within the San Bernardino County portion of the South Coast Air Basin, adapting it as necessary to local circumstances, resources, and procedures.

POLICY P8-1.2

Integrate with Related Programs.
Cooperate in establishing a process to integrate air quality programs, implementation, monitoring, and reporting which will affect air quality improvements in San Bernardino County.

ACTION A8-1.2.1

Implement Congestion Management Plan.
Participate with San Bernardino Associated Governments (SANBAG) to create and implement the Congestion Management Plan (CMP).

ACTION A8-1.2.2

Establish Regional Transportation Management Agencies.
Participate with other agencies/ organizations to establish regional and sub-regional Transportation Management Agencies (TMA's) which may include Chino Hills, Ontario, Montclair, and San Bernardino County (AQMP Control Measure No. 2.a.).

ACTION A8-1.2.3

OmniTrans/RTD - Transit Improvements.
Work with OmniTrans/RTD/OCTD to improve transit within Chino and San Bernardino County. (AQMP Control Measure No. 2.g.)

POLICY P8-1.3

Affect Source Jurisdictions.
Cooperate actively with Los Angeles, Orange, and Riverside counties to comprehensively improve air quality at the emission source.

ACTION A8-1.3.1
Communication Network.
Participate in a joint communications network for the purpose of improving regional air quality through interagency program development and implementation, such as vanpools between neighboring cities and sharing costs of the capital outlay for such activities.

ACTION A8-1.3.2
Lobby Other Entities to Implement AQMP.
Directly lobby local agencies and private entities to comply with the AQMP.

POLICY P8-1.4
Encourage Community Participation.
Involve environmental groups, the business community, special interests, and the general public in the formulation and implementation of programs which effectively reduce air borne pollutants.

ACTION A8-1.4.1
Public Participation Programs.
Prepare public participation programs which target City residents, businesses, and industries for the purpose of educating them about how they can reduce air pollution.

ACTION A8-1.4.2
Educate Local Businesses.
Work with the Chamber of Commerce to educate and incorporate AQMP programs and Chino Air Quality Element actions into local business activities.

ACTION A8-1.4.3
Obtaining Public Input.
Gain public input during implementation of the City's Air Quality Element and SCAQMD's Air Quality Management Plan.

ACTION A8-1.4.4
Homeowner's Association/Neighborhood Groups.
Work with Homeowner's Associations and neighborhood groups to encourage implementation of the AQMP and Chino Air Quality Element.

POLICY P8-1.5
Support Innovative Approaches.
Advocate and support innovative strategies to improve air quality.

ACTION A8-1.5.1
Tier III Implementation.
Support Tier III implementation of the AQMP by supporting new technology which is not available today but will improve air quality in the future.

ACTION A8-1.5.2
Encourage Business/Research.
Support new approaches to improving air quality through encouraging business/ research companies to utilize financing mechanisms provided by federal, state, and local sources.

ACTION A8-1.5.3
Support Creative Solutions.
Support agencies/organizations who provide creative solutions to improve air quality, such as auto buy-back programs and consumer product emissions fees.

ACTION A8-1.5.4

Regional Cooperation.

Cooperate with local and regional agencies by preparing a memorandum of understanding for obtaining the minimum pollutant emissions while maintaining the City's economic viability.

Ground Transportation

Introduction

San Bernardino County's residents commute by the tens of thousands to employment sites throughout Los Angeles and Orange Counties. Likewise, a large group of Chino residents commute out of the City to their work sites. They make this workday commute from a housing-rich to a job-rich area. This commuting pattern impacts transportation systems, which leads to traffic congestion.

Ground transportation related sources produce the largest amount of pollutant emissions in the South Coast Air Basin. These emissions are generated from about eight (8) million on-road vehicles. The vehicles are characterized by passenger cars, light duty trucks, medium duty vehicles, heavy duty vehicles, and motorcycles. In 1989, they travelled approximately 240 million miles within the basin.

One of the most important steps local governments can do to reduce pollutant emissions from mobile sources is to utilize programs which attract businesses that provide employment opportunities for their residents. Jobs/housing balance will be discussed in more detail in the land use section of this document. However, recognition of the linkage between land use, transportation, and air quality is crucial in bringing about a solution to the basin's air quality problem. Recognition of this linkage means understanding that residents of Chino, as well as the region, must make lifestyle changes to reduce demand on existing transportation systems.

Technical Information

Transportation related sources are responsible for most emissions of Co (96%) and NOx (72%) and for a significant amount of ROG (52%) and SOx (54%). Vehicular emissions of reactive organic gases (ROG) and carbon monoxide (Co) are higher at low speeds or idling, while nitrogen oxide (NOX) emissions increase with higher speeds and acceleration. Therefore, actions which reduce vehicle miles travelled must be combined with stringent tailpipe standards, better inspection, and vehicle maintenance programs to address pollutant emission reductions both locally and regionally.

The effects of travel distance and congestion have a profound effect on the amount of air pollutant emissions generated from ground transportation sources. The net effect is that vehicles (trips) which are driven longer distances for longer hours, result in increased amounts of pollutants. However, combining vehicle trips rather than a series of single destination trips create less pollutants, because vehicles emit more pollutants when they are cold.

Ridesharing, business induced transportation incentives/disincentives, modifying work schedules, tele-communication, and establishing transportation management agencies are some ways of reducing vehicular miles travelled (VMT). These actions mean riding together instead of riding alone; getting paid not to drive; and talking on the phone instead of driving; each inherently require changes in our day-to-day lifestyles.

These actions emphasize reducing pollutant emissions from ground transportation sources through reducing vehicle use (i.e., vehicle miles travelled (VMT) and number of trips). Reducing vehicle use means choosing another transportation mode, commute time of day, or whether to travel altogether.

The City prepared an analysis which assessed the feasibility of creating a Transportation Management Association (TMA) within a 430 acre business park and/or an adjacent 370 acre specific plan area. This analysis clearly showed that a TMA could be successful at some point in the future if both project areas were included.

Issues

Statistics compiled in the California Department of Transportation Travel Forecast Summary indicated that over 75% of those who travel from home to work in the Los Angeles region chose to drive alone. About 11% travelled from home to work with one other person; less than 7% utilized public transit.

Residents of the air basin must reduce their dependency on the single occupant vehicle to obtain cleaner air. Changing this commuting pattern is a monumental task and the primary issue with regard to ground transportation emission sources. Local government must take a leading role in this task.

The City has plans to assess the feasibility of establishing a Transportation Terminal in the downtown area. If established, it would provide a central location for transit services, commute activities, and shuttle services to commuter trains within the region.

The following goals, policies and actions will aid the City in obtaining a reduction in air pollutants from ground transportation sources and help to encourage the desired lifestyle changes.

GOALS, POLICIES, AND ACTIONS

GOAL G8-2

Ground Transportation.

To achieve a diverse and efficient ground transportation system which generates the minimum feasible pollutants.

POLICY P8-2.1

Eliminate Unnecessary Trips.

Use market incentives, regulations, and Transportation Demand Management in cooperation with other jurisdictions in the South Coast Air Basin to eliminate unnecessary vehicle trips which would otherwise be made.

ACTION A8-2.1.1

Neighborhood Services.

Examine the feasibility of adopting a zone ordinance amendment to permit essential services (postal, retail, convenience items, etc.) to be located in residential neighborhoods where these services are not within walking or bicycling distance.

ACTION A8-2.1.2

On-Site Services.

Examine the feasibility of providing services for civic center employees (i.e., cafeteria, banking, postal services, etc.) within walking distance.

ACTION A8-2.1.3

Trip Reduction Ordinance.

Adopt an ordinance requiring all employers within the City to reduce work trips by 12% by 1999, 20% by 2004 and 30% by 2010. This may be achieved through programs such as compressed work weeks, flex schedules, carpooling, and tele-communication, etc. (AQMP Control Measure No. 1.a. and 1.b.)

ACTION A8-2.1.4

Compliance with SCAQMD AVR.

Adopt an ordinance by 1994 requiring trip reduction plans to meet SCAQMD Average Vehicle Ridership (AVR) requirements (1.5) for facilities with tenants employing more than 100 employees and 25+ employees by 1995. (AQMP Control Measure No. 2.a.)

ACTION A8-2.1.5

Reduced Service During Stage 3 Smog Alerts.

Require City public facilities to operate at reduced staffing levels during Stage 3 smog alerts.

ACTION A8-2.1.6

Trip Reduction Program.

Implement a program which requires the City, as an employer, to reduce work trips by 12% by 1999, 20% by 2004 and 30% by 2010. This can be accomplished by requiring flex schedules, compressed work weeks, non-motorized transportation, carpooling, tele-communication, market incentives, etc. (AQMP Control Measure No. 1.a. and 1.b.)

POLICY P8-2.2

Reduce Vehicle Miles Travelled.

Use incentives, regulations and Transportation Demand Management in cooperation with other jurisdictions in the South Coast Air Basin to reduce the vehicle miles travelled for auto trips which still need to me made.

ACTION A8-2.2.1

Travel Demand Management.

Adopt an ordinance to require Travel Demand Management (TDM) programs for all new and existing developments. (AQMP Control Measure No. 2.b.)

POLICY P8-2.3

Improve Traffic Flow.

Improve traffic flow by implementing the state mandated Congestion Management Program (CMP), the AQMP, and other means to lessen roadway congestion.

ACTION A8-2.3.1

Congestion Management Plan (CMP).

Provide on-going participation in the CMP process within San Bernardino County.

ACTION A8-2.3.2

Adopt CMP Ordinance.

Adopt CMP ordinance by 1992 reflecting air quality goals, policies, and actions.

ACTION A8-2.3.3

Truck Routing/Deliveries.

Continue to require Truck Travel Demand Management Plans for commercial and industrial developments which include scheduling and routing of deliveries in conformance with this element. Companies with deliveries of a time-sensitive nature shall be required to submit plans which comply with the truck delivery restrictions where possible. (AQMP Control Measure No. 3.a.)

ACTION A8-2.3.4

Restrict Trucks from Major Arterials.

Adopt an ordinance restricting operating times for heavy duty vehicles on congested portions of major arterials during peak hours for deliveries which are not of a time sensitive nature. (AQMP Control Measure No. 3.a.)

ACTION A8-2.3.5

Traffic Signal Improvements.

Require interconnected signal control systems on all primary arterials including those which cross interjurisdictional boundaries. (AQMP Control Measure No. 4.)

ACTION A8-2.3.6

On-Street Parking During Peak Hours.

Eliminate peak hour on-street parking on arterials within the City. (AQMP Control Measure No. 2.b. and 4.)

ACTION A8-2.3.7

Surcharge for Truck Operations During Peak Periods.

Adopt an ordinance which establishes a surcharge and permit issuance procedures to permit the operation of commercial vehicles during periods of peak traffic congestion on congested portions of major arterials and establish a fine for those operating without a permit or not in compliance with their approved Truck Travel Demand Management Plans. (AQMP Control Measure No. 3.a.)

POLICY P8-2.4

Establish Fees.

Encourage market based incentives and disincentives to relieve peak hour/peak congestion within highly congested travel corridors in and adjacent to the City of Chino.

(Note: Future actions may be included under this policy if fees are determined to be needed for implementation of other Air Quality actions.)

POLICY P8-2.5

Expand Transit.

Cooperate in efforts to expand bus, rail, and other forms of transit in the portion of the South Coast Air Basin within San Bernardino County and the inter-county links to Los Angeles, Orange and Riverside counties.

ACTION A8-2.5.1

Sub-Regional Transportation System.
Lobby regional transportation agencies to expand regional transit systems between residential areas and employment centers in San Bernardino County.

ACTION A8-2.5.2

Auto Use Restrictions.
Require special event centers which have the ability to attract over 10,000 persons to operate park-n-ride facilities and enhance transit performance to venues within Chino. (AQMP Control Measure No. 2.e.)

ACTION A8-2.5.3

City Shuttle.
Develop a City shuttle between regional land uses, park-n-ride facilities, and neighborhoods.

POLICY P8-2.6

Promote Non-Motorized Transportation.
Provide bicycle and pedestrian pathways and facilities to encourage non-motorized trips.

ACTION A8-2.6.1

Bike Trails.
Continue to implement the Circulation Element goals and policies which provide bike and pedestrian trails between residential neighborhoods and employment and commercial areas. (AQMP Control Measure No. 1.b.)

ACTION A8-2.6.2

Merchant Transportation Incentives.
Examine the feasibility to adopt a non-work trip reduction ordinances which require large retail and business establishments to offer customer travel incentives and facilities for non-motorized transportation needs. (AQMP Control Measure No. 2.d.)

ACTION A8-2.6.3

Bicycle Parking and Showers.
Adopt an ordinance requiring commercial and industrial facilities to provide bicycle parking and shower facilities for riders. (AQMP Control Measure No. 1.b.)

POLICY P8-2.7

Manage Parking Supply.
Manage the parking supply for public and private development to discourage auto use, while ensuring that economic development goals are not impacted.

ACTION A8-2.7.1

Rideshare Incentives in Public Parking Lots.
Provide incentives for ridesharing and non-single occupancy vehicles for those vehicles who use public parking lots. (AQMP Control Measure No. 2.b.)

ACTION A8-2.7.2

Limit Parking Supply by Zone.
Adopt an ordinance establishing a cap on the number of parking spaces permitted per square foot for particular uses. (AQMP Control Measure No. 2.b.)

ACTION A8-2.7.3

Preferential Parking for Rideshares.

Adopt an ordinance which requires employers/developers to provide preferential parking for rideshares. (AQMP Control Measure No. 2.b.)

POLICY P8-2.8

Encourage Market Incentives/Disincentives.

Promote a regional approach to increasing parking costs in order to discourage low vehicle occupancy.

ACTION A8-2.8.1

Parking Cost Standards.

Work with other cities to establish standard parking costs to ensure that the City is not placed at an economic disadvantage with other communities. (AQMP Control Measure No. 2.b.)

POLICY P8-2.9

Support Legislation.

Lobby for state and federal legislation which would improve vehicle/transportation technology and establish differential pricing mechanisms to assess the true cost of emissions.

ACTION A8-2.9.1

Emission Fee.

Support State and Federal legislation which establishes emission fees on gasoline products.

ACTION A8-2.9.2

Emission Surcharge.

Adopt an ordinance increasing the bail for vehicles ticketed for air pollutant emissions violations.

ACTION A8-2.9.3

Support Tax Credit/Tax Benefit.

Support legislation which provides favorable tax credits or benefits for employers who purchase or lease vans for employee use, employers who sponsor work day use of clean fuel vehicles, and employees who use employer sponsored vanpools. (AQMP Control Measure No. 2.a.)

POLICY P8-2.10

Institute Clean Fuel Systems.

Invest in clean fuel systems on all non-electric fleet vehicles.

ACTION A8-2.10.1

Clean Fuel Electric Vehicles.

Purchase vehicles which use clean fuels (such as electricity) for use as part of the City fleet. Attempt to achieve 10% of City fleet vehicles to be electric (or electric clean fuel) by the year 2000, and 20% by the year 2010.

ACTION A8-2.10.2

MPG Purchase Limitation.

Require all non-emergency and maintenance vehicles to obtain at least 25 MPG (highway) as a criteria for new fleet vehicle acquisition.

Air Transportation

Introduction

There are two airport facilities which directly impact the air quality within Chino: Ontario International Airport located within the City of Ontario and Chino Airport located in the southeastern portion of Chino. The emissions generated as a result of Ontario International Airport will be controlled by the City of Ontario (in terms of ground access and vehicle trip reductions), by the airport operator, Los Angeles Department of Airports, the various airlines (in terms of fleet replacement and on-site operational changes), and SCAQMD (in terms of various role changes, monitoring, etc.).

Chino Airport, a 950-acre facility, is owned by the County of San Bernardino and located near the southeast corner of Merrill and Euclid Avenues. It is classified as a "Basic Transportation Airport" functioning as a home base for business jets, corporate jets, and recreational aircraft. It is also the designated reliever facility for John Wayne Airport in Orange County.

Chino Airport serves the general aviation needs of southwestern San Bernardino County and parts of the surrounding three counties because of its convenient location. Many of the basic transportation airports within this region are already either, or close to, capacity. The demand for airport services will force some users to search elsewhere for accommodations and services. This activity will make the potential expansion capabilities of Chino Airport significant.

Technical Information

The Southern California Association of Governments projected that 43% of Los Angeles County airports and 100% of Orange County airports would be at capacity by 1985. These projections have held true and spatial demand, regionally, for based aircraft is greater than the area available.

The volume of based aircraft at Chino Airport is forecasted to increase from 1,100 in 1990 to 1,900 in 2005. While pollutant emissions at Chino Airport are currently not a significant problem, air and ground transportation related emissions associated with anticipated expansion are expected to increase.

The Chino Airport Master Plan envisions additional space for terminal/administrative facilities in order to accommodate the increased air transportation activities expected. Likewise, it is anticipated that airport support uses, such as, restaurants and hotels, will develop within or adjacent to the immediate airport facility.

Issues

A large portion of the airport facility and adjacent property is undeveloped. The City has agreed to support the implementation of the Chino Airport Master Plan which was prepared by the County. Implementation of the Master Plan may have significant impacts to air quality unless future development is required to adhere to air quality guidelines.

The following goals, policies, and actions will provide the framework to assure that implementation of the Chino Airport Master Plan produces the minimum amount of pollutant emissions.

GOALS, POLICIES, AND ACTIONS

GOAL G8-3

General Aviation Emissions.

To encourage the minimum feasible emissions from Chino Airport.

POLICY P8-3.1

Promote Improved Technology.

Support the South Coast Air Quality Management District in promoting the best available technology to reduce emissions in aircraft fleet and ground service vehicles.

ACTION A8-3.1.1

Cleaner Fuels.

Encourage airport service vehicles to use alternate (cleaner) fuels, i.e., electrification.

POLICY P8-3.2

Coordinate Airport Development.

Coordinate airport development to minimize pollutant emission from ground and air transportation systems.

ACTION P8-3.2.1

Airport Transportation Demand Management.

Coordinate airport development to minimize pollutant emission from ground and air transportation systems (i.e., indirect sources) by utilizing Transportation Demand Management (TDM) measures.

Land Use

Introduction

An efficient land use pattern served by a diverse transportation system can minimize air pollutants by minimizing congestion. This means balancing growth. Balanced growth is obtained by equalizing jobs and housing. (i.e., jobs/housing balance).

The purpose of jobs/housing balance is to allow workers to live closer to their jobs, thereby reducing traffic congestion and air pollution problems. However, cities and subregions develop on the fortunes of their constituent industries and supply of affordable housing. To achieve a jobs/housing balance and reduce vehicle miles travelled, growth must be managed. Ensuring the timely provision of infrastructure to serve new development, implementing an economic development strategy, and providing adequate housing for the employment population are essential elements of managing growth and balancing the jobs and housing within the community.

Technical Information

The West San Bernardino Valley subregion is expected to grow by 46.2% in population between 1990 and 2010. This same region will capture 4.7% of the projected regional and 22.9% of the county population growth over the same period.

The City of Chino, which is part of this subregion, is projected to increase in population by 7.5%, from 15,665 to 21,379 dwelling units.

There are approximately 1,088 acres of undeveloped industrial and 738 acres of undeveloped residential property within the City. Based on the growth projected in the West Valley area, residential build out may be accomplished by the year 2010. Industrial development is expected to lag slightly behind.

Employment in San Bernardino County is characterized by 10 main industrial groupings. Retail trade establishments are the largest employers which capture 26.5% of the total employment. Service establishments are the second largest employers and capture 26.5% of total business employment. Overall most businesses are small firms with fewer than 50 employees.

Issues

The socioeconomic background information contained in the San Bernardino County Regional Air Quality Plan projects the City's jobs/housing ratio to be 1.76 jobs per household by the year 2010. It is estimated that the City's existing jobs/housing ratio is 1.42 jobs per household. The existing and projected ratios reflect a community which has an appropriate balance between jobs and housing. Such a balance will certainly contribute to a reduction in air pollutants generated locally if vehicle miles travelled can be reduced.

It will be most difficult to achieve this balance without an exhaustive planning effort. Several factors will inhibit the City's ability to achieve the projected jobs/housing balance and desired reduction in vehicle miles travelled. First, Measure "M", effective

in 1988, fixes the housing supply making affordable housing programs difficult to implement. Second, the City does not currently have an economic development strategy to attract business and industry which fit the existing labor pool. Third, the City does not have a Capital Improvement Plan (CIP) consistent with state requirements which works to balance jobs/housing, or consider the timely provision of infrastructure to housing and employment sectors.

The following goals, policies, and actions will aid the City in improving air quality by promoting jobs/housing balance for the purpose of reducing vehicle miles travelled.

GOALS, POLICIES, AND ACTIONS

GOAL G8-4

Efficient Land Use Pattern.
To achieve a pattern of land uses which can be efficiently served by a diversified transportation system and development projects which directly and indirectly generate the minimum feasible air pollutants.

POLICY P8-4.1

Manage Growth.
Continue to ensure that the fundamental City documents, including the General Plan, achieves a community which is efficiently balanced in terms of jobs/housing and which adequately prepares for management of growth.

ACTION A8-4.1.1

Capital Improvement Plan.
Prepare and annually update a Capital Improvement Plan (CIP) to include state mandated air quality requirements.

ACTION A8-4.1.2

Economic Development Strategy.
Complete the preparation of an economic development strategy which examines the available labor pool and targets/markets the City to those industries/ businesses who best fit the labor pool characteristics.

ACTION A8-4.1.3

Coordinate Regional Job/Housing Balance.
Participate in the preparation of a Memorandum of Understanding (MOU) between participating jurisdictions in the Regional Air Quality Element (RAQE) as to mutually acceptable approaches to improve and maintain the jobs/housing balance in the West Valley area. (AQMP Control Measure No. 17.)

POLICY P8-4.2

Jobs/Housing Balance.
Create and execute programs which control and manage the balance between jobs and housing.

ACTION A8-4.2.1

Project Impacts.
Adopt an ordinance to establish criteria to assess the impacts of development projects upon air quality in terms of such factors as jobs created, traffic generated (by type), and direct/indirect pollutant emissions for certain size development.

ACTION A8-4.2.2

Draw From City Labor Pool.

Assess the feasibility of requiring businesses to employ a portion of its labor force from within the City or close proximity to the City.

ACTION A8-4.2.3

Growth Management Plan Performance.

Amend the Land Use Element to attain jobs/housing balance performance goals including jobs/housing targets by year, at a sub-regional level consistent with the Growth Management Plan (GMP). Prepare bi-annual assessment of the City's status in attaining its jobs/housing balance goals. (AQMP Control Measure No. 17.)

ACTION A8-4.2.4

New Jobs/Backbone Infrastructure.

Include in the City's C.I.P. a provision to provide backbone infrastructure to areas within the City where new jobs could be created which best fit the City's labor pools characteristics.

ACTION A8-4.2.5

Mixed Use Development.

Examine the feasibility of preparing a zoning ordinance amendment requiring mixed use development within the parameters established by Measure "M" in certain commercial zones.

POLICY P8-4.3

Protect Sensitive Receptors.

Protect sensitive receptors (schools, parks, hospitals) by supporting a regional approach to regulating the location and design of land uses which are especially sensitive to air pollution.

ACTION A8-4.3.1

Locational Requirements for Sensitive Receptors.

Prepare a zoning ordinance amendment which formulates standards for regulating the location and protection of sensitive receptors (such as schools, parks, hospitals, churches, etc.) from air pollutant emissions.

Particulate Emissions

Introduction

Particulate matter, or suspended particulates are solid and liquid particles of dust, soot, aerosol and other matter which are small enough to remain suspended in the air for a long period of time. A portion of the total particulate matter is caused by natural sources such as wind-blown dust and pollen. Man made sources include auto combustion, agriculture, factories, construction activity and roads (especially unpaved roads).

The City is transitioning from a primarily agricultural to urbanized community. While some agricultural activities currently operate within the City, the community make-up is predominately urban. Urban activities are the primary sources of particulate matter within Chino.

Technical Information

The primary source of particulate matter within Chino is from construction activity. The projected growth in this region and the amount of undeveloped land make construction activity the number one generator.

The adjacent San Bernardino County Dairy Preserve and agricultural activities located within the southern portion of the City, also generate particulate matter. It is expected that dust particles from agricultural uses within the City will diminish over time. However, impacts from the San Bernardino County Dairy Preserve and California Institution for Men will continue.

In the urbanized portion of the City, dust is generated from curbs and gutters, unpaved road shoulders, and parking lots. Presently, street sweepers clean each street 26 times annually. This totals approximately 4,160 miles of roadway per year. Statistics collected during the development of the San Bernardino County Regional Air Quality Plan show Chino's street sweeping program to be one of the most ambitious.

Issues

As the City continues to develop, construction activity will continue to produce particulates which will impact air quality. The current street sweeping program is adequate to mitigate impacts from streets, roads, natural sources, parking lots and agricultural uses. The primary issue will be to control particulate matter during new construction and on unpaved roads and lots.

The following goals, policies, and actions will aid the City in reducing air born particulates from activity within the City, including construction activity.

GOALS, POLICIES, AND ACTIONS

GOAL G8-5

Reduce Particulate Emissions.

Reduce to a minimum particulate emissions from such uses as construction, operation of roads, and buildings.

POLICY P8-5.1

Control Dust.

Reduce particulate emissions from roads, parking lots, construction sites and agricultural lands.

ACTION A8-5.1.1

Street Sweeping.

Continue to sweep City streets approximately twice per month. (AQMP Control Measure No. 12.a.)

ACTION A8-5.1.2

Control Particulate Emissions from Unpaved Roads.

Adopt an ordinance amendment to control particulate emissions created from unpaved roads, drives, vehicle maneuvering areas, parking lots, and vacant lots in conformance with the criteria established by the Air Resources Board. (AQMP Control Measure No. 12.b.)

ACTION A8-5.1.3

Limit Dust.

Adopt an ordinance amendment to control dust from vacant lands and operations and erosions from storm water washing into streets. (AQMP Control Measure No. 12.a.)

ACTION A8-5.1.4

Storage of Particulate Matter.

Eliminate the outdoor storage of sand, gravel and other particulate matter which is left uncovered or not confined at City facilities. (AQMP Control Measure No. 12.a.)

POLICY P8-5.2

Reduce Emissions from Building Materials and Methods of Construction.

Reduce emissions from building materials and methods of construction which generate excessive pollutants.

ACTION A8-5.2.1

Control Emissions, Construction, and Demolition.

Adopt an ordinance requiring the control of particulate emissions from construction and demolition activities and on-site construction traffic flow by requiring such things as truck wheel washers and paving of access roads. (AQMP Control Measure No. 12.a.)

ACTION A8-5.2.2

Particulate Emissions from Truck Hauling.

Require the installation of liners on truck beds, truck loads to be covered, and maintain freeboard levels for trucks use in construction activities. Establish penalties for commercial vehicles which are not in compliance. (AQMP Control Measure No. 12.a.)

POLICY P8-5.3

Reduce Emissions from Building Interiors.

To reduce interior air pollutants which produce poor air quality within building interiors.

Note: No Actions approved at this time. Actions might be added at a later date.

Energy Conservation

Introduction

Energy use contributes significantly to pollutant emissions, as well as gases that effect global warming. In 1987, approximately 80% of all emissions were related to energy use.

As population growth continues, it is imperative to advocate the efficient use of energy. It is also important to reduce the use of energy and encourage alternative energy sources.

Technical Information

The South Coast Air Quality Management District's 1991 Air Quality Management Plan requires local government to reduce its energy demand by 8% by January 1, 1994, 15% by 2000, and 30% by 2010. A recent League of California Cities' survey revealed that nearly 40% of responding cities have no organized energy management programs. The City of Chino is no exception.

Conservation measures involving building operation improvements, such as lighting, building area and boiler efficiency improvements, can lead to a significant reduction in energy consumption. Other areas where energy conservation can be achieved are: heating, ventilation and air conditioning (HVAC) system modifications, electrical use from space heating and cooling, food preparation, and energy efficient lighting in a variety of commercial and industrial facilities and residential homes. Additionally, industrial facilities use electricity in the manufacturing process for activities such as hydraulic pumping, air movement systems, electroplating, metal melting, drying and curing processes, and electric motor operation.

The use of cleaner types of energy is also an important aspect of reducing pollutant emissions. Electricity, ethanol, geothermal, LPG, methanol, natural gas, solar, and wind are considered clean fuels. The AQMP assumes that fuels which are cleaner and/or more efficient will be used, where appropriate, as an alternative to the high polluting fuels currently being used.

Issue

The primary issue with carrying out energy conservation actions is generating the initial capital for their creation and taking the necessary actions to implement them.

The following goals policies and actions will aid the City in conserving energy and reducing pollutant emissions which contribute to global warming.

GOALS, POLICIES, AND ACTIONS

GOAL G8-6

Reduce Energy Consumption.

To reduce emissions through reduced energy consumption.

POLICY P8-6.1

Energy Conservation.
Reduce energy consumption through energy conservation improvements and requirements.

ACTION A8-6.1.1

Energy Conservation Plan.
Develop a 5-year energy conservation plan which describes improvements to City buildings which will conserve energy or convert to cleaner fuels and include implementation of this plan in the City's annual budget.

ACTION A8-6.1.2

Energy Conservation Requirements.
Adopt an ordinance creating a program of local administrative practices to reduce local government energy demand 8% by January 1, 1994; 15% by the year 2000, and; 30% by the year 2010. (AQMP Control Measure No. 18.a.)

POLICY P8-6.2

Limit Water Heater Emissions.
To reduce emissions resulting from swimming pool water heaters and residential and commercial water heaters.

ACTION A8-6.2.1

Emission Reduction from Pool Heaters.
Adopt a regulation requiring an emission reduction from swimming pool water heaters. (AQMP Control Measure No. 18.a.)

ACTION A8-6.2.2

Emission Reduction From Water Heaters.
Adopt a regulation to require an emission reduction from residential and commercial water heaters. (AQMP Control Measure No. 18.a.)

POLICY P8-6.3

Recycle Wastes.
Promote local recycling of wastes and use of recycled materials.

ACTION A8-6.3.1

Waste Recycling.
Adopt a Source Reduction and Recycling Element to divert 25% of local solid waste requiring disposal by the year 1995 and 50% by the year 2000.

Implementation Strategy

Everyone wants cleaner air, a better place to live and work, and a healthy environment. The problem, however, as it relates to air quality, is that it will require a significant commitment by local government, business, and area residents to obtain cleaner air. The commitment comes in the form of modification to one's lifestyle. This type of change has the potential to be overwhelming.

The South Coast Air Quality Management District - Air Quality Management Plan, (and the control measures it contains) may appear overwhelming to area residents, business, and municipal government. The control measures noted in Appendix "A" of this document, in effect, ask local governments to use their land use regulatory powers to encourage the lifestyle change to obtain Federal air standards.

To successfully achieve the prescribed federal air quality standards, the City, local businesses, employees, and residents will all need to play a role in implementing these actions. The role of each party is separate and distinct but critical to our region being successful in this endeavor. The following are examples of the roles each of these parties may be asked to participate in.

City

Prepare an Air Quality Element; educate local businesses and residents about air quality issues; become a partner with local businesses and area residents to improve air quality within the air basin; require its employees to rideshare; buy fuel efficient fleet vehicles; save energy in City buildings; lobby other jurisdictions to do their fair share in improving air quality in the basin, etc.

Local Business

Work with the City in a partnership role to implement the various actions within this element; educate employees about how they can affect air quality; try to hire local residents; create flexible work hours for employees; encourage employees to rideshare; where feasible, permit telecommuting; schedule truck deliveries in off-peak hours; assist in establishing and/or participate in a Transportation Management Association; and provide showers and lockers for employees who bike or walk to work, etc.

Local Residents

Educate themselves about how they can affect air quality; become ridesharers, walk or bike to local activities within the City; plan their non-work trips so they are efficient; become familiar with and use local transit; when considering a job change, look for employment close to home; support the City and local business efforts to improve air quality, etc.

Recognizing the commitment and resources needed to accomplish such a change, and the inevitable impacts facing the people who will make that first commitment. The following guidelines are included to assist City Departments in implementing the Air Quality Element actions.

Guidelines for the City's Implementation of the Air Quality Element actions:

1. In all applicable cases, actions shall be implemented by utilizing market incentives available to the City or business community to encourage compliance with specific activities. If a market incentive approach fails to yield the desired air quality benefit, a direct regulatory approach shall be pursued, as a last resort.

2. The City shall form a partnership with businesses and area residents to achieve the goal of cleaner air through cooperation, sharing of available resources, and creative solutions to action implementation.

3. The City shall function, to the maximum extent possible, as a liaison between the business community, South Coast Air Quality Management District, other air quality planning agencies, and agencies with funding sources in order to facilitate action implementation. This role may include examining funding sources, establishing incentives, providing information, and consulting area residents.

The City is committed to achieving the air quality improvements set forth in the South Coast Air Quality Management District's Air Quality Management Plan. However, the City realizes that achieving such a goal may have a burden on businesses and residents. The aforementioned implementation guidelines will assist the City in achieving district requirements while sharing the responsibility with area residents and local business/industry.

Implementation

- Government Organization, Roles and Repsonsibilities
- Ground Transportation
- Air Transportation
- Land Use
- Particulate Emissions
- Energy Conservation

AIR QUALITY ELEMENT IMPLEMENTATION

GOVERNMENT ORGANIZATION, ROLES AND RESPONSIBILITIES

ACTIONS	GOALS AND POLICIES				RESPONSIBLE AGENCY / DEPARTMENT *									TIMING
	Goal G8-1 Air Quality Improvement				CD	PW	CS	MS	PD	FD	A	SBC	Other (specify)	
	P8-1.1	P8-1.2	P8-1.3											
Coordinated Review. Action A8-1.1.1	X				X									On-going
AQMP Regional Financing. Action A8-1.1.2	X				X						X			On-going
Local Input. Action A8-1.1.3	X				X									1991
Implement Congestion Management Plan. Action A8-1.2.1		X				X								1992
Establish Regional Transportation Management Agencies. Action A8-1.2.2		X				X					X			On-going
OmniTrans/RTD - Transit Improvements. Action A8-1.2.3 (AQMP Cntl Measure No. 2.g.)		X				X					X			On-going
Communication Network. Action A8-1.3.1			X								X			On-going
Lobby Other Entities to Implement AQMP. Action A8-1.3.2			X								X			On-going

* CD - Community Development Department
PW - Public Works Department
CS - Community Services Department
MS - Management Services
PD - Police Department
FD - Chino Valley Fire District
A - Administration
SBC - San Bernardino County

AIR QUALITY ELEMENT IMPLEMENTATION

GOVERNMENT ORGANIZATION, ROLES AND RESPONSIBILITIES

ACTIONS	GOALS AND POLICIES				RESPONSIBLE AGENCY / DEPARTMENT •									TIMING
	Goal G8-1 Air Quality Improvement				CD	PW	CS	MS	PD	FD	A	SBC	Other (specify)	
	P8-1.4	P8-1.5												
Public Participation Programs. Action A8-1.4.1	X				X						X			On-going
Educate Local Businesses. Action A8-1.4.2	X				X						X			1992
Obtaining Public Input. Action A8-1.4.3	X				X									On-going
Homeowner's Association/Neighborhood Groups. Action A8-1.4.4	X				X						X			1992
Tier III Implementation. Action A8-1.5.1		X			X						X			On-going
Encourage Business/Research. Action A8-1.5.2		X			X						X			On-going
Support Creative Solutions. Action A8-1.5.3		X			X						X			On-going
Regional Cooperation. Action A8-1.5.4		X									X			On-going

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AIR QUALITY ELEMENT IMPLEMENTATION

GROUND TRANSPORTATION

ACTIONS	GOALS AND POLICIES				RESPONSIBLE AGENCY / DEPARTMENT •									TIMING
	Goal G8-2 Ground Transportation				CD	PW	CS	MS	PD	FD	A	SBC	Other (specify)	
	P8-2.1	P8-2.2												
Neighborhood Services. Action A8-2.1.1	X				X									1993
On-Site Services. Action A8-2.1.2	X										X			1994 •
Trip Reduction Ordinance. Action A8-2.1.3 (AQMP Cntl Measure No. 1.a. & 1.b.)	X					X								1994 •
Compliance with SCAQMD AVR. Action A8-2.1.4 (AQMP Cntl Measure No. 2.a.)	X				X						X			1994/1995
Reduced Service During Stage 3 Smog Alerts. Action A8-2.1.5	X										X			1991 •
Trip Reduction Program. Action A8-2.1.6 (AQMP Cntl Measure No. 1.a. & 1.b.)	X										X			1994 •
Travel Demand Management Action A8-2.2.1 (AQMP Cntl Measure No. 2.b.)		X			X									1994 •

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AIR QUALITY ELEMENT IMPLEMENTATION

GROUND TRANSPORTATION

ACTIONS	GOALS AND POLICIES				RESPONSIBLE AGENCY / DEPARTMENT *									TIMING
	Goal G8-2 Ground Transportation				CD	PW	CS	MS	PD	FD	A	SBC	Other (specify)	
	P8-2.3	P8-2.4	P8-2.5											
Congestion Management Plan. Action A8-2.3.1	X					X								1992
Adopt CMP Ordinance. Action A8-2.3.2	X					X								1992
Truck Routing/Deliveries. Action A8-2.3.3 (AQMP Cntl Measure No. 3.a.)	X					X								1994
Restrict Trucks from Major Arterials. Action A8-2.3.4 (AQMP Cntl Measure No. 3.a.)	X					X								1994
Traffic Signal Improvements. Action A8-2.3.5 (AQMP Cntl Measure No. 4.)	X					X								1995
On-Street Parking During Peak Hours. Action A8-2.3.6 (AQMP Cntl Measure No. 2.b. & 4.)	X					X								1994
Surcharge for Truck Operations During Peak Periods. Action A8-2.3.7 (AQMP Cntl Measure No. 3.a.)	X					X					X			1994
(Note: Future actions may be included under this policy if fees are determined to be needed for implementation of other Air Quality actions.)		X												
Sub-Regional Transportation System. Action A8-2.5.1			X								X			1992
Auto Use Restrictions. Action A8-2.5.2 (AQMP Cntl Measure No. 2.e.)			X			X								1992
City Shuttle. Action A8-2.5.3			X								X			1994

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AIR QUALITY ELEMENT IMPLEMENTATION

GROUND TRANSPORTATION

ACTIONS	GOALS AND POLICIES					RESPONSIBLE AGENCY / DEPARTMENT *									TIMING
	Goal G8-2 Ground Transportation					CD	PW	CS	MS	PD	FD	A	SBC	Other (specify)	
	P8-2.6	P8-2.7	P8-2.8	P8-2.9	P8-2.10										
Bike Trails. Action A8-2.6.1 (AQMP Cntl Measure No. 1.b.)	X					X		X							On-going
Merchant Transportation Incentives. Action A8-2.6.2 (AQMP Cntl Measure No. 2.d.)	X					X	X					X			1994
Bicycle Parking and Showers. Action A8-2.6.3 (AQMP Cntl Measure No. 1.b.)	X					X						X			1999
Rideshare Incentives in Public Parking Lots. Action A8-2.7.1 (AQMP Cntl Measure No. 2.b.)		X				X						X			1994
Limit Parking Supply by Zone. Action A8-2.7.2 (AQMP Cntl Measure No. 2.b.)		X				X	X								1994
Preferential Parking for Ridesharers. Action A8-2.7.3 (AQMP Cntl Measure No. 2.b.)		X				X	X								1992
Parking Cost Standards. Action A8-2.8.1 (AQMP Cntl Measure No. 2.b.)			X			X						X			1992
Emission Fee. Action A8-2.9.1				X		X						X			1994
Emission Surcharge. Action A8-2.9.2				X		X						X			1995
Support Tax Credit/Tax Benefit. Action A8-2.9.3				X								X			1995
Clean Fuel Electric Vehicles. Action A8-2.10.1					X		X					X			On-going 2000, 2010
MPG Purchase Limitation. Action A8-2.10.2					X	X				X		X			1992

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AIR QUALITY ELEMENT IMPLEMENTATION

AIR TRANSPORTATION

ACTIONS	GOALS AND POLICIES				RESPONSIBLE AGENCY / DEPARTMENT •									TIMING
	Goal G8-3 General Aviation Emissions				CD	PW	CS	MS	PD	FD	A	SBC	Other (specify)	
	P8-3.1	P8-3.2												
Cleaner Fuels. Action A8-3.1.1	X					X						X		1992
Airport Transportation Demand Management. Action A8-3.2.1		X			X	X						X		1992

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AIR QUALITY ELEMENT IMPLEMENTATION

LAND USE

ACTIONS	GOALS AND POLICIES				RESPONSIBLE AGENCY / DEPARTMENT •									TIMING
	Goal G8-4 Efficient Land Use Pattern				CD	PW	CS	MS	PD	FD	A	SBC	Other (specify)	
	P8-4.1	P8-4.2	P8-4.3											
Capital Improvement Plan. Action A8-4.1.1	X				X	X								1992
Economic Development Strategy. Action A8-4.1.2	X				X									1992
Coordinate Regional Jobs/Housing Balance. Action A8-4.1.3 (AQMP Cntl Measure No. 17.)	X				X									On-going/ 1992
Project Impacts. Action A8-4.2.1		X			X									1992
Draw From City Labor Pool. Action A8-4.2.2		X			X									1993
Growth Management Plan Performance. Action A8-4.2.3 (AQMP Cntl Measure No. 17.)		X			X			X			X			On-going/ 1994
New Jobs/Backbone Infrastructure. Action A8-4.2.4		X			X									1992
Mixed Use Development. Action A8-4.2.5 (AQMP Cntl Measure No. 1.b.)		X			X	X								1994
Locational Requirements for Sensitive Receptors. Action A8-4.3.1			X		X									1994

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AIR QUALITY ELEMENT IMPLEMENTATION

PARTICULATE EMISSIONS

ACTIONS	GOALS AND POLICIES				RESPONSIBLE AGENCY / DEPARTMENT *									TIMING
	Goal G8-5 Reduce Particulate Emissions.				CD	PW	CS	MS	PD	FD	A	SBC	Other (specify)	
	P8-5.1	P8-5.2	P8-5.3											
Street Sweeping. Action A8-5.1.1 (AQMP Cntl Measure No. 12.a.)	X					X								On-going
Control Particulate Emissions from Unpaved Roads. Action A8-5.1.2 (AQMP Cntl Measure No. 12.b.)	X					X								1994
Limit Dust. Action A8-5.1.3 (AQMP Cntl Measure No. 12.a.)	X				X	X								1994
Storage of Particulate Matter. Action A8-5.1.4 (AQMP Cntl Measure No. 12.a.)	X					X	X							1994
Control Emissions, Construction, and Demolition. Action A8-5.2.1 (AQMP Cntl Measure No. 12.a.)		X			X									1994
Particulate Emissions from Truck Hauling. Action A8-5.2.2 (AQMP Cntl Measure No. 12.a.)		X			X	X								1994
Note: No Actions approved at this time. Actions might be added at a later date.			X											

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AIR QUALITY ELEMENT IMPLEMENTATION

ENERGY CONSERVATION

ACTIONS	GOALS AND POLICIES				RESPONSIBLE AGENCY / DEPARTMENT *									TIMING
	Goal G8-6 Energy Consumption.				CD	PW	CS	MS	PD	FD	A	SBC	Other (specify)	
	P8-6.1	P8-6.2	P8-6.3											
Energy Conservation Plan. Action A8-6.1.1	X						X							1994
Energy Conservation Requirements. Action A8-6.1.2 (AQMP Cntl Measure No. 18.a.)	X						X				X			1994
Emission Reduction from Pool Heaters. Action A8-6.2.1 (AQMP Cntl Measure No. 18.a.)		X			X									1999
Emission Reduction from Water Heaters. Action A8-6.2.2 (AQMP Cntl Measure No. 18.a.)		X			X									2006
Waste Recycling. Action A8-6.3.1			X								X			1993

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Glossary

Air Quality Management Plan (AQMP)
A comprehensive policy document that delineates goals, policies, pollution reduction strategies, and implementation responsibilities for improving air quality in the South Coast Air Basin.

Air Resources Board (ARB)
The State Agency which prepares and submits the State Implementation Plan (SIP) to the Environmental Protection Agency (EPA). The ARB is also the agency that reviews regional plans to ensure that Transportation Control Measures are taken to achieve air quality standards at the earliest practicable date. This Agency establishes emissions standards for mobile sources.

Average Vehicle Ridership (AVR)
The average amount of occupants for a vehicle over a period of time.

Basic Transportation Airport
An airport which primarily services aircraft for commercial and recreational use. Generally, commuter, local and itinerant aircraft visit such airports. Air carrier aircraft usually do not have access to Basic Transportation Airports.

California Clean Air Act (CCAA)
The State Legislation which requires all non-attainment air basins to develop new attainment plans to meet Federal and State air quality standards.

California Environmental Quality Act (CEQA)
State legislation which requires all governmental agencies at all levels to document and consider the environmental considerations of their actions.

CalTrans
State of California Department of Transportation (CalTrans) is the State Agency which oversees the State network of roadways and highways.

Carbon Monoxide (C_O)
A colorless, odorless gas formed by the incomplete combustion of fuels. Carbon monoxide replaces oxygen in the blood and reduces its ability to transport oxygen to vital organs in the body.

Conformity Review
The process which ensures that local government actions and projects (i.e., planning, actions, permit activity, project approval, programming, or funding) do not prevent attainment of the National Ambient Air Quality Standards (NAAQS).

Congestion Management Plan (CMP)
A county-wide program which addresses congestion problems in a coordinated manner with other agencies in the county.

Control Measure
The nuts and bolts of the South Coast Air Quality Management Plan. Control measures are commitments to adopt rules and regulations to reduce pollutant emissions. There are 126 control measures in the Air Quality Management Plan, 17 of which are designated for local agency action.

District
A commonly-used abbreviation for the South Coast Air Quality Management District (SCAQMD).

Environmental Impact Report (EIR)
An informational document which provides public agencies and the public in general with detailed information about the effects which a proposed project is likely to have on the environment.

High Occupancy Vehicle (HOV) Lane
HOV lane on a highway or freeway which is restricted for use by vehicles carrying two or more passengers.

Memorandum of Understanding (MOU)

Mobile Sources
Emissions from on-road motor vehicles.

Oxides of Nitrogen (NOx)
Oxides of nitrogen are brownish gas that is formed in the atmosphere through a rapid reaction of the colorless gas nitric oxide (NO) with atmospheric oxygen. Oxides of nitrogen play an important role in visibility degradation within the basin. They are formed in the atmosphere from reactions involving NOx emissions from man-made combustion sources.

Oxides of Sulfur (SOx)
A colorless gas with a pungent irritating odor. It is created by the combustion of sulfur-containing fuel.

Ozone (O_3)
A secondary pollutant which is formed in the atmosphere through a reaction of reactive organic gases (ROG), nitrogen oxides (NOx), oxygen, and other hydrocarbon materials with sunlight.

Particulate Matter (PM)
Suspended particulates which included a complex mixture of man-made and natural substances including sulfates, nitrates, metals, elemental carbon, sea salt, soil organics and other materials.

Reactive Organic Gases (ROG)
Reactive organic gases are hydrocarbons. ROG emissions react with other pollutants in the presence of sunlight to form photochemical oxidants or ozone.

Regional Mobility Plan (RMP)
A comprehensive regional planning document for the Southern California Association of Governments (SCAG) region which provides specific means for recapturing and retaining the transportation mobility levels of 1984.

South Coast Air Quality Management District (SCAQMD)
The air pollution control district for the area which includes the County of Orange and the urbanized portions of Los Angeles, Riverside and San Bernardino Counties. (The agency's responsibilities as they pertain to conformity are detailed in Appendix C of this document.)

Southern California Association of Governments (SCAG)
The metropolitan planning organization for the six-county region which includes Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura Counties. (The agency's responsibilities for conformity are detailed in Appendix C of this document.)

Transportation Control Measure (TCM)
Any demand management, systems management, facilities improvement, or technology-based measure (or mixture thereof) intended to influence choices of mode, time of day, or decisions whether to travel at all.

Transportation Demand Management (TDM)
Demand based techniques for reducing traffic congestion, such as ridesharing programs and flexible work schedules enabling employees to commute to and from work outside of peak hours.

Transportation Management Association (TMA)
An organization with its main purpose is to coordinate, among association members, Transportation Demand Management techniques to reduce traffic congestion.

Vehicle Miles Travelled (VMT)
The total miles traveled by all vehicles in a particular geographic area measured over a 24-hour period.

Bibliography

Guidelines for the Development of Local Air Quality Elements, Southern California Association of Governments, March 1990. A report that outlines an approach to preparing an air quality element which is consistent with other regional plans.

Draft Final 1994 Air Quality Management Plan for the South Coast Air Basin, Southern California Association Of Governments/South Coast air Quality Management District. A comprehensive plan which includes measures for bringing the air basin into compliance with State and Federal air quality standards.

Draft Air Quality Management Plan 1994 Revisions: Appendix IV-E - Southern California Association of Governments, December 1990. A report describing the air quality control measures pertaining to transportation, land use, and energy conservation.

San Bernardino County Regional Air Quality Plan, San Bernardino County/cities, March 1994. A regional plan prepared by San Bernardino County and certain cities within the county which includes goals, policies, and a menu of action programs that assist these agencies in complying with the Air Quality Management Plan in terms of bringing the Air district in compliance with Federal and State air quality standards.

San Bernardino County Regional Air Quality Plan, Technical Background Report, San Bernardino County/cities, March 1994. A report which describes the air quality condition in San Bernardino County.

San Bernardino County Regional Air Quality Plan, Socioeconomics Analysis of Selected Air Quality Measures, San Bernardino County/cities, March 1994. A socioeconomic analysis of the implementation of selected AQMP control measures.

Chino Airport Master Plan, County of San Bernardino, January 1987. A Master Plan by the County of San Bernardino outlining development strategy for the approximate 950 acre project area.

References

City of Chino

Community Development Department ..... Earl P. Nelson, Director
Community Services Department ..... Tina Sray, Manager of Parks and Facilities
Public Works Services ..... Tom Mace, Street Superintendent
Larry Mayfield, Fleet Superintendent

County of San Bernardino

Regional Air Quality Element,
Technical Advisory Committee ..... Sharon Hightower, Chairman
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San Bernardino Association of Governments ..... Wes McDaniel
City of Big Bear Lake ..... Ed Johnson
City of Colton ..... Jaime R. Aquilar
City of Fontana ..... Kurt Anderson
City of Grand Terrace ..... David Sawyer
City of Highland ..... Steve Walker
City of Loma Linda ..... Dan Smith
City of Montclair ..... Hall Fiederickson
City of Ontario ..... Joyce Babicz
City of Rancho Cucamonga ..... Brad Buller
City of Redlands ..... Jeff Shaw
City of Rialto ..... Rod Taylor
City of San Bernardino ..... Valerie Ross
City of Upland ..... Jeff Bloom
City of Yucaipa ..... John McMains

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Appendix

A. SCAQMD - AQMP, Control Measure/Chino Air Quality Element Action Matrix

B. Regional Air Quality Plan, San Bernardino County/Cities, Technical Background Report (under separate cover)

C. Regional Air Quality Plan, San Bernardino County/Cities, Socioeconomics Analysis - Selected Air Quality Measures (under separate cover)

AIR QUALITY ELEMENT APPENDIX A

SCAQMD-AQMP Control Measures/Chino Air Quality Element Action Matrix

Chino General Plan

November 1991

Air Quality Management Plan (AQMP) Control Measure/ Chino Air Quality Element (CAQE) Action Matrix

AQMP CONTROL MEASURE	CAQE ACTION
1.a. Person Work Trip Reduction.	A8-2.1.3 Trip Reduction Ordinance. A8-2.1.6 Trip Reduction Program.
1.b. Non-Motorized Transportation.	A8-2.1.3 Trip Reduction Ordinance. A8-2.1.6 Trip Reduction Program. A8-2.6.1 Bike Trails. A8-2.6.3 Bicycle Parking and Showers.
2.a. Employer Ridesharing and Transit Incentives.	A8-1.2.2 Establish Regional Transportation Management Agencies. A8-2.1.4 Compliance with SCAQMD AVR. A8-2.9.3 Support Tax Credit/Tax Benefit.
2.b. Parking Management.	A8-2.2.1 Travel Demand Management. A8-2.3.6 On-Street Parking During Peak Hours. A8-2.7.1 Rideshare Incentives in Public Parking Lots. A8-2.7.2 Limit Parking Supply by Zone. A8-2.7.3 Preferential Parking for Ridesharers. A8-2.8.1 Parking Cost Standards.
2.d. Merchant Transportation Incentives.	A8-2.6.2 Merchant Transportation Incentives.
2.e. Auto Use Restrictions.	A8-2.5.2 Auto Use Restrictions.
2.f. HOV Facilities.	Not Applicable.
2.g. Transit Improvements.	A8-1.2.3 OmniTrans/RTD - Transit Improvements.
3.a. Truck Dispatching, Rescheduling and Rerouting.	A8-2.3.3 Truck Routing/Deliveries. A8-2.3.4 Restrict Trucks from Major Arterials. A8-2.3.7 Surcharge for Truck Operations During Peak Periods.
3.b. Diverting Port-Related Truck Traffic to Rail.	Not Applicable.
4. Traffic Flow Improvements.	A8-2.3.5 Traffic Signal Improvements. A8-2.3.6 On-Street Parking During Peak Hours.
5. Non-Recurrent Congestion.	Not Applicable.

APPENDIX "A"

Air Quality Management Plan (AQMP) Control Measure/ Chino Air Quality Element (CAQE) Action Matrix

AQMP CONTROL MEASURE		CAQE ACTION	
6.	Aircraft and Ground Service Vehicles.		Not Applicable.
7.	Centralized Ground Power Systems.		Not Applicable.
8.	Airport Ground Access.		Not Applicable.
9.	Replacement of High Emitting Aircraft.		Not Applicable.
10.	General Aviation Vapor Recovery.		Not Applicable.
11.	Rail Consolidation to Reduce Grade Crossings.		Not Applicable.
12.a.	Paved Roads.	A8-5.1.1 A8-5.1.3 A8-5.1.4 A8-5.2.1 A8-5.2.2	Street Sweeping. Limit Dust. Storage of Particulate Matter. Control Emissions, Construction and Demolition. Particulate Emissions from Truck Hauling.
12.b.	Unpaved Roads and Parking Lots.	A8-5.1.2	Control Particulate Emissions from Unpaved Roads.
13.	Freeway and Highway Capacity Enhancements.		Not Applicable.
14.	Railroad Electrification.		Not Applicable.
16.	High Speed Rail.		Not Applicable.
17.	Growth Management.	A8-4.1.3 A8-4.2.3	Coordinate Regional Job/Housing Balance. Growth Management Plan Performance.
18.a.	Local Government Energy Conservation.	A8-6.1.2 A8-6.2.1 A8-6.2.2	Energy Conservation Requirements. Emission Reduction from Pool Heaters. Emission Reduction from Water Heaters.

APPENDIX "A" (cont'd.)

BACKGROUND STATEMENT

The air quality in San Bernardino County results from a unique combination of factors; air flow patterns and emission sources, both local and those located through the region, results in some of the worst air quality in the nation. San Bernardino County regularly exceeds state and federal air quality standards for Ozone (O_3), Carbon Monoxide (CO), Nitrogen Dioxide (NO_2) and Particulate Matter (PM_{10}). Exceedances are acute during summer months when onshore wind patterns transport pollutants from the western portion of the South Coast Air Basin, notably Los Angeles and Orange Counties and combine with local sources. San Bernardino County records the most severe violations of air quality standards for Ozone and PM_{10} in the summer months relative to the rest of the air basin.

REGULATORY FRAMEWORK

The Clean Air Act, promulgated in 1970 and amended twice thereafter (including the recent 1990 amendment), establishes the framework for modern air pollution control. The Act directs the Environmental Protection Agency (EPA) to establish ambient air standards for six pollutants: Ozone, Carbon Monoxide, Lead, Nitrogen Dioxide, Particulate Matter and Sulphur Dioxide. The standards (NAAQS) are divided into primary and secondary standards; the former are set to protect human health within an adequate margin of safety and the latter to protect environmental values such as plant and animal life.

According to the Act, states are required to submit a State Implementation Plans (SIP) for areas that exceed the NAAQS, or nonattainment areas. The SIP, which is reviewed and approved by the EPA, must demonstrate how the federal standards will be achieved. Failure to submit a plan or secure approval could lead to denial of federal funding and permits for such improvements as highway construction and sewage treatment plants. In cases where the SIP is submitted but fails to demonstrate achievement of the standards, the EPA is directed to prepare a Federal Implementation Plan.

In addition to the six pollutants regulated by federal legislation, the California Clean Air Act establishes standards for Hydrogen Sulphide, Sulphates and Vinyl Chloride. Responsibility for achieving these standards (which are more stringent that federal standards) is placed on the California Air Resources Board and local air pollution control districts. District plans for nonattainment areas must be designed to achieve a 5% annual reduction in emissions. The Air Quality Management Plan (AQMP) is, in turn, incorporated into the SIP.

With the aim of complying with all federal standards by 2007, the South Coast Air Quality Management District (SCAQMD) and Southern California Association of Governments (SCAG) jointly prepared the 1989 Air Quality Management Plan (AQMP). The Plan calls for implementation of rules and regulations by the Air Resources Board, the South Coast Air Quality Management District, the Environmental Protection Agency and Local Jurisdictions.

The AQMP calls upon local governments to achieve an 8% reduction regionwide in emissions from reactive organic gases and oxides of nitrogen. Specifically, local governments are asked to implement appropriate control measures contained in the AQMP to achieve this reduction. Several measures direct local government to adopt an Air Quality Element or its equivalent into its General Plan. If all of the applicable control measures are not implemented, the air quality standards cannot be achieved. In this event, the existing moratorium on location of stationary sources in the basin will be continue and federal funding and other permits may be denied until the standards are met.

In an effort to comply with federal and state regulations, and to improve air quality in the county and region, this Air Quality Element has been adopted.

Principles

1. **Air Quality and Economic Growth**

   Achieve air quality improvements in such a way that continued economic growth can be sustained.

2. **Market Incentives and Regulations**

   Achieve necessary air quality related life style and economic changes through market incentives where feasible and through regulatory measures where necessary.

GOALS, POLICIES AND PROGRAMS

Because the air quality problem is larger than any one jurisdiction, this Air Quality Element includes goals, policies and programs which have been accepted by the fifteen cities in the San Bernardino County portion of the South Coast Air Basin. These consensus goals, policies and programs provide a common foundation for coordinated action.

TOPIC 1: GOVERNMENT ORGANIZATION, ROLES & RESPONSIBILITIES

GOAL 1 Effective coordination of air quality improvement within the portion of the South Coast Air Basin in San Bernardino County and improved air quality through reductions in pollutants from Orange and Los Angeles counties.

Policy 1.1 **Establish Coordinated Approach**

Coordinate with other jurisdictions in San Bernardino County to establish parallel air quality plans and implementation programs.

Programs:

1.1.1 Adopt local air quality plans based on the San Bernardino County/Cities Regional Air Quality Plan.

1.1.2 Establish an ongoing air quality implementation and project referral process within the San Bernardino portion of the South Coast Air Basin, adapting it as necessary to local circumstances, resources and procedures.

Policy 1.2 **Integrate With Related Programs**

Coordinate a process to integrate related functional programs' implementation, monitoring and reporting.

Programs:

1.2.1 Establish a coordination process for relating parallel actions undertaken as part of other regional or countywide plans.

1.2.2 Participate with SANBAG in defining and implementing a Congestion Management Program for San Bernardino County.[1]

1.2.3 Establish and maintain an implementation/monitoring system devised as part of the Air Quality Plan preparation. Integrate with monitoring and reporting systems required for purposes which overlap with the Air Quality Plan.

Policy 1.3 **Affect Source Jurisdictions**

Cooperate actively with Los Angeles, Orange and Riverside counties to comprehensively improve air quality at the emission source.

Programs:

1.3.1 Jointly establish a communication network with key elected officials and staff involved in air quality planning in Los Angeles, Orange and Riverside counties as the basis for identifying and implementing parallel measures of mutual benefit.

Policy 1.4 **Encourage Community Participation**

Involve environmental groups, the business community, special interests and the general public in the formulation and implementation of programs which effectively reduce air borne pollutants.

Programs:

1.4.1 Design and conduct efforts to involve the public and affected/interested parties in the adoption of local air quality plans and implementation of air quality improvement programs.

- Conduct Public Forums
- Establish Communication and Education Programs
- Make written briefs available locally
- Conduct Planning Commission/City Council public workshops
- Utilize a variety of media forms to maximize citizen involvement

Policy 1.5 **Support Innovative Approaches**

Advocate and support innovative strategies to improve air quality.

Programs:

1.5.1 Support new approaches to improving air quality through:

- Supporting legislation;
- Cooperating with regional bodies;
- Establishing pilot programs; and
- Funding and/or participating in private/public partnerships.

TOPIC 2: GROUND TRANSPORTATION

GOAL 2 A diverse and efficiently operated ground transportation system which generates the minimum feasible pollutants.

[1] Programs which further more than one air quality policy.

Subtopic 2.1 AUTO USE

Policy 2.1.1 Eliminate Vehicle Trips

Use incentives, regulations and Transportation Demand Management in cooperation with other jurisdictions in the South Coast Air Basin to eliminate vehicle trips which would otherwise be made.

Programs:

2.1.1.1 Establish and implement a Transportation Demand Management Program.[1]

2.1.1.2 Define and implement auto limitation procedures in selected areas and at selected times, provided that alternative transportation modes are available.[1]

2.1.1.3 Establish incentives and regulations to eliminate work trips.[1]

Policy 2.1.2 Reduce Vehicle Miles Traveled

Use incentives, regulations and Transportation Demand Management in cooperation with other jurisdictions in the South Coast Air Basin to reduce the vehicle miles traveled for auto trips which still need to be made.

Programs:

2.1.2.1 Establish and implement a Transportation Demand Management Program.[1]

2.1.2.2 Establish and maintain telecommunications strategies to reduce the length of auto trips.

2.1.2.3 Define and implement auto limitation procedures in selected areas and at selected times, provided that alternative transportation modes are available.[1]

Subtopic 2.2 CONGESTION MANAGEMENT

Policy 2.2.1 Modify Work Schedules

Promote and establish modified work schedules which reduce peak period auto travel.

Programs:

2.2.1.1 Establish incentives and regulations to spread work trips over a longer period to reduce peak period congestion.[1]

Policy 2.2.2 Establish HOV Lanes

Participate in efforts to achieve increased designation, construction, and operation of HOV lanes on freeways in Los Angeles, Orange, Riverside and San Bernardino counties.

[1] Programs which further more than one air quality policy.

Programs:

2.2.1.1 Jointly, through the County, SANBAG, and SCAG, participate with adjacent counties in expanding HOV lanes on the freeway system within those counties.

Policy 2.2.3 **Integrate Congestion Management Program**

Coordinate overlapping components of the State mandated Congestion Management Program and the Regional Air Quality Plan.

Programs:

2.2.3.1 Participate with SANBAG in defining and implementing a Congestion Management Program for San Bernardino County to insure appropriate coordination with air quality planning.

Policy 2.2.4 **Establish Congestion Fees**

Promote market based incentives and disincentives to relieve peak hour/peak direction congestion within highly congested travel corridors.

Programs:

2.2.4.1 Cooperatively initiate a pilot program to explore, jointly with Los Angeles, Orange and Riverside counties, methods and workability of Congestion Fees for peak hour/peak direction use to be levied within highly congested travel corridors, particularly those which generate emissions transported to San Bernardino County.

Subtopic 2.3 EXPANDED TRANSIT SYSTEMS AND SERVICES

Policy 2.3.1 **Expand Transit in the County**

Cooperate in efforts to expand bus, rail and other forms of transit in the portion of the South Coast Air Basin within San Bernardino.

Programs:

2.3.1.1 Participate with public transit providers serving San Bernardino County in a cooperative program to increase transit services with existing equipment and expand services through transit facility improvements.

2.3.1.2 Coordinate with public transit providers to increase funding for transit improvements to supplement other means of travel (2.g).[1]

2.3.1.3 Plan for intraregional commuter and main line rail service development including convenience facilities at rail stops.

2.3.1.4 Develop design standards that promote access to transit facilities.

[1] Programs which further more than one air quality policy.

Policy 2.3.2 **Expand Transit in the Air Basin**

Promote expansion of all forms of transit in the urbanized portions of San Bernardino, Orange, Los Angeles and Riverside Counties.

Programs:

2.3.2.1 Influence the expansion of intraregional commuter and main line rail services, particularly those linking with destinations in San Bernardino County.

2.3.2.2 Support public transit providers in efforts to increase funding for transit improvements to supplement other means of travel (2.g).[1]

2.3.2.3 Jointly support efforts to establish a regionwide bus pass.

Subtopic 2.4 NON-MOTORIZED MEANS OF TRANSPORTATION

Policy 2.4.1 **Promote Non-Motorized Transportation**

Provide bicycle and pedestrian pathways to encourage non-motorized trips.

Programs:

2.4.1.1 Develop standards and guidelines for support facilities to incorporate into development plans for increased bicycle and pedestrian routes to link appropriate activity centers to nearby residential development.

Subtopic 2.5 PARKING MANAGEMENT

Policy 2.5.1 **Manage Parking Supply**

Manage parking supply to discourage auto use, while ensuring that economic development goals will not be sacrificed.

Programs:

2.5.1.1 Establish short and long-term parking management strategies at governmental and private facilities in ways that discourage single occupancy vehicle usage and reward high vehicle occupancy rates without placing the County at a competitive disadvantage.[1]

Policy 2.5.2 **Encourage Market Incentives/Disincentives**

Promote a regional approach to increasing parking costs in order to discourage low vehicle occupancy.

Programs:

2.5.2.1 Establish parking management strategies for governmental and private facilities in ways that discourage single occupancy vehicle usage and reward high vehicle occupancy rates without placing the County at an economic disadvantage in enticing jobs.[1]

[1] Programs which further more than one air quality policy.

Subtopic 2.6 CLEANER FUELS

Policy 2.6.1 **Support Legislation**

Promote state and federal legislation which would improve vehicle/transportation technology and which would establish differential pricing mechanisms to assess the true cost of emissions.

Programs:

2.6.1.1 Support legislation to stimulate the development of practical electric vehicles (15).

2.6.1.2 Support state legislation which would establish: - Emission Fees on gasoline products and Differential Registration Fees on motor vehicles according to the emission levels that they are designed to produce. - Include exploration of an option that imposes pollution fees on individual vehicles at time of mandated smog inspections, based on actual vehicle performance.

2.6.1.3 Support legislation which tightens the existing vehicle inspection program, both in terms of standards to be met and requirements for compliance.

Policy 2.6.2 **Institute Clean Fuel Systems**

Invest in clean fuel systems on new local government fleet vehicles.

Programs:

2.6.2.1 Institute clean fuel systems on new local government fleet vehicles (G-4).

TOPIC 3: AIR TRANSPORTATION

GOAL 3 Minimum feasible emissions from air carrier airports.

Policy 3.1 **Promote Improved Technology**

Promote requiring the best available technology to reduce emissions in aircraft fleet.

Programs:

3.1.1 Adopt/urge establishment of the best available technology and operational measures for aircraft and ground service vehicles (6).

3.1.2 Support phasing out of Stage II aircraft and the earliest possible transition to Stage III aircraft for operation within the Air Basin (9).

Policy 3.2 **Promote Centralized Ground Power**

Promote installation of centralized ground power systems at existing air carrier airports.

[1] Programs which further more than one air quality policy.

Programs:

3.2.1 Adopt/urge establishment of requirements for centralized ground power systems to be installed and used as soon as practicable at existing air carrier airports (7).

Policy 3.3 **Promote Improved Ground Access**

Promote conditioning of air carrier airports upon inclusion of plans for improved ground access.

Programs:

3.3.1 Adopt/urge establishment of an ordinance requiring air carrier airport operators to obtain permits based on approved plans for trip reduction, facility design and access improvements (8).

TOPIC 4: LAND USE

Goal 4 A pattern of land uses which can be efficiently served by a diversified transportation system and land development projects which directly and indirectly generate the minimum feasible air pollutants (17).

Policy 4.1 **Manage Growth**

Manage growth by insuring the timely provision of infrastructure to serve new development.

Programs:

4.1.1 Incorporate phasing policies and requirements in general plans and development plans to achieve timely provision of infrastructure (particularly transportation facilities) to serve development.

Policy 4.2 **Balance Growth**

Improve the balance between jobs and housing in order to create a more efficient urban form.

Programs:

4.2.1 Improve jobs/housing balance through new development and redevelopment project reviews and actions.

4.2.2 Improve jobs/housing balance at a subregional level in relation to major activity centers as new development occurs.

4.2.3 Continue support for and consider expansion of the CLOUT demonstration project to incorporate: incentive oriented tax credits; loan programs; small business development programs; and complementary land use policies, all aimed at improving the jobs/housing balance in the western San Bernardino/eastern Los Angeles Counties area.

[1] Programs which further more than one air quality policy.

4.2.4 Develop and adopt an agreement among the participating jurisdictions as to mutually acceptable approaches to improve and maintain jobs/housing balance.

Policy 4.3 **Protect Sensitive Receptors**

Support a regional approach to regulating the location and design of land uses which are especially sensitive to air pollution.

Programs:

4.3.1 Participate with the SCAQMD in jointly formulating appropriate standards for regulating the location and protection of sensitive receptors (schools, day care facilities, hospitals and the like) from excessive and hazardous emissions.

Policy 4.4 **Integrate Planning Process**

Integrate air quality planning with the land use and transportation process.

Programs:

4.4.1 Locate and design new development in a manner that will minimize direct and indirect emission of air contaminants.

TOPIC 5: PARTICULATE EMISSIONS

GOAL 5 The minimum practicable particulate emissions from the construction and operation of roads and buildings.

Policy 5.1 **Control Dust**

Reduce particulate emissions from roads, parking lots, construction sites and agricultural lands.

Programs:

5.1.1 Adopt incentives, regulations and procedures to manage paved roads so they produce the minimum practicable level of particulates (12.a).

5.1.2 Adopt incentives, regulations and procedures to minimize particulate emissions during road, parking lot and building construction (f-4).

5.1.3 Adopt incentives, regulations and procedures to control particulate emissions from unpaved roads, drives, vehicle maneuvering areas and parking lots (12.b).

5.1.4 Adopt incentives, regulations and procedures to limit dust from agricultural lands and operations (where applicable) (E-3).

[1] Programs which further more than one air quality policy.

Policy 5.2 **Reduce Emissions from Building Materials/Methods**

Reduce emissions from building materials and methods which generate excessive pollutants.

Programs:

5.2.1 Adopt incentives, regulations and procedures to prohibit the use of building materials and methods which generate excessive pollutants (F-9).

TOPIC 6: ENERGY CONSERVATION

GOAL 6 Reduced emissions through reduced energy consumption.

Policy 6.1 **Energy Conservation**

Reduce energy consumption through conservation improvements and requirements.

Programs:

6.1.1 Implement plans and programs to phase in energy conservation improvements through the annual budget process (18.a).

6.1.2 Adopt incentives and regulations to enact energy conservation requirements for private development.

Policy 6.2 **Limit Water Heater Emissions**

Reduce water heating emissions resulting from swimming pool heaters and residential and commercial water heaters.

Programs:

6.2.1 Adopt incentives and regulations to reduce emissions from swimming pool heaters (d-4).

6.2.2 Adopt incentives and regulations to reduce emissions from residential and commercial water heating (d-5).

Policy 6.3 **Recycle Wastes**

Promote local recycling of wastes and use of recycled materials.

Programs:

6.3.1 Implement provisions of AB 939 and adopt incentives, regulations and procedures to specify local recycling requirements (18.b).

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[1] Programs which further more than one air quality policy.

GOALS, POLICIES, PROGRAMS AND ACTION OPTIONS

Revised November 29, 1990

REGIONAL AIR QUALITY PLAN	
PURPOSE	**PRINCIPLES**
Achievement of state and federal air quality standards within established schedules in the South Coast Air Quality Management Plan and maintenance of air quality standards at prescribed levels once they are achieved.	Air Quality and Economic Growth 1. Achieve air quality improvements in such a way that continued economic growth can be sustained. Market Incentives and Regulations 2. Achieve necessary air quality related life style and economic changes through market incentives where feasible and through regulatory measures where necessary.

GOALS, POLICIES, PROGRAMS AND ACTION OPTIONS

TOPIC 1: GOVERNMENT ORGANIZATION, ROLES & RESPONSIBILITIES

GOAL	POLICIES	PROGRAMS AND ACTION OPTIONS
Effective coordination of air quality improvement within the portion of the South Coast Air Basin in San Bernardino County and improved air quality through reductions in pollutants from Orange and Los Angeles counties.	Establish Coordinated Approach 1. Coordinate with other jurisdictions in San Bernardino County to establish parallel air quality plans and implementation programs.	1. Adopt local air quality plans based on the San Bernardino County/Cities Regional Air Quality Plan. 2. Establish an ongoing air quality implementation and project referral process within the San Bernardino portion of the South Coast Air Basin, adapting it as necessary to local circumstances, resources and procedures.
	Integrate With Related Programs 2. Coordinate a process to integrate related functional programs' implementation, monitoring and reporting.	1. Establish a coordination process for relating parallel and implementive actions undertaken as part of other regional or countywide plans. 2. Participate with SANBAG in defining and implementing a Congestion Management Program for San Bernardino County.[1] 3. Establish and maintain an implementation/monitoring system devised as part of the Air Quality Plan preparation. Integrate with monitoring and reporting systems required for purposes which overlap with the Air Quality Plan.
	Affect Source Jurisdictions 3. Cooperate actively with Los Angeles, Orange and Riverside counties to comprehensively improve air quality at the emission source.	1. Jointly establish a communication network with key elected officials and staff involved in air quality planning in Los Angeles, Orange and Riverside counties as the basis for identifying and implementing parallel measures of mutual benefit.
	Encourage Community Participation 4. Involve environmental groups, the business community, special interests and the general public in the formulation and implementation of programs which effectively reduce air borne pollutants.	1. Design and conduct efforts to involve the public and affected/interested parties in the adoption of local air quality plans and implementation of air quality improvement programs, including: • Conduct Public Forums • Establish Communication and Education Programs • Make written briefs available locally • Conduct Planning Commission/City Council public workshops • Utilize a variety of media forms to maximize citizen involvement

[1] Programs which further more than one air quality policy

TOPIC 1: GOVERNMENT ORGANIZATION, ROLES & RESPONSIBILITIES		
GOAL	**POLICIES**	**PROGRAMS AND ACTION OPTIONS**
Effective coordination of air quality improvement within the portion of the South Coast Air Basin in San Bernardino County and improved air quality through reductions in pollutants from Orange and Los Angeles counties.	Support Innovative Approaches 5. Advocate and support innovative strategies to improve air quality.	1. Support new approaches to improving air quality through: • Supporting legislation; • Cooperating with regional bodies; • Establishing pilot programs; and • Funding and/or participating in private/public partnerships Potential actions could include: • Supporting legislation which would authorize imposition of consumer product Emission Fees, either at retail outlets or manufacturing points; • Instituting Time of Day, Seasonal and Place Control Measures; • Implementing an Auto Buy-Back Program; • Creating an Emissions Reduction Trust to administer emission offsets; • Investigating the feasibility of Highway Electrification and Automation; and • Supporting state enabling legislation to reassess the equitable distribution of property and sales tax revenues.

TOPIC 2: GROUND TRANSPORTATION		
GOAL	**POLICIES**	**PROGRAMS AND ACTION OPTIONS**
SUBTOPIC 1: AUTO USE		
A diverse and efficiently operated ground transportation system which generates the minimum feasible pollutants.	Eliminate Vehicle Trips **1. Use incentives, regulations and Transportation Demand Management in cooperation with other jurisdictions in the South Coast Air Basin to eliminate vehicle trips which would otherwise be made.**	1. Establish and implement a Transportation Demand Management Program through actions such as[1]: • Requiring TMA/TMO establishment for large employers and commercial/industrial complexes. Apply to new businesses at project approval or permit stage (2.a.). • Implementing employee rideshare and transit incentives in public agencies (2.a.). • Requiring employee rideshare and transit incentives for employers with more than 25 employees at a single location. Apply to existing businesses at license renewal time; to new businesses at project approval or permit stage (2.a.). • Participating in cooperative efforts to establish legislation affording incentives for purchase of Vanpools (2.c.). • Participating in the design and establishment of incentives which would eliminate vehicle trips. • Implementing teleconferencing and telecommuting programs in public agencies (1.b.). • Requiring teleconferencing and telecommuting for private employers with more than 25 employees at a single location. Apply to existing businesses at license renewal time; to new businesses at project approval or permit stage (1.b.). • Participating with SANBAG to develop a private/public telecommunication center in San Bernardino County. 2. Define and implement auto limitation procedures in selected areas and at selected times, provided that alternative transportation modes are available, by: • Establishing regulations and procedures to limit direct auto access(2.e.):[1] - To special event centers; and - In auto-free zones during peak periods. 3. Establish incentives and regulations to eliminate work trips including such actions as: • Implementing staggered, flexible and compressed work schedules in public agencies (1.a)[1]. • Requiring work schedule flexibility programs for employers with more than 25 employees at a single location. Apply to existing businesses at license renewal time; to new businesses at project approval or permit stage (1.a)[1].
	Reduce vehicle miles traveled **2. Use incentives, regulations and Transportation Demand Management in cooperation with other jurisdictions in the South Coast Air Basin to reduce the vehicle miles traveled for auto trips which still need to be made.**	1. Establish and implement a Transportation Demand Management Program through actions such as[1]: • Requiring TMA/TMO establishment for large employers and commercial complexes. Apply to new businesses at project approval or permit stage (2.a.). • Implementing employee rideshare and transit incentives in public agencies (2.a.). • Requiring employee rideshare and transit incentives for employers with more than 25 employees at a single location. Apply to existing businesses at license renewal time; to new businesses at project approval or permit stage (2.a.). • Participating in cooperative efforts to establish legislation providing incentives for purchase of Vanpools (2.c.). • Participating in the design and establishment of incentives which would reduce vehicle miles traveled.

[1] Programs which further more than one air quality policy

TOPIC 2: GROUND TRANSPORTATION		
GOAL	**POLICIES**	**PROGRAMS AND ACTION OPTIONS**
SUBTOPIC 1: AUTO USE		
A diverse and efficiently operated ground transportation system which generates the minimum feasible pollutants.	Reduce vehicle miles traveled (Continued)	2. Establish and maintain telecommunications strategies to reduce the length of auto trips through such actions as:[1] • Implementing teleconferencing and telecommuting programs in public agencies (1.b.) • Requiring teleconferencing and telecommuting for private employers with more than 25 employees at a single location. Apply to existing businesses at license renewal times; to new businesses at project approval or permit stage (1.b.). 3. Define and implement auto limitation procedures in selected areas and at selected times, provided that alternative transportation modes are available, by (2.c.):[1] • Establishing regulations and procedures to limit direct auto access: - To special event centers; and - In auto-free zones during peak periods.
SUBTOPIC 2: CONGESTION MANAGEMENT		
A diverse and efficiently operated ground transportation system which generates the minimum feasible pollutants.	Modify Work Schedules 1. Promote and establish modified work schedules which reduce peak period auto travel	1. Establish incentives and regulations to spread work trips over a longer period to reduce peak period congestion, including such actions as (1.a):[1] • Implementing staggered, flexible and compressed work schedules in public agencies. • Requiring work schedule flexibility programs for employers with more than 25 employees at a single location. Apply to existing businesses at license renewal time; to new businesses at project approval or permit stage.
	Establish HOV lanes 2. Participate in efforts to achieve increased designation, construction, and operation of HOV lanes on freeways in Los Angeles, Orange, Riverside and San Bernardino Counties.	1. Jointly, through the County, SANBAG, and SCAG participate with adjacent counties in expanding HOV lanes on the freeway system within those counties by: • Initiating an HOV task force to work with CALTRANS in implementing HOV lanes within the urbanized and urbanizing portions of San Bernardino, Orange, Los Angeles and Riverside counties.

[1] Programs which further more than one air quality policy

TOPIC 2: GROUND TRANSPORTATION		
GOAL	**POLICIES**	**PROGRAMS AND ACTION OPTIONS**
SUBTOPIC 2: CONGESTION MANAGEMENT (Continued)		
A diverse and efficiently operated ground transportation system which generates the minimum feasible pollutants.	Integrate Congestion Management Program 3. Coordinate overlapping components of the State mandated Congestion Management Program and the Regional Air Quality Plan.	1. Participate with SANBAG in defining and implementing a Congestion Management Program for San Bernardino County to insure appropriate coordination with air quality planning.
	Establish Congestion Fees 4. Promote market based incentives and disincentives to relieve peak hour/peak direction congestion within highly congested travel corridors.	1. Cooperatively initiate a pilot program to explore, jointly with Los Angeles, Orange and Riverside counties, methods and workability of Congestion Fees for peak hour/peak direction use to be levied within highly congested travel corridors, particularly those which generate emissions transported to San Bernardino County.
SUBTOPIC 3: EXPANDED TRANSIT SYSTEMS AND SERVICES		
A diverse and efficiently operated ground transportation system which generates the minimum feasible pollutants.	Expand Transit in the County 1. Cooperate in efforts to expand bus, rail and other forms of transit in the portion of the South Coast Air Basin within San Bernardino.	1. Participate with public transit providers serving San Bernardino County in a cooperative program to increase transit services with existing equipment and expand services through transit facility improvements. 2. Coordinate with public transit providers to increase funding for transit improvements to supplement other means of travel (2g).[1] 3. Plan for intraregional commuter and main line rail service development including convenience facilities at rail stops through such means as: • Intensifying planned land uses in the vicinity of transit stops. • Consolidating parking facilities to support transit as well as adjacent uses. 4. Develop design standards that promote access to transit facilities.
	Expand Transit in the Air Basin 2. Promote expansion of all forms of transit in the urbanized portions of San Bernardino, Orange, Los Angeles and Riverside Counties.	1. Influence the expansion of intraregional commuter and main line rail services, particularly those linking with destinations in San Bernardino County. 2. Support public transit providers in efforts to increase funding for transit improvements to supplement other means of travel (2g).[1] 3. Jointly support efforts to establish a regionwide bus pass.
SUBTOPIC 4: NON-MOTORIZED MEANS OF TRANSPORTATION		
A diverse and efficiently operated ground transportation system which generates the minimum feasible pollutants.	Promote Non-Motorized Transportation 1. Provide for bicycle and pedestrian pathways to encourage non-motorized trips.	1. Develop standards and guidelines to incorporate into development plans for increased bicycle and pedestrian routes and support facilities to link appropriate activity centers to nearby residential development.

[1] Programs which further more than one air quality policy

TOPIC 2: GROUND TRANSPORTATION		
GOAL	**POLICIES**	**PROGRAMS AND ACTION OPTIONS**
SUBTOPIC 5: PARKING MANAGEMENT		
A diverse and efficiently operated ground transportation system which generates the minimum feasible pollutants.	Manage Parking Supply 1. Manage parking supply to discourage auto use, while ensuring that economic development goals will not be sacrificed.	1. Establish short and long term parking management strategies for governmental and private facilities that discourage single occupancy vehicle usage and reward high vehicle occupancy rates without placing the County at an economic disadvantage in enticing jobs by means such as[1]: • Reducing or redirecting parking supply. • Creating Parking "Banks" of landscaping and other less intensive land uses which could be used for parking in the future or could be developed with a more intensive land use provided the tenant/owner effectively reduces the demand for parking (through Transportation Demand Management, Regulation XV programs, increased parking cost, etc.).
A diverse and efficiently operated ground transportation system which generates the minimum feasible pollutants.	Encourage Market Incentives/ Disincentives 2. Promote a regional approach to increasing parking costs in order to discourage low vehicle occupancy.	1. Establish parking management strategies for governmental and private facilities that discourage single occupancy vehicle usage and reward high vehicle occupancy rates without placing the County at an economic disadvantage in enticing jobs by means such as[1]: • Recapturing parking costs through: establish fees; single occupant surcharges; reduced employee subsidized parking; and increased parking enforcement.
SUBTOPIC 6: CLEANER FUELS		
A diverse and efficiently operated ground transportation system which generates the minimum feasible pollutants.	Support Legislation 1. Promote state and federal legislation which would improve vehicle/transportation technology and which would establish differential pricing mechanisms to assess the true cost of emissions.	1. Support legislation to stimulate the development of practical electric vehicles (15). 2. Support state legislation which would establish: 1) Emission Fees on gasoline products and Differential Registration Fees on motor vehicles according to the emission levels that they are designed to produce. Include exploration of an option that imposes pollution fees on individual vehicles at the time of mandated smog inspection, based on actual vehicle performance. 3. Support legislation which tightens the existing vehicle inspection program, both in terms of standards to be met and requirements for compliance.
	Institute Clean Fuel Systems 2. Invest in clean fuel systems on new local government fleet vehicles.	1. Institute clean fuel systems on new local government fleet vehicles (G 4).

[1] Programs which further more than one air quality policy

TOPIC 3: AIR TRANSPORTATION		
GOAL	**POLICIES**	**PROGRAMS AND ACTION OPTIONS**
Minimum feasible emissions from air carrier airports.	Promote Improved Technology 1. Promote requiring the best available technology to reduce emissions in aircraft fleet.	1. Adopt/urge establishment of the best available technology and operational measures for aircraft and ground service vehicles (6). 2 Support phasing out of Stage II aircraft and the earliest possible transition to Stage III aircraft for operation within the Air Basin (9).
	Promote Centralized Ground Power 2. Promote installation of centralized ground power systems at existing air carrier airports.	1. Adopt/urge establishment of requirements for centralized ground power systems to be installed and used as soon as practicable at existing air carrier airports (7).
	Promote Improved Ground Access 3. Promote conditioning of air carrier airports upon inclusion of plans for improved ground access.	1. Adopt/urge establishment of an ordinance requiring air carrier airport operators to obtain permits based on approved plans for trip reduction, facility design and access improvements (8).

TOPIC 4: LAND USE		
GOAL	**POLICIES**	**PROGRAMS AND ACTION OPTIONS**
A pattern of land uses which can be efficiently served by a diversified transportation system and land development projects which directly and indirectly generate the minimum feasible air pollutants (17).	Manage Growth 1. Manage growth by insuring the timely provision of infrastructure to serve new development.	1. Incorporate phasing policies and requirements in general plans and development plans to achieve timely provision of infrastructure (particularly transportation facilities) to serve development through: • Tying growth to Level of Service (LOS) standards; and • Using Urban Limit Lines or phasing areas to manage growth.
	Balance Growth 2. Improve the balance between housing and jobs in order to create a more efficient urban form.	1. Improve jobs/housing relationships through new development and redevelopment project reviews and actions through: • Project review procedures, ensuring that individual projects have a positive or neutral impact on housing/jobs balance; • Revising the General Plan Land Use designations; • Revising the Zoning Code; • Imposing exactions or linkage fees on projects which negatively impact housing/jobs balance; • "Fast-Tracking" projects which improve jobs/housing balance; • Project review procedures, ensuring that site design allows for alternative modes of transportation (bus stops, bus turnouts, bikeways, pedestrian routes, etc.); • Phasing growth to ensure that job expansion and housing production occur at a targeted pace; • Indexing residential development in housing-rich areas to commercial/industrial construction or availability; • Encouraging/allowing mixed use development; • Providing density/intensity bonuses to projects which improve housing/jobs balance; • Encouraging/allowing Planned Unit Development; • Giving incentives for employer-provided housing; • Providing subsidies to attract new businesses; • Utilizing tax exempt bond financing to encourage job-creating businesses; and • Providing infrastructure improvements and/or land for industrial and commercial development. 2. Improve jobs/housing relationships at a subregional level in relation to major activity centers as new development occurs by: • Allowing/encouraging intensified development around transit nodes and along transit corridors; and • Using an urban limit lines or phasing areas to manage growth; 3. Continue support for and consider expansion of the CLOUT demonstration project to incorporate: incentive oriented tax credits; loan programs; small business development programs; and complementary land use policies, all aimed at improving the housing/jobs balance in the western San Bernardino/eastern Los Angeles Counties area. 4 Develop and adopt an agreement among the participating jurisdictions as to mutually acceptable approaches to improve and maintain housing/jobs balance.

TOPIC 4: LAND USE		
GOAL	**POLICIES**	**PROGRAMS AND ACTION OPTIONS**
	Protect Sensitive Receptors **3. Support a regional approach to regulating the location and design of land uses which are especially sensitive to air pollution.**	**1. Participate with the SCAQMD in jointly formulating appropriate standards for regulating the location and protection of sensitive receptors (schools, day care facilities, hospitals and the like) from excessive and hazardous emissions.**
	Integrated Planning Process **4. Integrate air quality planning with the land use and transportation planning processes.**	**1. Locate and design new development in a manner that will minimize direct and indirect emission of air contaminants through such means as:** • **Promoting mixed use development to reduce the length and frequency of vehicle trips.** • **Providing for increased intensity of development along existing and proposed transit corridors.** • **Providing for the location of ancillary employee services (including, but not limited to child care, restaurants, banking facilities, convenience markets) at major employment centers for the purpose of reducing midday vehicle trips.**

TOPIC 5: PARTICULATE EMISSIONS		
GOAL	**POLICIES**	**PROGRAMS AND ACTION OPTIONS**
The minimum practicable particulate emissions from the construction and operation of roads and buildings.	Control Dust 1. Reduce particulate emissions from roads, parking lots, construction sites and agricultural lands.	1. Adopt incentives, regulations and procedures to manage paved roads so that they produce the minimum practicable level of particulates (12.a). 2. Adopt incentives, regulations and procedures to minimize particulate emissions during road, parking lot and building construction (I-4). 3. Adopt incentives, regulations and procedures to control particulate emissions from unpaved roads, drives, vehicle maneuvering areas and parking lots (12.b). 4. Adopt incentives, regulations and procedures to limit dust from agricultural lands and operations (where applicable) (E-3).
	Reduce Emissions from Building Materials/Methods 2. Reduce emissions from building materials and methods which generate excessive pollutants.	1. Adopt incentives, regulations and procedures to prohibit the use of building materials and methods which generate excessive pollutants (F-9).

TOPIC 6: ENERGY CONSERVATION		
GOAL	**POLICIES**	**PROGRAMS AND ACTION OPTIONS**
Reduced emissions through reduced energy consumption.	Energy Conservation 1. Reduce energy consumption through conservation improvements and requirements.	1. Implement plans and programs to phase in energy conservation improvements through the annual budget process (18.a). 2. Adopt incentives and regulations to enact energy conservation requirements for private development.
	Limit Water Heater Emissions 2. Reduce water heating emissions resulting from swimming pool heaters and residential and commercial water heaters.	1. Adopt incentives and regulations to reduce emissions from swimming pool heaters (d-4). 2. Adopt incentives and regulations to reduce emissions from residential and commercial water heating (d-5).
	Recycle Wastes 3. Promote local recycling of wastes and use of recycled materials.	1. Implement provisions of AB 939 and adopt incentives, regulations and procedures to specify local recycling requirements (18.b).