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DEPARTMENT OF  
PLANNING AND DEVELOPMENT

CITY OF SACRAMENTO  
CALIFORNIA

1231 I STREET  
SACRAMENTO, CA

November 6, 1990

ADMINISTRATION  
ROOM 300  
95814-2987  
916-449-5571

Budget and Finance/Transportation and  
Community Development Committees  
Sacramento, California

ECONOMIC DEVELOPMENT  
ROOM 300  
95814-2987  
916-449-1223

Honorable Members In Session:

NUISANCE ABATEMENT  
ROOM 301  
95814-3982  
916-449-5948

Subject: **PRESENTATION BY THE SACRAMENTO METROPOLITAN AIR  
QUALITY MANAGEMENT DISTRICT: "TRANSPORTATION  
CONFORMITY AND LAND USE ENTITLEMENT PERMITS"**

### SUMMARY

This report recommends that the Joint Committees receive the presentation and report by the Sacramento Metropolitan Air Quality Management District (SMAQMD). The Committees are encouraged to offer comments to SMAQMD staff regarding the proposed air quality planning and permitting measures which may affect the design and timing of growth within the City.

### BACKGROUND

The California Clean Air Act of 1988 requires areas that currently exceed state ambient air quality standards to develop new plans to attain these standards. Specifically, non-attainment areas must achieve a five percent per year emission reduction for each pollutant. Therefore, economic growth (more employees and residents), requires that per capita production of emissions must be reduced by more than five percent per year.

The SMAQMD has determined that the Sacramento area is in the severe stage of air pollution classification. The severe classification is based on the fact that attainment of State standards is not expected until after 1997, and that measurable levels of pollutants have yet to be confirmed by a modelling study.

The California Clean Air Act (CCAA) requires that districts in moderate, serious and severe areas include in their attainment plans provisions to develop an indirect source control program. If a district chooses not to address indirect sources of air pollution, they must provide detailed justification for doing so. The SMAQMD is developing a work program which includes a major effort for developing an indirect source control program.

On June 22, 1990 the Mayor, at the request of the City-County Environmental Commission, presented a proposed resolution to the City Council which encouraged the Environmental Commission to take the lead responsibility for development of an indirect source control program. The Resolution, adopted by Council September 25, 1990, provided an opportunity for a joint effort by the City, County and Environmental Commission to begin to develop a rule that would affect land use, air quality and transportation.

The Federal Environmental Protection Agency has prepared an Advance Notice of Proposed Rulemaking for a Federal Implementation Plan (FIP) to bring the Sacramento region into attainment for ozone levels. The EPA would impose this plan if State and local agencies cannot demonstrate reasonable efforts to submit an adequate State Implementation Plan.

As a result of local, state and federal efforts and concerns, the SMAQMD has prepared a program for the development of stringent rules and ordinances which will enable them to administer and enforce an effective air quality program.

The SMAQMD staff presentation addresses two particular air quality improvement measures: Land Use Entitlement Permit Process and Transportation Program Conformity Review Procedure.

**Land Use Entitlement Permit (LUEP) Process:** Each development project must fully mitigate its impact on air quality, i.e., result in no net increase in emissions. Potential air quality impacts can be mitigated by either generating zero emissions, or by reducing emissions elsewhere (e.g., paying to retrofit an existing pollution source or by paying an air quality mitigation fee to be used for reducing improving transit service). The development project would undergo a Review and Permit Process in conjunction with the environmental review process, and conditioned to mitigate air quality impacts. When the mitigation program and mitigation offset fees have been satisfied, SMAQMD would issue a Land Use Entitlement Permit, which in conjunction with project approval from the City, would entitle the development project.

**Transportation Program Conformity Review Procedure:** Transportation plans and programs would be reviewed to assure that plans and programs have an overall positive or neutral impact on air quality, that the program is consistent with the Air Quality Attainment Plan, and that the program will not impede implementation effectiveness of Transportation Control Measures. This review procedure would apply to the Regional Mobility Plan, Regional Transportation Plan, Congestion Management Program, and Regional Transportation Improvement Program.

The SMAQMD presentation will include the discussion of new air quality planning and permitting legislation which has the potential to alter timing and/or location of new growth and development within the City. The presentation offers an opportunity for the joint committee to ask questions and provide direct input into the development of local air quality legislation.

#### Environmental Determination

Environmental analysis will be prepared for the subject air quality rules as they are developed.

#### FINANCIAL DATA

Not applicable.

#### POLICY CONSIDERATIONS

The presentation is an informational item only. It provides an opportunity for the joint committees to comment on the development of local air quality legislation, especially as it relates to land use planning.

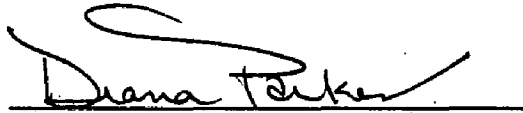
#### MBE/WBE IMPACTS

There are no MBE/WBE impacts associated with this item.

**RECOMMENDATION**

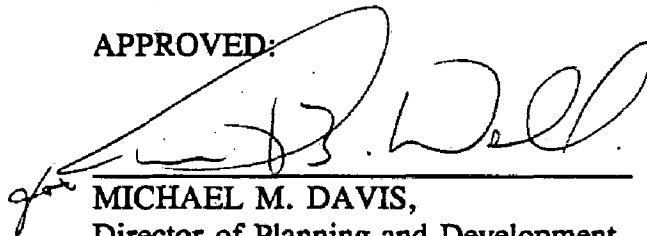
Staff recommends that the joint committees receive the air quality presentation from the SMAQMD and offer comments regarding existing and future air quality attainment programs.

Respectfully Submitted,



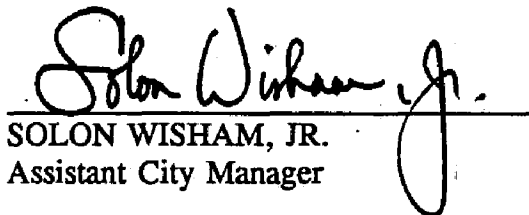
DIANA PARKER  
Principal Planner

APPROVED:



MICHAEL M. DAVIS,  
Director of Planning and Development

APPROVED FOR COMMITTEE INFORMATION:



SOLON WISHAM, JR.  
Assistant City Manager

November 6, 1990  
All Council Districts

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**COUNTY OF SACRAMENTO**  
ENVIRONMENTAL MANAGEMENT DEPARTMENT  
NORMAN D. COVELL, DIRECTOR, AND  
AIR POLLUTION CONTROL OFFICER

October 24, 1990

**SACRAMENTO METROPOLITAN  
AIR QUALITY MANAGEMENT  
DISTRICT**  
RICHARD G. JOHNSON,  
Division Chief

Sacramento City Council  
Budget and Transportation  
and Community Development Committees  
City Hall  
915 I Street  
Sacramento CA 95814

Honorable Members of the Committee:

At your request the Sacramento Metropolitan Air Quality Management District is privileged to submit written material, and on November 6, 1990 to make a presentation to you on two proposed air quality improvement measures:


- o The Land Use Entitlement Permit Process, and
- o The Transportation Program Conformity Review Procedure.

The attached material provides the text of a presentation to the County Board of Supervisors on July 25, 1990. That presentation was made in the context of a general plan update report by County Planning and Air District staff.

Both District proposals are still in their earliest stages of development. It is our intent to convene community advisory groups in the near future to further develop these concepts and to proceed as appropriate.

Thank you for your interest, and for the opportunity to present these exciting new concepts to you. We believe these measures are necessary to provide healthy air for our area.

Sincerely,



RICHARD G. JOHNSON  
Assistant Air Pollution Control Officer

RJRM1.jb  
JoAnn

cc: Diana Parker  
Scot Mende  
Norm Covell  
Les Ornelas  
Ron Maertz  
Freya Arick

**GENERAL PLAN WORKSHOP**  
**AIR QUALITY AND THE GENERAL PLAN**

**JULY 25TH, 1990**

By Gary Stonehouse, Principal Planner  
Planning and Community Development Department

This is the latest in a series of workshops being conducted on General Plan related issues. The next workshop, scheduled for September, will begin the review of the recommended General Plan.

The topic of today's presentation is air quality, and how air quality concerns have shaped the General Plan recommendations for land use and transportation. We will propose a policy framework we want to create in the Air Quality Element of the General Plan. Staff from the Environmental Management Department, Air Quality Management District, will explain what they are doing with their own planning and implementation work to support our policies and continue a leadership role in regulating air pollution.

It became obvious that air quality was an important General Plan issue in our early workshops with the Board and Commissions. We have already had discussions on air quality/land use/transportation linkages and interrelationships. The Board of Supervisors has an understanding of air quality planning and

transportation planning outside the context of the General Plan Update. The Board gave direction early in the General Plan Update process to include an Air Quality Element, an optional element under State planning law. We have been coordinating with other agencies (SACOG, EMD, RT, the City and others) in the development of the Regional Air Quality Plan, the RT Systems Study, the State Air Quality Attainment Plan, the Regional Transportation Plan and other planning efforts.

There are several parallel, related, but not yet fully integrated planning processes. These processes include regional transportation planning, air quality planning and local land use planning. To date, we have only been "tinkering" with integrating these planning processes through transportation control measures like the employer trip reduction ordinance, and using land use regulations to impose awkward conditions on development to reduce auto related emissions.

There are weaknesses with this approach. For example;

- 1) we are not using the land use planning process to reduce emissions.
- 2) we are not appropriately using air pollution control authority, granted by the California Clean Air Act, to control auto emissions
- 3) we are not fully mitigating emissions attributable to continued growth and new development.

Recognizing these weaknesses provides a clear vision of the policy framework we will outline today.

First, we are proposing a land use plan and transportation element that are driven by policies which support clean air. We are proposing a land use pattern intended to support the development and use of the transit system. This land use plan includes intense, mixed use nodes of development at transit stops and in high quality transit corridors. Density, mixed use and access are important elements of this land use scenario.

We are also planning for the development of transit corridors of the future. This won't happen overnight, but it definitely won't happen at all if we don't plan for it. This approach is supported by the conclusions of the Metro Study. This planning effort included close coordination with RT's Systems Study.

The plan will depict nodes on the land use map associated with trunk and feeder transit lines. Policies will describe the functions and uses of these transit oriented developments. Guidelines have been drafted and are currently under review, which provide detailed definitions of transit oriented developments (TOD's). This will hopefully end the chicken and egg debate regarding land use and the provision of transit service. This approach provides a friendly challenge to both RT and the County.

Secondly, we are including an Air Quality Element of the General Plan. It will provide the policy framework for integration of air quality, land use and transportation planning processes. It will also provide for consistent interpretation and implementation of the General Plan and the District's Air Quality Attainment Plan, which is required by the California Clean Air Act.



To this end, the Air Quality Element contains policies concerning the control of point and area sources of air pollution. These policies provide support for Air Quality District activities. Also included are policies supporting the control of mobile sources, including support for traditional TSM measures. Land use policies intended to reduce emissions, through the land use process, which include addressing density, design, locational criteria, and mixed uses, will also be contained the Air Quality Element.

Finally, a new air quality implementation process is proposed. Les Ornelas of the Air Quality Management District will describe this air quality oriented land use entitlement permit process in more detail. However, this proposal is based on the fact that growth causes an increase in emissions. Development projects are not presently being fully mitigated for their air quality impacts. We shouldn't be allowing growth to make the air dirtier. The District proposes to develop a rule to establish a permit process which will provide for the mitigation or offsetting of any increased emissions associated with a development proposal prior to construction. Once this proposed rule is adopted, the accompanying permit process will become an administrative function, similar to existing sewer hookup or septic system permits.

We are very pleased with the coordination and progress made cooperatively with the Air District on these important issues.

Now, Les Ornelas will discuss the land use/air quality integration proposal.

**Workshop Presentation Notes**

**by Gary Stonehouse, Sacramento County Planning**

**7-25-90**

**RM89.1d**

**Maertz/disk**

**LAND USE/AIR QUALITY INTEGRATION PRESENTATION**  
**JULY 25TH WORKSHOP TO THE BOARD OF SUPERVISORS**  
**by Les Ornelas, Chief of Planning, SMAQMD**

The Sacramento County General Plan will contain, for the first time, an Air Quality Element. The general plan adds air quality as an important factor to the traditional interrelationship between land use and circulation. This general plan recognizes that separate air quality planning and control programs are not capable of independently achieving the ambient air quality standards for Sacramento County. However, land use planning, or transportation planning when combined with air quality planning, provide independent and synergistic opportunities to achieve our air quality goals. Thus, the greatest potential to clean our air lies with the further development of a planning process, that combines land use, circulation, and air quality.

The District Board of Directors, in December, 1989, adopted the District's AIR QUALITY IMPROVEMENT STRATEGY. The strategy provides the air quality goals and strategies which will guide the District in addressing the transportation, clean fuels, land use, area wide and stationary pollution sources.

The district is presently developing the mandated AIR QUALITY ATTAINMENT PLAN which is intended to fulfill the requirements of the California Clean Air Act, that is, to achieve a reduction in district wide emissions of five percent or more per year for each non-attainment pollutant. A public workshop of the draft plan will be held in September of this year. The Attainment Plan will be released for public review in January, 1991, and will go to the District Board of Directors in June 1991.

## ILLUSTRATION A: EMISSION TRENDS

Illustration A is a representation of anticipated air quality trends. This graph is not calibrated or prepared to scale, but is useful to us in discussing general emission trends.

### Graph description

- The horizontal line, from left to right, represents a time continuum.
- The vertical line represents increases in emissions.
- The dashed dotted line, horizontally bisecting the graph, represents the California ambient air quality standard.

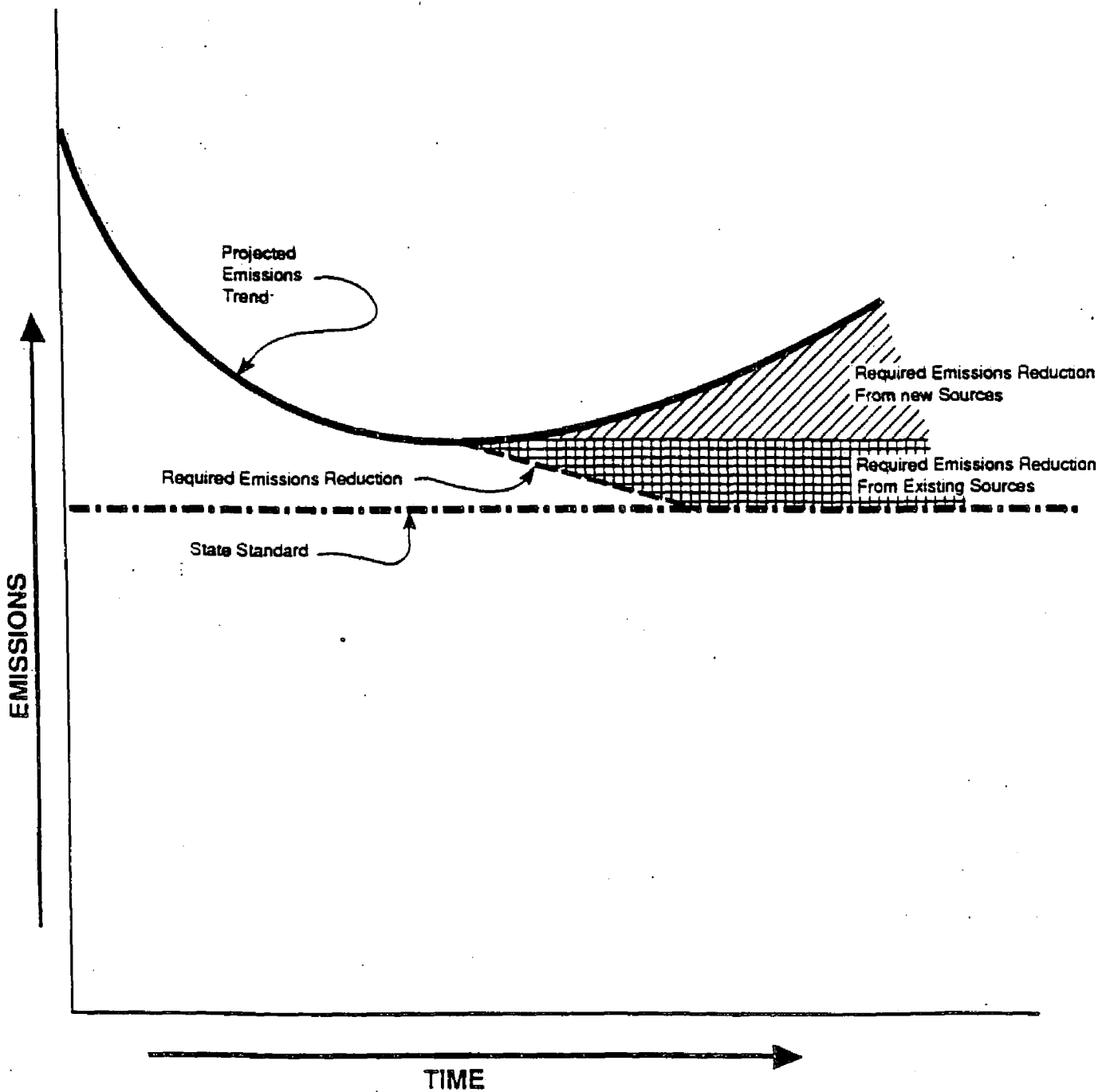
A standard has been set for several pollutants. Sacramento presently exceeds the state and federal standards for ozone, carbon monoxide and particulate matter less than 10 microns in diameter. This chart most closely represents our ozone inventory projections.

The solid "U" shaped emission trend line begins with a downward trend in emissions. The downward trend is due to controls that have been and are presently being implemented. These controls include stationary source controls, catalytic emission controls and other technological controls or programs by the EPA and ARB, as well as rules adopted by the District Board of Directors.

This trend is expected to bottom out around the year 1995. Present technical controls will no longer reduce the inventory or compensate for growth in the

ILLUSTRATION A

# Emission Trends



Sacramento area.

Emissions will begin to increase well before we have attained state air standards. This upward emission trend is primarily due to population growth, and resulting longer vehicle trips.

If population were to remain constant, and no additional programs were to be developed, emissions, in turn, would be expected to remain constant and parallel to the ambient air quality standards. The line between the diagonal and cross hatched areas represents the emission level under this unrealistic scenario.

The diagonal hatched lines represent increasing emissions due to growth.

The cross hatched area represents the emissions that we would have to reduce to achieve the standard, even if there were no growth after the year 1995.

The combined diagonal and cross-hatched areas, represent emissions due to population growth as well as emissions that present controls will not eliminate. This combined area represents our goals for emission reductions, over time.

The gradual declining dashed line that connects the belly of the emissions inventory with the standard illustrates the rate of progress of 5% per year annual emissions reduction toward the state standard as required by the CCAA.

On Illustration A, the combined diagonal and cross-hatched area increases from left to right. These diverging lines demonstrate the importance of emission

control programs that include all sources; the stationary sources, mobile sources, and indirect sources, such as land development.

#### **ILLUSTRATION B: SACRAMENTO LAND USE/AIR QUALITY POLICY PLANNING**

Illustration B represents Sacramento County's policy documents that are currently in place and under development. Again, this combined area represents the challenge to Sacramento, if we are to achieve healthful air.

The left column lists the land use planning documents:

- The **General Plan**, which is currently being updated, and will include an Air Quality Element;
- the **Community Plan**, which is a more area-focussed planning policy document, and is part of a general plan; and
- the **Zoning Code**, which implements the general plan.

The right column lists the air quality planning documents:

- The **Air Quality Improvement Strategy**, which sets forth our air quality goals and strategies; and
- the **Air Quality Attainment Plan**, which is currently being drafted to meet the mandates of the CCAA.

The dashed lines and arrows indicate that the general plan and community plans will receive air quality policy direction from the Air Quality Improvement Strategy and the (CCAA) Air Quality Attainment Plan. The district and the planning department staff are coordinating their policy directives to achieve consistent air quality planning goals for Sacramento County.





## ILLUSTRATION C: SACRAMENTO LAND USE/AIR QUALITY PLANNING PROCESS

Illustration C identifies the second interactive link in the land use/air quality planning process which presently is limited to the CEQA review procedure.

In the left column we have identified a simplified land use planning process:

Quickly described, the project proponent submits the development proposal for consideration. If it is determined that the project is subject to CEQA, the project is referred to the district. As one of the interested agencies the district reviews for air quality impacts and provides comments and recommendations. The project proposal is then acted on by the hearing body with or without conditions. Mitigation, if required is monitored. This procedure is presently in place. However, it is proving inadequate. Many projects do not go through the CEQA process. Other projects are approved without adequately addressing air quality concerns, yet others are not effectively mitigated or monitored.

It is staff's conclusion that air quality must receive higher attention and greater emissions reductions from land use projects.

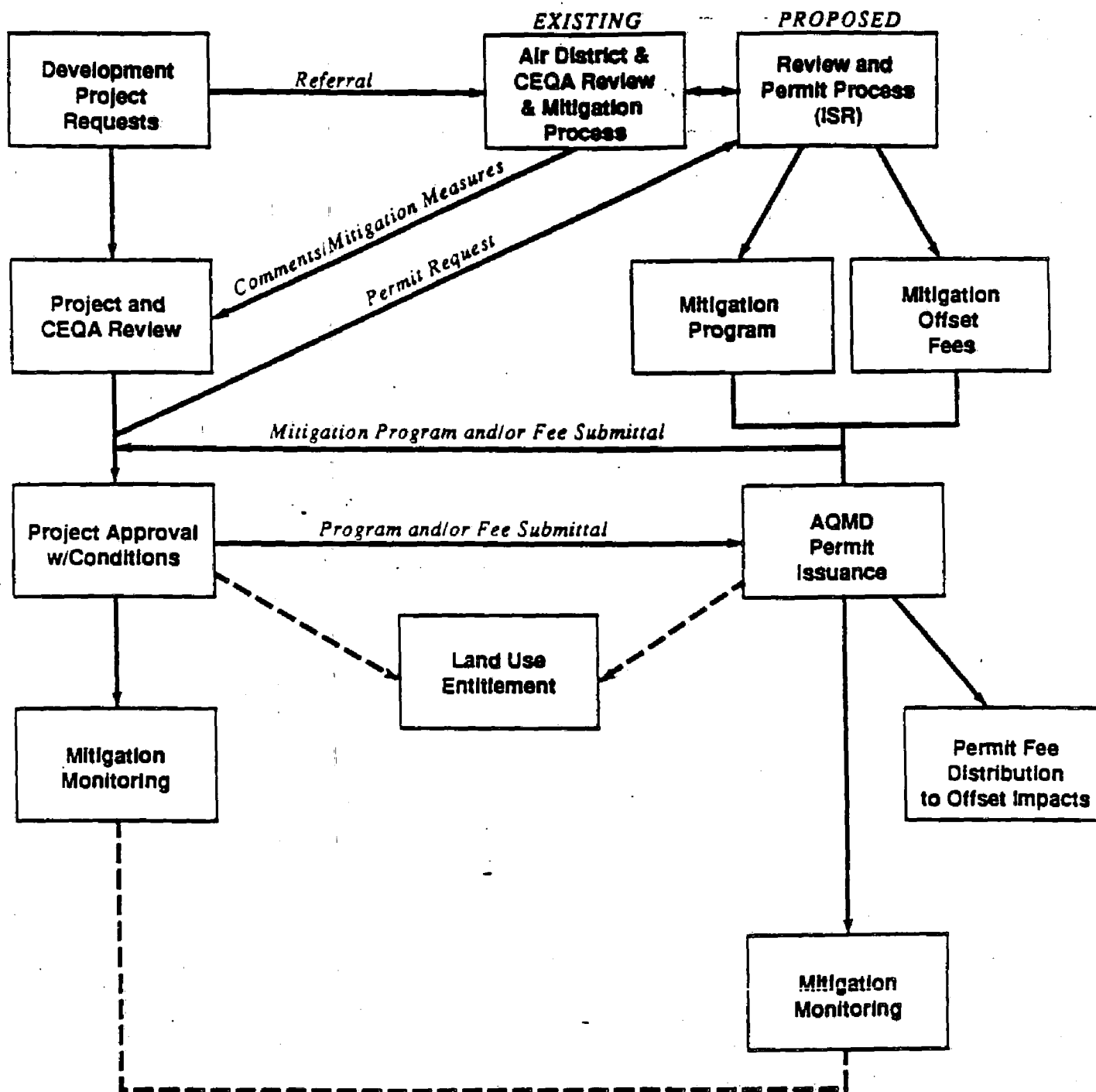
The object of this discussion is to propose an air quality review and certification or permit process on land use projects, which is presented by the flow chart on the right side of Illustration C. This interactive link ties emission reductions to the development approval process and would require the issuance of an air quality permit prior to development. Using this

# Illustration C

## Sacramento Land Use/Air Quality Planning Process

### Land Use Planning

### Air Quality Planning



----- Lines of Influence

certification/permit process, we anticipate a process that establishes an application procedure, administrative requirements, air emission quantification, and mitigation measure requirements.

The proposed review and permit program will provide project proponents with air quality standards necessary to develop proposals that are consistent with clean air goals. Approval of a permit would require that the development proposal adequately mitigate or offset adverse air quality impacts generated by the project. We anticipate that a comprehensive project mitigation program will provide for both on-site and off-site mitigation measures, which I will describe briefly:

**ONSITE EMISSION MITIGATION MEASURES** can, by site design or operation strategies, serve to reduce the projected onsite emissions that are directly related to the project. The site design should shift trips from the single occupant vehicle to less polluting travel modes. Operational strategies may include programs to support the site design.

**EMISSION OFFSETS** consist of emission reduction measures that are implemented off the project site. Offset measures may include emissions offsets from existing stationary sources, transportation sources, or offset fees necessary to adequately mitigate the adverse air quality impacts attributed to the project. The criteria for transportation-based emission offsets are similar to the EPA criteria for stationary source offsets, but provide for more flexibility:

1. The measure must be **ACTUALLY IMPLEMENTED**, rather than simply offered or planned.
2. The measure must **RESULT IN A NEW OR ENHANCED PROGRAM** which provides emissions reductions beyond those already claimed by or credited to other sources.
3. The measure must have **CONTINUED EFFECTIVENESS** over the life of the project. (This criterion may necessitate monitoring of vehicle usage patterns, mode split or other measure of effectiveness to verify whether the criterion is met.)
4. The measure must be **LEGALLY BINDING**, that is, enforceable; backed by local plans as well as local ordinance or district regulation.
5. The emission reductions from the measure must be able to be **ESTIMATED** based on the best information available.

Because the permit program will be applicable to all new development proposals, we do not expect CEQA and the permit based mitigation program to be duplicative. As with most permit requirements, minimum performance standards will be established for permit compliance prior to the issuance of the permit or certificate.

This program is a part of the District's indirect source review program. The District receives authority for indirect source review and controls from

40716(a)(1) and 41013 of H & S Code. I might add that this proposal will not infringe on the authority of local governments to plan or control land use. Rather, we envision the proposed permit analogous with a waste water discharge or sewer permit.

#### **ANTICIPATED QUESTIONS AND CONCERNS**

Staff anticipates concerns regarding the development of an indirect source control program. With your guidance and through public input, we will attempt to resolve the concerns will surely surface. The following are several that have already been brought to us:

1. How will we avoid potential conflict, duplication, or omissions from Planning Dept. and AQMD activities?

We anticipate a program that provides timely response to the project proponent, with early District interaction among all players. We intend that our process be complementary to the existing process.

2. How can we minimize the costs that may be incurred by the project proponent during the application process?

Efficient distribution of labor should minimize permit costs to the proponent. The greatest unknown is the cost of mitigation and offsets to the project. However, we intend to intensely involve the development community in the design of every aspect of this program, including cost calculation.

3. How will SMAQMD address thresholds for applying standards?

The permit process will define performance standards. These performance standards must reflect emission reductions that the program can and should achieve. Thresholds and standards will give project proponents clearly defined goals necessary to achieve their emissions reductions. Both thresholds and standards must be developed jointly with the development community and interested others.

4. Will we be working with the building industry board of realtors and others?

The district will develop this program through the open public participation process. We anticipate the product will be the result of a highly interactive working group and community participation.

**SUMMARY**

In summary, through the coordinated effort that combines Planning Department and District policies and goals, we anticipate the development of a performance based program that will help us to meet our health-based air quality goals. Furthermore, we can study several models, some of which have failed, some have achieved varying measures of success. Each of these studies should bring greater focus to our work in Sacramento. We have a unique opportunity to create a model of success, for all others to strive for. In fact, we have many things going for us; cooperation between public agencies, strong political support, active

community groups, but most importantly, a development community that has demonstrated its willingness to innovate and to be responsible to the community.

Workshop Presentation Notes

by Les Ornelas, AQMD, 07-25-70

workshop.ljb

FA/J

# TRANSPORTATION AND AIR QUALITY PLANNING INTEGRATION

JULY 25TH WORKSHOP

PRESENTATION BY RON MAERTZ  
TRANSPORTATION MANAGER SMAQMD

AS WITH LAND USE PLANNING, TRANSPORTATION PLANNING MUST BE FULLY INTEGRATED WITH THE AIR QUALITY PLANNING PROCESS:

THE INCREASED VEHICULAR EMISSIONS OFTEN GENERATED AS A RESULT OF TRANSPORTATION PROJECTS CAN HAVE A SIGNIFICANT EFFECT ON OUR ABILITY TO ACHIEVE AIR QUALITY STANDARDS.

ILLUSTRATION D SHOWS THE EMISSIONS CONTRIBUTED BY ON-ROAD VEHICLES AND HOW THESE RELATE TO TOTAL EMISSIONS IN THE SACRAMENTO AREA.

THE AUTOMOBILE IS AND WILL CONTINUE, FOR THE FORESEEABLE FUTURE, TO BE A SIGNIFICANT SOURCE OF EMISSIONS, EVEN WITH ADVANCES IN EMISSION CONTROL TECHNOLOGY.

60% OF ALL HC EMISSIONS OCCUR WHEN A COLD ENGINE IS STARTED AND DRIVEN FOR ABOUT 1 MILE. AN ADDITIONAL, 17% OF HC EMISSION OCCUR WHEN THE ENGINE IS STOPPED AFTER REACHING NORMAL OPERATION TEMPERATURES (HOT SOAK). THIS MEANS THAT 77% OF ALL THE VEHICULAR HC EMISSIONS ARE THE RESULT OF STARTING A COLD ENGINE, DRIVING A VERY SHORT DISTANCE, AND THEN STOPPING AND LETTING THE ENGINE COOL.



**Illustration D**

**SMAQMD- Seasonal Emissions Inventory**

SOURCE	OZONE (SUMMER)				CARBON MONOXIDE (WINTER)	
	ROG		NOX		CO	
STATIONARY	42.62	32%	6.64	8%	21.15	3%
ON ROAD VEHICLES	77.52	60%	66.29	79%	619.60	89%
OTHER VEHICLES	10.93	8%	10.81	13%	52.79	7%
<b>TOTAL POLLUTANTS</b>	<b>131.07 TPD</b>	<b>100%</b>	<b>83.74 TPD</b>	<b>100%</b>	<b>693.54 TPD</b>	<b>100%</b>

Source: Air Resources Board Draft 1987 Baseline Planning Inventory

**SIMPLY REDUCING THE LENGTH OF AUTO TRIPS, SUCH AS COMMUTING FROM A RESIDENCE TO A LIGHTRAIL STATION DOES LITTLE TO REDUCE EMISSIONS.**

**BASED UPON THIS BRIEF DESCRIPTION IT BECOMES OBVIOUS THAT PROGRAMS DESIGNED TO REDUCE THE NUMBER OF AUTO TRIPS ARE THE BEST WAY TO REDUCE EMISSIONS.**

**NUMEROUS ATTEMPTS, SUCH AS TRIP REDUCTION ORDINANCES AND TRANSPORTATION SYSTEMS MANAGEMENT PROGRAMS, HAVE BEEN MADE TO REDUCE THE NUMBER OF AUTOMOBILE TRIPS. YET, TRANSPORTATION PROJECTS HAVE OFTEN ENCOURAGED ADDITIONAL VEHICLE TRIPS.**

**TRANSPORTATION PLANNING AND PROGRAMMING MUST CONFORM TO AQ POLICIES IF WE EXPECT TO REDUCE VEHICULAR EMISSIONS AND ACHIEVE HEALTH-BASED AIR QUALITY STANDARDS.**

**THE REVIEW OF TRANSPORTATION PROJECTS FOR CONFORMITY WITH AQ POLICIES IS NOT NEW. THE FEDERAL CLEAN AIR ACT (FCAA) REQUIRES THAT TRANSPORTATION PROJECTS, RELIANT ON STATE AND FEDERAL FUNDING, BE IN CONFORMANCE WITH THE FCAA PLAN. SACOG HAS BEEN RESPONSIBLE FOR MAKING THIS CONFORMITY DETERMINATION. THIS CONFORMITY DETERMINATION IS CURRENTLY BEING MADE ON THE BASIS OF THE SERIOUSLY OUTDATED AND DISAPPROVED 1982 FEDERAL AIR QUALITY PLAN. IN ADDITION, A PROJECT'S EFFECT ON ADOPTED TRANSPORTATION CONTROL MEASURES IS THE PRIMARY DETERMINANT IN SACOG'S LIMITED CONFORMITY EVALUATION.**

**THE SOUTH COAST AND BAY AREA HAVE MORE COMPREHENSIVE CONFORMITY DETERMINATION PROCEDURES, AND OTHER AREAS ARE REVIEWING CONFORMITY PROCEDURES TO MAKE THEM MORE COMPREHENSIVE AND TO RECOGNIZE THE MORE**

**STRINGENT REQUIREMENTS OF THE CALIFORNIA CLEAN AIR ACT (CCAA).**

**THE DISTRICT, THROUGH THE CCAA, HAS BEEN GIVEN THE AUTHORITY TO REGULATE INDIRECT SOURCES OF EMISSIONS. TRANSPORTATION PROJECTS ARE INDIRECT SOURCES. THE CCAA ALSO INCLUDES A NUMBER OF TRANSPORTATION RELATED MANDATES. THIS LEGISLATION REQUIRES THE AIR QUALITY ATTAINMENT PLANS (AQAP'S) PREPARED IN COMPLIANCE WITH THE ACT MUST INCLUDE MEASURES TO:**

- A) SIGNIFICANTLY REDUCE VT'S AND VMT'S.**
- B) ACHIEVE NO NET INCREASE IN VEHICLE EMISSIONS BY 1997.**
- C) AND ACHIEVE A 1.5 PERSON VEHICLE OCCUPANCY, DURING WEEKDAY COMMUTE HOURS, BY 1999.**

**I THINK YOU WILL AGREE THIS WILL BE NO SMALL TASK.**

**WITH THE PASSAGE OF PROP 111 IN JUNE, LOCAL JURISDICTIONS INCLUDING SACRAMENTO COUNTY, ARE REQUIRED TO DEVELOP CONGESTION MANAGEMENT PLANS. THIS IS IN ADDITION TO CURRENTLY REQUIRED REGIONAL MOBILITY PLANS, REGIONAL TRANSPORTATION PLANS AND REGIONAL TRANSPORTATION IMPROVEMENT PROGRAMS WHICH ARE THE RESPONSIBILITY OF SACOG, THE REGIONAL TRANSPORTATION PLANNING AGENCY.**

**A MAJOR OBJECTIVE OF CONGESTION MANAGEMENT PLANS (CMP'S) IS TO ACHIEVE A MORE INTEGRATED APPROACH TO PLANNING. CMP'S MUST ALSO COMPLY WITH OTHER PROVISIONS OF STATE LAW, INCLUDING THE CCAA, IN ORDER TO ACHIEVE THIS INTEGRATION AND BE TRULY EFFECTIVE.**

ALL THESE TRANSPORTATION PLANNING PROCESSES MUST BE FULLY INTEGRATED WITH LOCAL AIR QUALITY PLANS IF WE EXPECT TO ACHIEVE HEALTH-BASED AIR QUALITY STANDARDS.

WE PROPOSE TO ESTABLISH A TRANSPORTATION PROGRAM CONFORMITY REVIEW AND MITIGATION PROCESS TO ACHIEVE THIS INTEGRATION AND TO MORE FULLY ADDRESS CCAA REQUIREMENTS.

OUR CONCEPT FOR CONFORMITY REVIEW INCLUDES PROGRAM CONFORMITY REVIEW OF:

- 1) THE REGIONAL MOBILITY PLAN.
- 2) SACRAMENTO COUNTY'S CONGESTION MANAGEMENT PLAN.
- 3) THE REGIONAL TRANSPORTATION PLAN.
- 4) THE REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM.

THESE TRANSPORTATION PLANS AND PROGRAMS WOULD BE REVIEWED FOR CONFORMITY WITH CCAA MANDATES AND THE GOALS, POLICIES AND PROGRAMS OF THE DISTRICTS'S AIR QUALITY ATTAINMENT PLAN. THE CRITERIA FOR THIS REVIEW AND CONFORMITY DETERMINATION WOULD BE AS OUTLINED IN ILLUSTRATION E.

BASICALLY, THIS REVIEW WOULD:

1. ASSURE THAT TRANSPORTATION PROGRAMS HAVE AN OVERALL POSITIVE OR NEUTRAL IMPACT ON AIR QUALITY.

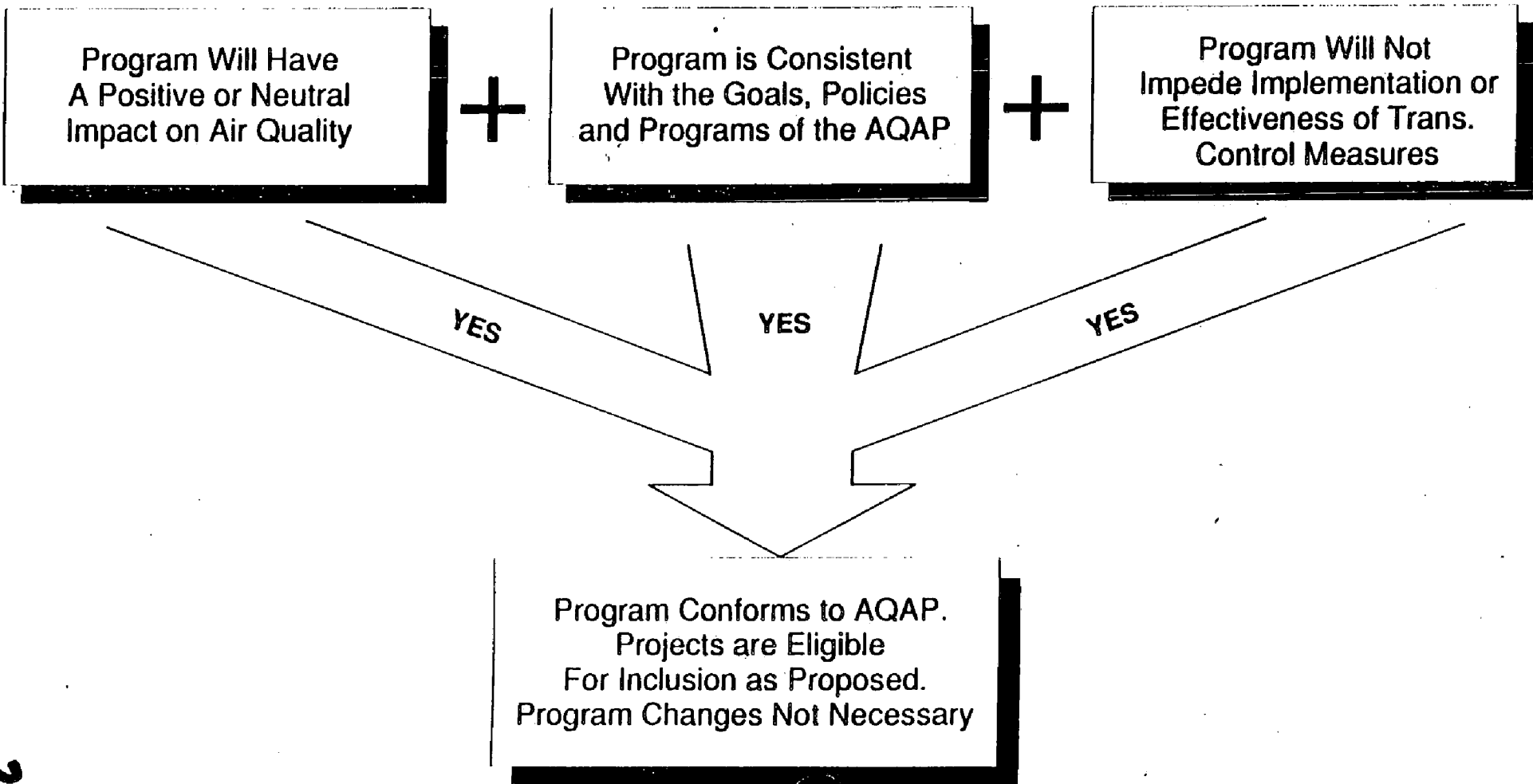
# Proposed Conformity Process

*Regional Mobility Plan*

*Regional Transportation Plan*

*Congestion Management Program*

*Regional Transportation Improvement Program*



2. ASSURE THAT TRANSPORTATION PROJECTS CONTAINED WITHIN THESE PROGRAMS WILL NOT IMPEDE THE EFFECTIVENESS OF TCM'S REQUIRED BY THE CCAA AND ADOPTED AS PART OF THE AQAP.
3. ASSURE THAT TRANSPORTATION PROJECTS CONTAINED WITHIN THESE PROGRAMS CONFORM TO ADOPTED AIR QUALITY POLICIES.

LOCAL TRANSPORTATION PROJECTS, NOT CONTAINED IN THE PROGRAMS LISTED, WOULD BE SUBJECT TO CONFORMITY REVIEW AS PART OF THE DISTRICT'S CEQA REVIEW PROCESS. A CONFORMITY ANALYSIS WOULD TO BE REQUIRED TO BE INCLUDED IN THE ENVIRONMENTAL DOCUMENT. MITIGATION OF ADVERSE AIR QUALITY IMPACTS WOULD BE REQUIRED TO THE DEGREE POSSIBLE.

THE DISTRICT PROPOSES TO WORK WITH TRANSPORTATION AGENCIES TO DEVELOP PROGRAMS THAT OFFER THE GREATEST MITIGATION, POSSIBLE AND TO FORMULATE OTHER EMISSION REDUCTION STRATEGIES THAT MAY BE USED WHEN PROJECTS CANNOT FULLY MITIGATE THEIR ADVERSE AIR QUALITY IMPACTS.

WHILE TRANSPORTATION IMPROVEMENTS WOULD BE REVIEWED FOR CONFORMITY AT THE PROGRAM STAGE. PROJECTS INCLUDED IN THE AFOREMENTIONED PROGRAMS WOULD BE SUBJECT TO MONITORING/VERIFICATION AND A FINAL CONFORMITY DETERMINATION AT THE PROJECT (ENVIRONMENTAL DOCUMENT) STAGE.

THIS CONCEPT WILL BE FURTHER DEVELOPED OVER THE NEXT SEVERAL MONTHS. TRANSPORTATION PLANNING AGENCIES WILL BE INCLUDED IN THE DEVELOPMENT PROCESS. OUR INTENT IS TO INCLUDE THIS CONFORMITY REVIEW PROCESS AS AN INTEGRAL PART OF THE AIR QUALITY ATTAINMENT PLAN.

**IN DUE TIME, WE EXPECT TO EXPAND THIS CONFORMITY REVIEW PROCESS TO INCLUDE OTHER INFRASTRUCTURE PLANNING.**

**WE BELIEVE THAT THROUGH THIS PROCESS INTEGRATION OF TRANSPORTATION AND AIR QUALITY PLANNING CAN BE ACHIEVED AND WE CAN CONTINUE TO MOVE FORWARD TOWARD ACHIEVING AIR QUALITY STANDARDS.**

**OF COURSE, TRANSPORTATION AND AIR QUALITY PLANNING AND PROGRAMMING DIRECTLY EFFECT AND ARE AFFECTED BY LAND USE PLANNING. EACH OF THE THREE, AIR, TRANSPORTATION, AND LAND USE, ARE CRITICAL COMPONENTS OF A COMPREHENSIVE GENERAL PLAN.**

**WORKSHOP PRESENTATION NOTES  
BY RON MAERTZ, AQMD, 07-25-90**

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