

## BACKGROUND STATEMENT

The South Coast Air Basin, which includes western San Bernardino County, has some of the worst air pollution in the nation. There are federal ambient air quality standards for six pollutants. The Basin is at present in compliance with the federal standards for lead and sulfur dioxide emissions. The ambient air quality standards for Ozone (O<sub>3</sub>), Carbon Monoxide (CO), Nitrogen Dioxide (NO<sub>2</sub>) and 10-micron diameter respirable Particulate Matter (PM-10) are routinely violated.

In addition to these federal standards, the State of California has exercised its option to add other pollutants to its standards, to establish different exposure periods and to require more stringent compliance than the minimums established in the federal standards.

The air quality in San Bernardino County results from a unique combination of factors. Pollutants are emitted by various sources (stationary "point" sources, linear mobile sources and dispersed area sources), they are transported by prevailing winds horizontally and they are oftentimes chemically or physically modified in transit.

San Bernardino County, by virtue of its location relative to prevailing offshore air flow patterns in winter when CO and NO<sub>2</sub> are normally high, is in attainment for national standards for CO and NO<sub>2</sub> because much of the airflow is from unpolluted mountain areas. Conversely, when regional airflow is mainly onshore in summer and passes over heavily populated areas of the basin, the magnitude of non-attainment for Ozone and Particulates is among the highest in the basin.

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. 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.

## PURPOSE AND PRINCIPLES

The following purpose and related principles are included in this Element to provide overall guidance to the goals, policies, programs and actions.

### Purpose

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.

### 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, PROGRAMS AND ACTION OPTIONS**

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 South Coast Air Basin portion of San Bernardino County. These consensus goals, policies and programs provide a common foundation for coordinated action. In addition to the common goals, policies and programs, this Air Quality Element includes a menu of actions. These "action options" of the Element are not adopted portions of the plan but serve as potential implementation tools to further the Element's intentions.

**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.
- 1.2.3 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.

**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, 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*

**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.

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*
- *Support state enabling legislation to reassess the equitable distribution of property and sales tax revenues.*

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<sup>1</sup> Programs which further more than one air quality policy.

TOPIC 2: GROUND TRANSPORTATION

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

**Subtopic 2.1** AUTO USE

Given the complexities of this topic area, Ground Transportation, and the relative importance of this area in Local Government Air Quality efforts, it has been divided into six subtopics. Consequently, the numbering scheme for the policies and programs includes an additional integer for the subtopic. If this confuses your element, reorganize this topical area as you see fit.

**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 through actions such as<sup>1</sup>:

- *Requiring TMA/TMO establishment for large employers and office/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.*

2.1.1.2 Define and implement auto limitation procedures in selected areas and at selected times by (2.e.):<sup>1</sup>

- *Establishing regulations and procedures to limit direct auto access:*
  - *To special event centers; and*
  - *In auto-free zones during peak periods.*

<sup>1</sup> Programs which further more than one air quality policy.

2.1.1.3 Establish incentives and regulations to eliminate work trips including such actions as (1.a):<sup>1</sup>

- *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.*

**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 through actions such as<sup>1</sup>:

- *Requiring TMA/TMO establishment for large employers and office/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 reduce vehicle miles traveled.*

2.1.2.2 Establish and maintain telecommunications strategies to reduce the length of auto trips through such actions as<sup>1</sup>:

- *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.).*

2.1.2.3 Define and implement auto limitation procedures in selected areas and at selected times, provided that alternative transportation modes are available, by (2.e.):<sup>1</sup>

- *Establishing regulations and procedures to limit direct auto access:*
  - *To special event centers; and*
  - *In auto-free zones during peak periods.*

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**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 longer period to reduce peak period congestion, including such actions as (1.a):<sup>1</sup>

- *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.*

**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.

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 by:

- *Initiating an HOV task force to work with CALTRANS in implementing HOV lanes to the maximum degree possible within the urbanized and urbanizing portions of San Bernardino, Orange, Los Angeles and Riverside 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 Place a Price on Congestion**

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

<sup>1</sup> Programs which further more than one air quality policy.

**Programs:**

2.3.4.1 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).<sup>1</sup>

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

- Intensity planned land uses in the vicinity of transit stops.
- Consolidate parking facilities to support transit as well as adjacent uses.

**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).<sup>1</sup>

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

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<sup>1</sup> Programs which further more than one air quality policy.

**Programs:**

- 2.4.1.1 Develop standards and guidelines for incorporating into development plans 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 parking management programs at 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 by means such as<sup>1</sup>:

- Reduce or redirect parking supply.
- Create 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, increasing parking cost, etc.).

**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 by means such as<sup>1</sup>:

- Increasing parking costs through: increased fees; single occupant surcharges; reduced employee subsidized parking; and increased parking enforcement.

**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.

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<sup>1</sup> Programs which further more than one air quality policy.

**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: 1) Emission Fees on gasoline products and Differential Registration Fees on motor vehicles according to their emission levels they are designed to produce. Include exploration of an option that imposes pollution fees on individual vehicles when they receive their mandated smog inspection, 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.

**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).

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<sup>1</sup> Programs which further more than one air quality policy.

**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 through:

- *Tying growth to Level of Service (LOS) standards; and*
- *Using Urban Limit Lines or phasing areas to manage growth.*

**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 through:

- *Project review procedures, ensuring that individual projects have a positive or neutral impact on jobs/housing balance;*
- *Revising the General Plan Land Use designations;*
- *Revising the Zoning Code;*
- *Imposing exactions or linkage fees on projects which negatively impact jobs/housing balance;*
- *"Fast-Tracking" projects which improve jobs/housing balance;*

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<sup>1</sup> Programs which further more than one air quality policy.

- *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 bonuses to projects which improve jobs/housing 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.*

4.2.2 Improve jobs/housing balance 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*
- *Creating an urban limit line to control and manage growth;*

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.

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.

**TOPIC 5: PARTICULATE EMISSIONS**

**GOAL 5** Reduce particulate emissions from roads, parking lots, construction sites and agricultural lands.

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<sup>1</sup> Programs which further more than one air quality policy.

**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).

**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.

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<sup>1</sup> Programs which further more than one air quality policy.

**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**

**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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<sup>1</sup> Programs which further more than one air quality policy

REGIONAL AIR QUALITY IMPLEMENTATION PLAN  
 SAN BERNARDINO COUNTY/CITIES

GOALS, POLICIES, PROGRAMS AND ACTION OPTIONS

Revised November 29, 1990

REGIONAL AIR QUALITY PLAN	
PURPOSE	PRINCIPLES
<p>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.</p>	<p><u>Air Quality and Economic Growth</u></p> <ol style="list-style-type: none"> <li>1. Achieve air quality improvements in such a way that continued economic growth can be sustained.</li> </ol> <p><u>Market Incentives and Regulations</u></p> <ol style="list-style-type: none"> <li>2. Achieve necessary air quality related life style and economic changes through market incentives where feasible and through regulatory measures where necessary.</li> </ol>

**REGIONAL AIR QUALITY IMPLEMENTATION PLAN  
SAN BERNARDINO COUNTY/CITIES**

**GOALS, POLICIES, PROGRAMS AND ACTION OPTIONS**

TOPIC I: GOVERNMENT ORGANIZATION, ROLES & RESPONSIBILITIES		
GOAL	POLICIES	PROGRAMS AND ACTION OPTIONS
<p>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.</p>	<p><u>Establish Coordinated Approach</u> 1. Coordinate with other jurisdictions in San Bernardino County to establish parallel air quality plans and implementation programs.</p>	<p>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.</p>
	<p><u>Integrate With Related Programs</u> 2. Coordinate a process to integrate related functional programs' implementation, monitoring and reporting.</p>	<p>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. 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.</p>
	<p><u>Affect Source Jurisdictions</u> 3. Cooperate actively with Los Angeles, Orange and Riverside counties to comprehensively improve air quality at the emission source.</p>	<p>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.</p>
	<p><u>Encourage Community Participation</u> 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.</p>	<p>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:</p> <ul style="list-style-type: none"> <li>• Conduct Public Forums</li> <li>• Establish Communication and Education Programs</li> <li>• Make written briefs available locally</li> <li>• Conduct Planning Commission/City Council public workshops</li> <li>• Utilize a variety of media forms to maximize citizen involvement</li> </ul>

\* Programs which further move than one air quality policy.

**REGIONAL AIR QUALITY IMPLEMENTATION PLAN  
SAN BERNARDINO COUNTY/CITIES**

TOPIC 1: GOVERNMENT ORGANIZATION, ROLES & RESPONSIBILITIES		
GOAL	POLICIES	PROGRAMS AND ACTION OPTIONS
<p>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.</p>	<p>Support Innovative Approaches 5. Advocate and support innovative strategies to improve air quality.</p>	<p>1. Support new approaches to improving air quality through:</p> <ul style="list-style-type: none"> <li>• Supporting legislation;</li> <li>• Cooperating with regional bodies;</li> <li>• Establishing pilot programs; and</li> <li>• Funding and/or participating in private/public partnerships</li> </ul> <p>Potential actions could include:</p> <ul style="list-style-type: none"> <li>• Supporting legislation which would authorize imposition of consumer product Embalson Fees, either at retail outlets or manufacturing points;</li> <li>• Instituting Time of Day, Seasonal and Place Control Measures;</li> <li>• Implementing an Auto Buy-Back Program;</li> <li>• Creating an Embalson Reduction Trust to administer embalson offsets;</li> <li>• Investigating the feasibility of Highway Electrification and Automation; and</li> <li>• Supporting state enabling legislation to reassess the equitable distribution of property and sales tax revenues.</li> </ul>

**REGIONAL AIR QUALITY IMPLEMENTATION PLAN  
SAN BERNARDINO COUNTY/CITIES**

TOPIC 2: GROUND TRANSPORTATION		
GOAL	POLICIES	PROGRAMS AND ACTION OPTIONS
<p><b>SUBTOPIC 1: AUTO USE</b></p> <p>A diverse and efficiently operated ground transportation system which generates the minimum feasible pollutants.</p>	<p><u>Eliminate Vehicle Trips</u></p> <p>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.</p>	<ol style="list-style-type: none"> <li>1. Establish and implement a Transportation Demand Management Program through actions such as:                             <ul style="list-style-type: none"> <li>• Requiring TMA/TMO establishment for large employers and commercial/industrial complexes. Apply to new businesses at project approval or permit stage (2.a.).</li> <li>• Implementing employee rideshare and transit incentives in public agencies (2.a.).</li> <li>• 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.).</li> <li>• Participating in cooperative efforts to establish legislation affording incentives for purchase of Vanpools (2.c.).</li> <li>• Participating in the design and establishment of incentives which would eliminate vehicle trips.</li> <li>• Implementing teleconferencing and telecommuting programs in public agencies (1.b.).</li> <li>• 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.).</li> <li>• Participating with SANBAG to develop a private/public telecommunication center in San Bernardino County.</li> </ul> </li> <li>2. Define and implement auto limitation procedures in selected areas and at selected times, provided that alternative transportation modes are available, by:                             <ul style="list-style-type: none"> <li>• Establishing regulations and procedures to limit direct auto access (2.a.):                                     <ul style="list-style-type: none"> <li>- To special event centers; and</li> <li>- In auto-free zones during peak periods.</li> </ul> </li> </ul> </li> <li>3. Establish incentives and regulations to eliminate work trips including such actions as:                             <ul style="list-style-type: none"> <li>• Implementing staggered, flexible and compressed work schedules in public agencies (1.a).</li> <li>• 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).</li> </ul> </li> </ol>
<p><u>Reduce vehicle miles traveled</u></p> <p>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.</p>	<ol style="list-style-type: none"> <li>1. Establish and implement a Transportation Demand Management Program through actions such as:                             <ul style="list-style-type: none"> <li>• Requiring TMA/TMO establishment for large employers and commercial complexes. Apply to new businesses at project approval or permit stage (2.a.).</li> <li>• Implementing employee rideshare and transit incentives in public agencies (2.a.).</li> <li>• 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.).</li> <li>• Participating in cooperative efforts to establish legislation providing incentives for purchase of Vanpools (2.c.).</li> <li>• Participating in the design and establishment of incentives which would reduce vehicle miles traveled.</li> </ul> </li> </ol>	

<sup>1</sup> Programs which further more than one air quality policy.

**REGIONAL AIR QUALITY IMPLEMENTATION PLAN  
SAN BERNARDINO COUNTY/CITIES**

TOPIC 2: GROUND TRANSPORTATION		
GOAL	POLICIES	PROGRAMS AND ACTION OPTIONS
<b>SUBTOPIC 1: AUTO USE</b>		
<p>A diverse and efficiently operated ground transportation system which generates the minimum feasible pollutants.</p>	<p><u>Reduce vehicle miles traveled</u> (Continued)</p>	<p>2. Establish and maintain telecommunications strategies to reduce the length of auto trips through such actions as:</p> <ul style="list-style-type: none"> <li>• Implementing teleconferencing and telecommuting programs in public agencies (1.b).</li> <li>• 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).</li> </ul> <p>3. Define and implement auto limitation procedures in selected areas and at selected times, provided that alternative transportation modes are available, by (2.e):</p> <ul style="list-style-type: none"> <li>• Establishing regulations and procedures to limit direct auto access:                             <ul style="list-style-type: none"> <li>- To special event centers; and</li> <li>- In auto-free zones during peak periods.</li> </ul> </li> </ul>
	<b>SUBTOPIC 2: CONGESTION MANAGEMENT</b>	
<p>A diverse and efficiently operated ground transportation system which generates the minimum feasible pollutants.</p>	<p><u>Modify Work Schedules</u></p> <p>1. Promote and establish modified work schedules which reduce peak period auto travel.</p>	<p>1. Establish incentives and regulations to spread work trips over a longer period to reduce peak period congestion, including such actions as (1.a):</p> <ul style="list-style-type: none"> <li>• Implementing staggered, flexible and compressed work schedules in public agencies.</li> <li>• 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.</li> </ul>
	<p><u>Establish HOV lanes</u></p> <p>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.</p>	<p>1. Jointly, through the County, SANBAG, and SCAG participate with adjacent counties in expanding HOV lanes on the freeway system within those counties by:</p> <ul style="list-style-type: none"> <li>• 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.</li> </ul>

1. For which further more than one air quality policy

REGIONAL AIR QUALITY IMPLEMENTATION PLAN  
SAN BERNARDINO COUNTY/CITIES

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.	<p><u>Integrate Congestion Management Program</u></p> <p>3. Coordinate overlapping components of the State mandated Congestion Management Program and the Regional Air Quality Plan.</p>	<p>1. Participate with SANBAG in defining and implementing a Congestion Management Program for San Bernardino County to insure appropriate coordination with air quality planning.</p>
	<p><u>Establish Congestion Fees</u></p> <p>4. Promote market based incentives and disincentives to relieve peak hour/peak direction congestion within highly congested travel corridors.</p>	<p>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.</p>
SUBTOPIC 3: EXPANDED TRANSIT SYSTEMS AND SERVICES		
A diverse and efficiently operated ground transportation system which generates the minimum feasible pollutants.	<p><u>Expand Transit in the County</u></p> <p>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.</p>	<p>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.</p> <p>2. Coordinate with public transit providers to increase funding for transit improvements to supplement other means of travel (2.g).<sup>1</sup></p> <p>3. Plan for intraregional commuter and main line rail service development including convenience facilities at rail stops through such means as:</p> <ul style="list-style-type: none"> <li>• Intensifying planned land uses in the vicinity of transit stops.</li> <li>• Consolidating parking facilities to support transit as well as adjacent uses.</li> </ul> <p>4. Develop design standards that promote access to transit facilities.</p>
	<p><u>Expand Transit in the Air Basin</u></p> <p>2. Promote expansion of all forms of transit in the urbanized portions of San Bernardino, Orange, Los Angeles and Riverside Counties.</p>	<p>1. Influence the expansion of intraregional commuter and main line rail services, particularly those linking with destinations in San Bernardino County.</p> <p>2. Support public transit providers in efforts to increase funding for transit improvements to supplement other means of travel (2.g).<sup>1</sup></p> <p>3. Jointly support efforts to establish a regionwide bus pass.</p>
SUBTOPIC 4: NON-MOTORIZED MEANS OF TRANSPORTATION		
A diverse and efficiently operated ground transportation system which generates the minimum feasible pollutants.	<p><u>Promote Non-Motorized Transportation</u></p> <p>1. Provide for bicycle and pedestrian pathways to encourage non-motorized trips.</p>	<p>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.</p>

<sup>1</sup> Programs which further more than one air quality policy.

REGIONAL AIR QUALITY IMPLEMENTATION PLAN  
SAN BERNARDINO COUNTY/CITIES

TOPIC 2: GROUND TRANSPORTATION		
GOAL	POLICIES	PROGRAMS AND ACTION OPTIONS
<b>SUBTOPIC 5: PARKING MANAGEMENT</b>		
A diverse and efficiently operated ground transportation system which generates the minimum feasible pollutants.	<p><u>Manage Parking Supply</u></p> <p>1. Manage parking supply to discourage auto use, while ensuring that economic development goals will not be sacrificed.</p>	<p>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:</p> <ul style="list-style-type: none"> <li>• Reducing or redirecting parking supply.</li> <li>• 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.).</li> </ul>
A diverse and efficiently operated ground transportation system which generates the minimum feasible pollutants.	<p><u>Encourage Market Incentives/Disincentives</u></p> <p>2. Promote a regional approach to increasing parking costs in order to discourage low vehicle occupancy.</p>	<p>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:</p> <ul style="list-style-type: none"> <li>• Recapturing parking costs through: establish fees; single occupancy surcharges; reduced employee subsidized parking; and increased parking enforcement.</li> </ul>
<b>SUBTOPIC 6: CLEANER FUELS</b>		
A diverse and efficiently operated ground transportation system which generates the minimum feasible pollutants.	<p><u>Support Legislation</u></p> <p>1. Promote state and federal legislation which would improve vehicle/transpiration technology and which would establish differential pricing mechanisms to assess the true cost of emissions.</p>	<p>1. Support legislation to stimulate the development of practical electric vehicles (EV).</p> <p>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.</p> <p>3. Support legislation which tightens the existing vehicle inspection program, both in terms of standards to be met and requirements for compliance.</p>
	<p><u>Institute Clean Fuel Systems</u></p> <p>2. Invest in clean fuel systems on new local government fleet vehicles.</p>	<p>1. Institute clean fuel systems on new local government fleet vehicles (G-4).</p>

**REGIONAL AIR QUALITY IMPLEMENTATION PLAN  
SAN BERNARDINO COUNTY/CITIES**

TOPIC 3: AIR TRANSPORTATION		
GOAL	POLICIES	PROGRAMS AND ACTION OPTIONS
Minimum feasible emissions from air carrier airports.	<p>Promote Improved Technology</p> <ol style="list-style-type: none"> <li>Promote requiring the best available technology to reduce emissions in aircraft fleet.</li> </ol>	<ol style="list-style-type: none"> <li>Adopt/urge establishment of the best available technology and operational measures for aircraft and ground service vehicles (6).</li> <li>Support phasing out of Stage II aircraft and the earliest possible transition to Stage III aircraft for operation within the Air Basin (9).</li> </ol>
	<p>Promote Centralized Ground Power</p> <ol style="list-style-type: none"> <li>Promote installation of centralized ground power systems at existing air carrier airports.</li> </ol>	<ol style="list-style-type: none"> <li>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).</li> </ol>
	<p>Promote Improved Ground Access</p> <ol style="list-style-type: none"> <li>Promote conditioning of air carrier airports upon inclusion of plans for improved ground access.</li> </ol>	<ol style="list-style-type: none"> <li>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).</li> </ol>

**REGIONAL AIR QUALITY IMPLEMENTATION PLAN  
SAN BERNARDINO COUNTY/CITIES**

TOPIC 4: LAND USE		
GOAL	POLICIES	PROGRAMS AND ACTION OPTIONS
<p>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).</p>	<p><u>Manage Growth</u></p> <p>1. Manage growth by insuring the timely provision of infrastructure to serve new development.</p>	<p>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:</p> <ul style="list-style-type: none"> <li>• Tying growth to Level of Service (LOS) standards; and</li> <li>• Using Urban Limit Lines or phasing areas to manage growth.</li> </ul>
	<p><u>Balance Growth</u></p> <p>2. Improve the balance between housing and jobs in order to create a more efficient urban form.</p>	<p>1. Improve jobs/housing relationships through new development and redevelopment project reviews and actions through:</p> <ul style="list-style-type: none"> <li>• Project review procedures, ensuring that individual projects have a positive or neutral impact on housing/jobs balance;</li> <li>• Revising the General Plan Land Use designations;</li> <li>• Revising the Zoning Code;</li> <li>• Imposing exactions or linkage fees on projects which negatively impact housing/jobs balance;</li> <li>• "Fast-Tracking" projects which improve jobs/housing balance;</li> <li>• Project review procedures, ensuring that site design allows for alternative modes of transportation (bus stops, bus turnouts, bikeways, pedestrian routes, etc.);</li> <li>• Phasing growth to ensure that job expansion and housing production occur at a targeted pace;</li> <li>• Indexing residential development in housing-rich areas to commercial/industrial construction or availability;</li> <li>• Encouraging/allowing mixed use development;</li> <li>• Providing density/intensity bonuses to projects which improve housing/jobs balance;</li> <li>• Encouraging/allowing Planned Unit Development;</li> <li>• Giving incentives for employer-provided housing;</li> <li>• Providing subsidies to attract new businesses;</li> <li>• Utilizing tax exempt bond financing to encourage job-creating businesses; and</li> <li>• Providing infrastructure improvements and/or land for industrial and commercial development.</li> </ul> <p>2. Improve jobs/housing relationships at a subregional level in relation to major activity centers as new development occurs by:</p> <ul style="list-style-type: none"> <li>• Allowing/encouraging intensified development around transit nodes and along transit corridors; and</li> <li>• Using an urban limit lines or phasing areas to manage growth;</li> </ul> <p>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.</p> <p>4. Develop and adopt an agreement among the participating jurisdictions as to mutually acceptable approaches to improve and maintain housing/jobs balance.</p>

**REGIONAL AIR QUALITY IMPLEMENTATION PLAN  
SAN BERNARDINO COUNTY/CITIES**

TOPIC 4: LAND USE		
GOAL	POLICIES	PROGRAMS AND ACTION OPTIONS
	<p><b>Protect Sensitive Receptors</b> 3. Support a regional approach to regulating the location and design of land uses which are especially sensitive to air pollution.</p>	<p>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.</p>
	<p><b>Integrated Planning Process</b> 4. Integrate air quality planning with the land use and transportation planning processes.</p>	<p>1. Locate and design new development in a manner that will minimize direct and indirect emission of air contaminants through such means as:</p> <ul style="list-style-type: none"> <li>• Promoting mixed use development to reduce the length and frequency of vehicle trips.</li> <li>• Providing for increased intensity of development along existing and proposed transit corridors.</li> <li>• 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.</li> </ul>

REGIONAL AIR QUALITY IMPLEMENTATION PLAN  
SAN BERNARDINO COUNTY/CITIES

TOPIC 5: PARTICULATE EMISSIONS		
GOAL	POLICIES	PROGRAMS AND ACTION OPTIONS
The minimum practicable particulate emissions from the construction and operation of roads and buildings.	<p><u>Control Dust</u></p> <ol style="list-style-type: none"> <li>1. Reduce particulate emissions from roads, parking lots, construction sites and agricultural lands.</li> </ol>	<ol style="list-style-type: none"> <li>1. Adopt incentives, regulations and procedures to manage paved roads so that they produce the minimum practicable level of particulates (12.a).</li> <li>2. Adopt incentives, regulations and procedures to minimize particulate emissions during road, parking lot and building construction (1-4).</li> <li>3. Adopt incentives, regulations and procedures to control particulate emissions from unpaved roads, drives, vehicle maneuvering areas and parking lots (12.b).</li> <li>4. Adopt incentives, regulations and procedures to limit dust from agricultural lands and operations (where applicable) (E-3).</li> </ol>
	<p><u>Reduce Emissions from Building Materials/Methods</u></p> <ol style="list-style-type: none"> <li>2. Reduce emissions from building materials and methods which generate excessive pollutants.</li> </ol>	<ol style="list-style-type: none"> <li>1. Adopt incentives, regulations and procedures to prohibit the use of building materials and methods which generate excessive pollutants (E-9).</li> </ol>

TOPIC 6: ENERGY CONSERVATION		
GOAL	POLICIES	PROGRAMS AND ACTION OPTIONS
Reduced emissions through reduced energy consumption.	<p><u>Energy Conservation</u></p> <ol style="list-style-type: none"> <li>1. Reduce energy consumption through conservation improvements and requirements.</li> </ol>	<ol style="list-style-type: none"> <li>1. Implement plans and programs to phase in energy conservation improvements through the annual budget process (18.a).</li> <li>2. Adopt incentives and regulations to enact energy conservation requirements for private development.</li> </ol>
	<p><u>Limit Water Heater Emissions</u></p> <ol style="list-style-type: none"> <li>2. Reduce water heating emissions resulting from swimming pool heaters and residential and commercial water heaters.</li> </ol>	<ol style="list-style-type: none"> <li>1. Adopt incentives and regulations to reduce emissions from swimming pool heaters (d-4).</li> <li>2. Adopt incentives and regulations to reduce emissions from residential and commercial water heating (d-5).</li> </ol>
	<p><u>Recycle Wastes</u></p> <ol style="list-style-type: none"> <li>3. Promote local recycling of wastes and use of recycled materials.</li> </ol>	<ol style="list-style-type: none"> <li>1. Implement provisions of AII 939 and adopt incentives, regulations and procedures to specify local recycling requirements (18.b).</li> </ol>

RESOLUTION R-04 -92  
A RESOLUTION OF THE CITY COUNCIL OF  
THE CITY OF COLTON FOR THE  
ADOPTION OF THE AIR QUALITY ELEMENT

1  
2  
3       WHEREAS, the Southern California Association of Governments  
4 and the South Coast Air Quality Management District have mandated  
5 the preparation and adoption of Air Quality Elements by cities  
6 and counties in the south coast region; and

7       WHEREAS, the County of San Bernardino and all the City  
8 jurisdictions within the County have cumulatively contracted, as  
9 a regional effort, the preparation of the Air Quality Element  
10 and the accompanying Environmental Impact Report; and

11       WHEREAS, the Air Quality Element contains goals, policies,  
12 and programs that outline regional coordination procedures in an  
13 effort to reduce pollutants and particulate emissions; and

14       WHEREAS, the Planning Commission held a public hearing to  
15 review the content of the element and environmental impact report  
16 on November 12, 1991 and recommended adoption of the Air Quality  
17 Element; and

18       WHEREAS, the appropriate document to implement clean air  
19 policies is in the General Plan; and

20       WHEREAS, Government Code Section 65303 allows cities to adopt  
21 elements to the General Plan that transcend the basic required  
22 elements.

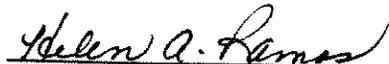
23       NOW THEREFORE, BE IT RESOLVED that the City Council of the  
24 City of Colton, at their meeting of December 17, 1991, reviewed  
25 the Air Quality Element and in concurrence with the Planning  
26 Commission recommendation, amended the City of Colton General  
27 Plan by adopting the Air Quality Element, in its entirety, as  
28 attached hereto as a new Element of the General Plan.

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PASSED, APPROVED, and ADOPTED this 7th day of January,  
1992.

  
FRANK A. GONZALES, Mayor

ATTEST:

  
HELEN A. RAMOS, CMC  
City Clerk