



Land Use & Transportation News

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Communicating With You

The staff of the Land Use and Transportation (LUTRAN) section of the Sacramento Metropolitan Air Quality Management District (SMAQMD) are determined to be an excellent and reliable air quality resource to the jurisdictions in Sacramento County that plan, analyze, review and approve development and transportation projects.

In order to be a resource, communication with the jurisdictions is critical. LUTRAN planners/analysts receive over 800 development projects a year and provide comments on close to 40% regarding air quality analysis, impacts, mitigation and design (including streets, bicycle and pedestrian amenities, etc.). LUTRAN staff also meets regularly with many jurisdictions to discuss and coordinate air quality issues, with the goal of making all our jobs easier.

Starting this newsletter is one more communication tool that LUTRAN staff are hoping will be helpful in providing timely information to the jurisdictions. In 2007, the newsletter will be published quarterly to test out its usefulness.



I invite feedback from you on this first issue and look forward to your suggestions on information you'd like to see in future editions. I can be reached by phone at 916-874-4816 or by e-mail at lrobinson@airquality.org.

Larry Robinson, LUTRAN Program Coordinator

Special points of interest:

- SMAQMD's Mission Statement
- Resources and links can be found on the LUTRAN's website
- With the release of EMFAC 2007 and OFFROAD 2007 late last year, air quality models are all being updated.

URBEMIS Beta Version Testing

Many planners utilize the URBEMIS model to analyze air emissions from construction activities and operation of a proposed development project. The software developers have been working on improvements to URBEMIS over the last year and have released the beta version for testing the week of March 19th.

Besides fixing old bugs, improvements to the model include the use of EMFAC2007 and OFFROAD 2007 emission factors, allowing construction phases and sub-phases to overlap, and adding CO2 and PM2.5 emissions.

If you are interesting in being a beta tester for URBEMIS 2007 for Windows, Version 9, visit <http://www.urbemis.com/contact/contact.html> and join the beta team.

Updated Construction Mitigation Calculator Now Available

Due to the release of the OFFROAD 2007 emissions model late last year, the SMAQMD has updated the construction mitigation calculator. The calculator is used by construction companies, the SMAQMD and local jurisdictions to determine if the heavy-duty off-road construction fleet that will be

working on a development project meets the SMAQMD's standard construction mitigation measure under CEQA. This measure requires a construction company to show that its fleet's emissions will be cleaner than the state-wide construction fleet average for nitrogen oxide and particulate matter emissions.

The updated calculator also has a component to enter verified diesel emission control system information if a piece of equipment in the fleet is retrofitted. The calculator is available at www.airquality.org, just click on the Land Use & CEQA link and scroll down to the construction section.

Website References

The internet can be a great resource if you know how to use it. If you haven't already been to the SMAQMD's website, the LUTRAN staff invite you to visit its main information and CEQA information pages. LUTRAN's main information page provides an overview of air quality and how it relates to the land use and transportation world, plus some useful links. The CEQA page provides all the resources and tools you need for air quality analysis and mitigation.

www.airquality.org/lutran/index.shtml

www.airquality.org/ceqa/index.shtml

Scaling Operational Mitigation Measures for an Accurate AQMP

A project proponent is required to develop an Air Quality Mitigation Plan (AQMP) when the project's operational emissions are expected to exceed the SMAQMD's CEQA significance threshold of 65 pounds/day of reactive organic gas (ROG) or nitrogen oxide (NOx) emissions. In a standard development, the SMAQMD expects to see a 15 point AQMP. The SMAQMD has published a list of mitigation measures in its *Recommended Guidance for Land Use Emission Reductions (Guidance)* that can be utilized to develop an AQMP. The mitigation measures are categorized by type of measure (i.e. bicycle/pedestrian/transit, site design, building component, etc.) and type of land use each applies (i.e. commercial, residential, mixed use) and have point values assigned based on expected emission reductions. Not every mitigation measure is appropriate in every situation. For example, there is no benefit (air quality or otherwise) in providing electric lawnmowers to homeowners in a housing development that lacks individual lawns.

In order to calculate the most accurate emission re-

ductions for a project with multiple land uses, the SMAQMD requires scaling the point value of a mitigation measure in the AQMP if the measure applies to only a portion of the project. Scaling, in terms of air quality mitigation, is the SMAQMD's method for ensuring that an AQMP assigns an accurate emission benefit to a particular measure in a particular project. For example, a residential only measure used in a project with multiple land use types would be scaled to reflect that it is only mitigating emissions from the residential portion of the project. The SMAQMD has updated and expanded the scaling methodology in its recently released 2007 update to the Guidance.

Prior to 2007 update the SMAQMD recommended that proponents scale land use measures by determining what percentage of the total lot area for a given project was dedicated to that use. This meant that if a given project had 40% of its net lot area devoted to residential uses, any residential only mitigation measure used in the project would only receive credit for 40% of the mitigation points, as

the measure only mitigates the emissions associated with the residential portion of the project.

In the 2007 update to the Guidance, three separate scaling methodologies are provided to allow for more precise and accurate scaling when additional information about a project is available. **Method 1** scales a measure based on the actual trip generation rates associated with specific land uses. **Method 2** scales a measure based on square footage devoted to general land use types. **Method 3** scales a measure based on percentage of net lot area devoted to the land use types. The SMAQMD recommends that a proponent use method 1 if specific information about a project's end uses is available, method 2 if the specific square footage assigned to each general land use is available, and method 3 only in projects where the level of detail is not sufficient to use methods 1 or 2.

