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## New Guidance on Reducing Exposure at Schools

### Inside this issue:

Pilot CarShare 2

Philley Takes  
the Lead 2

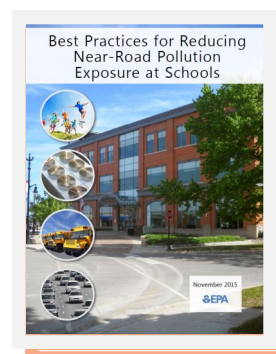
Newhall Ranch 3

Mitigation Fee  
Rate 3

The United States Environmental Protection Agency (EPA) has released a compilation of best practices on how to reduce pollutant exposure at schools located near heavily traveled roadways, along corridors with significant truck traffic, or near other traffic pollution sources. This 22-page, user-friendly document describes the health impacts of traffic-related emission exposure to children, and presents exposure reduction strategies already being used in schools and communities nationwide.

Guidance is provided on ventilation, filtration, roadside barriers, school site layout and design, vehicle idling reduction policies, upgrades to bus fleets, and actions teachers and school staff can employ on a daily basis, such as keeping windows closed and planning outdoor activities when there is less traffic on the roads. It also includes a 1-page guide on how to assess school ventilation and filtration.

Visit the EPA's webpage (link below) to read the guidance and learn more about federal, state, regional and local efforts to reduce traffic-related pollution exposure at schools.



<http://www.epa.gov/schools/best-practices-reducing-near-road-air-pollution-exposure-schools>

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## EMFAC2014

The California Air Resources Board (CARB) announced that effective December 14, 2015, the United States Environmental Protection Agency (EPA) has approved the EMFAC2014 emissions model for state implementation plan and conformity purposes. Details on the approval and related guidance can be found in the Federal Register Notice: <https://www.federalregister.gov/articles/2015/12/14/2015-31307/official-release-of-emfac2014-motor-vehicle-emission-factor-model-for-use-in-the-state-of-california>.

EMFAC2014 and its related user guide and technical documents can be downloaded from CARB's website: [http://www.arb.ca.gov/msei/categories.htm#onroad\\_motor\\_vehicles](http://www.arb.ca.gov/msei/categories.htm#onroad_motor_vehicles).

## Pilot CarShare Program

The Sacramento Metropolitan Air Quality Management District (SMAQMD) has been awarded grant funds by the California Air Resources Board from the Greenhouse Gas Reduction Fund, which are proceeds from the State's Cap-and-Trade Program. These grant funds will be used to launch a pilot car sharing program (CarShare), to benefit disadvantaged communities in the greater Sacramento area. To assist in this effort SMAQMD is partnering with Zipcar, the City of Sacramento, the Sacramento Municipal Utility District, the Sacramento Housing and Redevelopment Agency, Mutual Housing and Policy in Motion.

The CarShare program will place a total of eight battery electric vehicles at three affordable housing communities and the Sacramento Valley Train Station. The members of the CarShare program will include residents of the selected communities, which will have access to the electric CarShare vehicles through a reservation system, providing zero emission mobility.

SMAQMD and its partners have started implementing the CarShare program and plan to have the electric vehicles accessible to members by the end of 2016. For more information contact Steffani Charkiewicz at 916-874-6361 or [scharkiewicz@airquality.org](mailto:scharkiewicz@airquality.org).

## Philly Takes the LUTRAN Lead

The Sacramento Metropolitan Air Quality Management District (SMAQMD) is proud to announce it has selected Mr. Paul Philley as the new Program Coordinator for the Land Use and Transportation section (LUTRAN). Many may already know Paul since he has been working as a planner for the SMAQMD since 2008. Besides being the liaison for both the cities of Rancho Cordova and Sacramento, Paul led the LUTRAN team in updating the SMAQMD's *Recommended Guidance for Land Use Emission Reductions* and has been involved with Cap and Trade grants, transportation policy, and food access issues. In the same spectrum, Paul evaluates proposed projects for compliance with the National Environmental Policy Act (NEPA) and California Environmental Quality Act (CEQA) regulations. Paul is also certified through the American Institute of Certified Planners (AICP).



Paul will be overseeing the LUTRAN planning and policy related activities, and will continue to provide in depth analyses of air quality impacts, along with his staff.

When asked what the biggest challenge he will face as the LUTRAN Program Coordinator, Paul suggested that it will be anticipating changes in the region. His goal for the future is to implement mitigation programs with co-benefits that promote healthful air for the 1.4 million breathers in the Sacramento region. Paul is sanguine about working with other planners, agencies and communities to reach this goal. He can be reached at [pphilley@airquality.org](mailto:pphilley@airquality.org) or 916-874-4882.

## GHG Changes with Newhall Decision

Late last year, the California Supreme Court (Court) published its opinion on greenhouse gas (GHG) analysis in the case of Center for Biological Diversity v. California Department of Fish and Wildlife and Newhall Land and Farming. Although the Court confirmed that comparing the project's emissions to business as usual (BAU) emissions to determine consistency with the California Air Resources Board's Climate Change Scoping Plan was an acceptable significance criteria under the California Environmental Quality Act (CEQA), the Court found that the analysis did not contain substantial evidence linking the project's individual emission reductions to the emission reduction targets in the Climate Change Scoping Plan. This Court opinion did not impact the Sacramento Metropolitan Air Quality Management District's (SMAQMD) recommended GHG thresholds of significance, but the opinion did cast doubt on the SMAQMD's recommendation to compare a proposed project's emissions to BAU emissions, and demonstrate consistency with the Climate Change Scoping Plan by reducing BAU emissions by 21.7%.



The above information was released in an advisory notice issued by the SMAQMD on January 21, 2016, which also changed the SMAQMD's recommendation on BAU analysis and 21.7% mitigation to show consistency with the Climate Change Scoping Plan. Without that recommendation, lead agencies that do not have adopted climate action plans or their own GHG thresholds of significance must look to implement all feasible mitigation for a project where emissions exceed the SMAQMD's recommended GHG thresholds. Additionally, lead agencies must demonstrate how a project does not "conflict with implementation of an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases" in accordance with the CEQA initial study checklist (CEQA Guidelines, Appendix G, Section VII).

SMAQMD staff is available to discuss GHG analysis and mitigation approaches with lead agency staff upon request.

## Mitigation Fee Rate Change

Payment of fees to mitigate a project's construction emissions to a less than significant level for the California Environmental Quality Act (CEQA) is a standard practice within the boundaries of the Sacramento Metropolitan Air Quality Management District (SMAQMD). CEQA lead agencies, project proponents and the SMAQMD began this practice in 2002 with a handful of projects. The fee rate is based on the cost effectiveness limit used by the California Air Resources Board in its Carl Moyer Memorial Air Quality Standards Attainment Program. The Moyer Program Guidelines, including the cost effectiveness limit can be accessed at <http://www.arb.ca.gov/msprog/moyer/guidelines/current.htm>.

On July 1, 2016, the mitigation fee rate will change from \$18,030 to \$18,260 per ton of emissions. The current fee rate can always be accessed at <http://www.airquality.org/ceqa/mitigation.shtml#MitFees>.