

City of La Cañada Flintridge

Air Quality Element Appendix A

APPENDIX A
DESCRIPTION OF OTHER AIR QUALITY
PLANS AND PROGRAMS

TRIP REDUCTION ORDINANCE (TRO) HANDBOOK

In order to reach the standards outlined in the SCAG Carbon Monoxide Plan and the 1991/94 AQMP, local governments must adopt and implement trip reduction measures that can be quantified, enforced, and monitored. Firm commitments from local jurisdictions on how they will attain the trip reduction performance targets outlined by the County Transportation Commissions are expected. Performance targets for each jurisdiction are based on the County performance target, and on the population and employment in each city. The SCAQMD's TRO Handbook was written to guide and assist local governments in achieving the required reductions.

SCAQMD CARBON MONOXIDE PLAN (CO PLAN)

This plan is also known as the Federal Attainment Plan for Carbon Monoxide. The 1990 Amendments to the Federal Clean Air Act (FCAA) require that a CO Plan be developed to demonstrate how the region will attain the carbon monoxide air quality standard. The most recent 1992 Plan contains a consolidated transportation control measure and a menu of 14 actions which local governments could implement to reduce vehicular CO emissions.

REGIONAL COMPREHENSIVE PLAN (RCP)

The RCP is a plan currently in preparation by SCAG for the six-county area of Los Angeles, Orange, Riverside, San Bernardino, Ventura, and Imperial Counties. The RCP is expected to be the blueprint for managing the growth and resources in the region and will contain policies and guidelines for local and subregional

planning programs. The City of La Cañada Flintridge is represented in this SCAG update by the Arroyo-Verdugo Sub-region (Pasadena, Glendale, Burbank, South Pasadena and La Cañada Flintridge). The City has become an active participant in the Transportation, Housing and Economic Development Committees of this Subregional Coalition.

REGIONAL AIR QUALITY RULE FOR SCHOOL DISTRICTS

The California Clean Air Act (CCAA) requires air quality districts to include provisions in their AQMPs to reduce emissions from indirect sources, including schools which attract student trips and generate mobile source emissions. The CCAC also requires districts with severe air pollution, such as the South Coast Air Basin to include in their AQMPs transportation control measures to achieve an average 1.5 persons per passenger vehicle during weekday commute hours, and no net increase in vehicle emissions after 1997. (The regional average as of 1994 is 1.12 persons per passenger vehicle).

In response to the provisions of the CCAA, SCAQMD is considering adoption of a regional rule that facilitates the reduction of student trips to high schools, colleges, and universities. Primary schools (grades K-6) and secondary schools where students are not old enough to drive may also be included in the rule, which may have provisions that encourage non-driving age students to take a bus or carpool. The rule would require that colleges, universities, high schools, and primary schools develop student trip reduction plans (separate from the employee trip reduction plans which schools employing over 100 at a site now submit). The goal of this control measure is to contribute to the Basin-wide 1.5 AVR target by reducing all student trips by 25 percent.

Schools would select workable strategies from a SCAQMD-approved list to comply with the rule. Examples of strategies to reduce student trips are: preferential on-site parking for carpools, carpooling and vanpooling programs, computer rideshare matching service, PTA involvement in rideshare matching, increasing bus service, subsidized bus passes, additional transit stops, preferential parking fees for carpools, on-campus parking allowed only for carpools and vanpools, education and promotion programs, construction of bicycle paths and secure bicycle storage, and improved traffic flow around schools. Schools may also be required by SCAQMD to remove

potential obstacles to ridesharing by adjusting class schedules, providing guaranteed rides home, etc.. The City of La Cañada Flintridge is investigating opportunities for our City and the La Cañada Unified School District to participate in any SCAQMD- or SCAG-funded demonstration projects for schools.

FEDERAL IMPLEMENTATION PLAN (FIP)

The U.S. Environmental Protection Agency is required to promulgate by February of 1995, a federal implementation plan (FIP) to attain federal ozone and carbon monoxide air quality standards in the South Coast Basin. The FIP includes tighter emission controls for heavy duty trucks, enhanced smog inspections of all vehicles, strengthened the recall program for cars and light and medium duty trucks with faulty emission controls, greater proportion of low emitting vehicles in certain commercial fleets, and other measures. The tighter emissions controls on heavy duty trucks could benefit La Cañada Flintridge by reducing emissions from trucks traveling on the Foothill Freeway (I-210).