



The Air Quality Element is divided into the following sections:

- Regional Perspective (Section 9.1)
- Transportation Design (Section 9.2)
- Land Use/Design (Section 9.3)
- Air Pollution Control (Section 9.4)
- Work Plan/Implementation Measures (Section 9.5)

Key Terms

The following terms are used throughout this element to describe air quality issues:

Ambient Air Quality Standards. These standards measure outdoor air quality. They identify the maximum acceptable average concentrations of air pollutants during a specified period of time. These standards have been adopted at a State and federal level.

Best Available Control Measures (BACM). A set of programs that identify and implement potentially best available control measures affecting local air quality issues.

Best Available Control Technologies (BACT). The most stringent emission limitation or control technique of the following: 1.) Achieved in practice for such category and class of source 2.) Contained in any State Implementation Plan approved by the Environmental Protection Agency for such category and class of source. A specific limitation or control technique shall not apply if the owner of the proposed emissions unit demonstrates to the satisfaction of the APCO that such a limitation or control technique is not presently achievable 3.) Contained in an applicable federal New Source Performance Standard or 4.) Any other emission limitation or control technique, including process and equipment changes of basic or control equipment, found by the APCO to be cost effective and technologically feasible for such class or category of sources or for a specific source.

Carbon Dioxide (CO₂). A naturally occurring gas, and also a by-product of burning fossil fuels and biomass, as well as land-use changes and other industrial processes. It is the principal anthropogenic greenhouse gas that affects the Earth's radiative balance. It is the reference gas against which other greenhouse gases are measured and therefore has a Global Warming Potential of 1.

Carbon Monoxide (CO). Carbon monoxide is an odorless, colorless gas that is highly toxic. It is formed by the incomplete combustion of fuels and is emitted directly into the air (unlike ozone).

Climate Change. Climate change refers to a statistically significant variation in either the mean state of the climate or in its variability, persisting for an extended period (typically decades or longer). Climate

change may be due to natural internal processes or external forcings, or to persistent anthropogenic changes in the composition of the atmosphere or in land use.

Global Warming. Global warming is an average increase in the temperature of the atmosphere near the Earth's surface and in the troposphere, which can contribute to changes in global climate patterns. Global warming can occur from a variety of causes, both natural and human induced. In common usage, "global warming" often refers to the warming that can occur as a result of increased emissions of greenhouse gases from human activities.

Greenhouse Effect. Trapping and build-up of heat in the atmosphere (troposphere) near the Earth's surface. Some of the heat flowing back toward space from the Earth's surface is absorbed by water vapor, carbon dioxide, ozone, and several other gases in the atmosphere and then reradiated back toward the Earth's surface. If the atmospheric concentrations of these greenhouse gases rise, the average temperature of the lower atmosphere will gradually increase.

Greenhouse Gas. Any gas that absorbs infrared radiation in the atmosphere. Greenhouse gases include, but are not limited to, water vapor, carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), hydrochlorofluorocarbons (HCFCs), ozone (O₃), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF₆).

Hydrogen Sulfide (H₂S). Hydrogen sulfide is a highly toxic flammable gas. Because it is heavier than air, it tends to accumulate at the bottom of poorly ventilated spaces.

Lead (Pb). Lead is the only substance which is currently listed as both a criteria air pollutant and a toxic air contaminant. Smelters and battery plants are the major sources of the pollutant "lead" in the air. The highest concentrations of lead are found in the vicinity of nonferrous smelters and other stationary sources of lead emissions. The EPA's health-based national air quality standard for lead is 1.5 micrograms per cubic meter (µg/m₃) [measured as a quarterly average].

Metropolitan Planning Organization (MPO). Tulare County Association of Governments (TCAG) is the MPO for Tulare County. MPO's are responsible for developing reasonably available control measures (RACM) and best available control measures (BACM) for use in air quality attainment plans and for addressing Transportation Conformity requirements of the federal Clean Air Act.

Mobile Source. A mobile emission source is a moving object, such as on-road and off-road vehicles, boats, airplanes, lawn equipment, and small utility engines.

Nitrogen Oxides (Oxides of Nitrogen, NO_x). NO_x are compounds of nitric oxide (NO) and nitrogen dioxide (NO₂). NO_x are primarily created from the combustion process and are a major contributor to ozone smog and acid rain formation. NO_x also forms ammonium nitrate particulate in chemical reactions that occur when NO_x forms nitric acid and combines with ammonia. Ammonium nitrate particulate is an important contributor to PM₁₀ and PM_{2.5}.

Ozone (O₃). Ozone is a pungent, colorless, toxic gas created in the atmosphere rather than emitted directly into the air. O₃ is produced in complex atmospheric reactions involving oxides of nitrogen, reactive organic gases (ROG), and ultraviolet energy from the sun in a photochemical reaction. Motor vehicles are the major sources of O₃ precursors.

Ozone Precursors. Chemicals such as non-methane hydrocarbons, also referred to as ROG, and oxides of nitrogen, occurring either naturally or as a result of human activities, which contribute to the formation of ozone. A major component of smog.

Photochemical. Some air pollutants are direct emissions, such as the CO produced by an automobile's engine. Other pollutants, primarily O₃, are formed when two or more chemicals react (using energy from the sun) in the atmosphere to form a new chemical. This is a photochemical reaction.

Particulate Matter 2.5 Micrometers (PM2.5). The federal government has recently added standards for smaller dust particulates. PM2.5 refers to dust/particulates/aerosols that are 2.5 microns in diameter or smaller. Particles of this size can be inhaled more deeply in the lungs and the chemical composition of some particles is toxic and have serious health impacts.

Particulate Matter 10 Micrometers (PM10). Dust and other particulates exhibit a range of particle sizes. Federal and State air quality regulations reflect the fact that smaller particles are easier to inhale and can be more damaging to health. PM10 refers to dust/particulates that are 10 microns in diameter or smaller. The fraction of PM between PM2.5 and PM10 is comprised primarily of fugitive dust. The particles between PM10 and PM2.5 are primarily combustion products and secondary particles formed by chemical reactions in the atmosphere.

Reactive Organic Gas (ROG). A photo chemically reactive chemical gas, composed of non-methane hydrocarbons that may contribute to the formation of smog. Also sometimes referred to as Volatile Organic Compounds (VOCs).

Reasonable Available Control Measures (RACM). A broadly defined term referring to technologies and other measures that can be used to control pollution. They include Reasonably Available Control Technology and other measures. In the case of PM10, RACM refers to approaches for controlling small or dispersed source categories such as road dust, woodstoves, and open burning. Regional Transportation Planning Agencies are required to implement RACM for transportation sources as part of the federal ozone attainment plan process in partnership with the SJVAPCD.

Reasonable Available Control Technologies (RACT): Devices, systems, process modifications, or other apparatus or techniques that are reasonably available, taking into account: the necessity of imposing such controls in order to attain and maintain a national ambient air quality standard; the social, environmental, and economic impact of such controls; and alternative means of providing for attainment and maintenance of such a standard.

San Joaquin Valley Air Basin (SJVAB). An air basin is a geographic area that exhibits similar meteorological and geographic conditions. California is divided into 15 air basins to assist with the statewide regional management of air quality issues. The SJVAB extends in the Central Valley from San Joaquin County in the north to the valley portion of Kern County in the south.

San Joaquin Valley Air Pollution Control District (SJVAPCD). The SJVAPCD is the regulatory agency responsible for developing air quality plans, monitoring air quality, developing air quality regulations, and permitting programs on stationary/industrial sources and agriculture and reporting air quality data for the SJVAB. The SJVAPCD also regulates indirect sources and has limited authority over transportation sources through the implementation of transportation control measures (TCM).

Sensitive Receptors. Sensitive receptors are defined as land uses that typically accommodate sensitive population groups such as long-term health care facilities, rehabilitation centers, retirement homes, convalescent homes, residences, schools, childcare centers, and playgrounds.

Sensitive Population Groups. Sensitive population groups are a subset of the general population that are at greater risk than the general population to the effects of air pollution. These groups include the elderly, infants and children, and individuals with respiratory problems, such as asthma.

Sulfur Dioxide (SO₂). Sulfur dioxide belongs to the family of SO_x. These gases are formed when fuel containing sulfur (mainly coal and oil) is burned, and during metal smelting and other industrial processes.

Stationary Source. A stationary emission source is a non-mobile source, such as a power plant, refinery, or manufacturing facility.

Sulfates. Sulfates occur as microscopic particles (aerosols) resulting from fossil fuel and biomass combustion. SO_x can form sulfuric acid in the atmosphere that in the presence of ammonia forms ammonium sulfate particulates, a small but important component of PM₁₀ and PM_{2.5}. Sulfates increase the acidity of the atmosphere and form acid rain.

Transportation Conformity. A federal requirement for transportation plans and projects to demonstrate that they will not result in emissions that exceed attainment plan emission budgets or exceed air quality standards.

Transportation Control Measures (TCMs). Any measure that is identified for the purposes of reducing emissions or concentrations of air pollutants from transportation sources by reducing vehicle use or changing traffic flow or congestion conditions.

Transportation Management Agencies. Transportation Management Agencies are private, non-profit, member-controlled organizations that provide transportation services in a particular area, such as a commercial district, mall, medical center, or industrial park. Transportation Management Agencies are appropriate for any geographic area where there are multiple employers or businesses clustered together that can benefit from cooperative transportation management or parking brokerage services. Regional and local governments, business associations, and individual businesses can all help establish Transportation Management Agencies.

Transportation Management Associations (TMAs). Groups of employers uniting together to work collectively to manage transportation demand in a particular area.

Tulare County Association of Governments (TCAG). TCAG is the Transportation Planning Agency (TPA) for Tulare County. TCAG is also designated as a Metropolitan Planning Organization (MPO), the agency responsible for preparing long range Regional Transportation Plans and demonstrating Transportation Conformity with air quality plans.

Wood-burning Devices. Wood-burning devices are designed to burn "solid fuels" such as cordwood, pellet fuel, manufactured logs, or any other non-gaseous or non-liquid fuels.

Existing Conditions Overview

Unlike other air basins in California, the pollution in the San Joaquin Valley Air Basin (SJVAB) is not produced by large urban areas. Instead, emissions are generated by many moderate sized communities and rural uses. Emission levels in the Central Valley have been decreasing overall since 1990. This can be primarily attributed to motor vehicle emission controls that reduce the amount of vehicle emissions and controls on industrial/stationary sources. In spite of these improvements, the San Joaquin Valley is still identified as having some of the worst air quality in the nation.

The main source of CO and NO_x emissions is motor vehicles. The major contributors to ROG emissions are mobile sources and agriculture. ROG emissions from motor vehicles have been decreasing since 1985 due to stricter standards, even though the vehicle miles have been increasing. Stationary source regulations implemented by the SJVAPCD have also substantially reduced ROG emissions. ROG from

natural sources (mainly from trees and plants) is the largest source of this pollutant in Tulare County. Atmospheric modeling accomplished for recent ozone planning efforts has found that controlling NOx is more effective at reducing ozone concentrations than controlling ROG. However, controls meeting RACT and BACT are still required for SJVAPCD plans.

The SJVAB has been ranked the 2nd worst in the United States for O₃ levels, even though data shows that overall O₃ has decreased between 1982 and 2001.

Direct PM10 emissions have decreased between the years 1975 and 1995 and have remained relatively constant since 2000. The main sources of PM10 in the SJVAB are from vehicles traveling on unpaved roads and agricultural activities. Regional Transportation Planning Agencies must implement BACM for sources of fine particulate matter (PM10) to comply with federal attainment planning requirements for PM10.

Attainment status is based on air quality measurements throughout the entire SJVAB. A violation at a single air monitoring station anywhere in the air basin leads to a non-attainment designation for the entire air basin. In summary, the attainment status of Tulare County is as follows:

- **O₃. 1-hour Ozone.** In 2005 EPA revoked the 1-hour ambient air quality standard so there is no federal designation. Although the standard was revoked, the SJVAPCD was required to continue to implement many of the 1-hour planning requirements. The SJVAB is currently classified as non-attainment/severe for the State standard. The California Air Resources Board submitted the 2004 Extreme Ozone Attainment Demonstration Plan to the EPA on November 15, 2004. On August 21, 2008, the District adopted Clarifications for the 2004 Extreme Ozone Attainment Demonstration Plan for 1-hour Ozone. On June 30, 2009, EPA proposed approval and partial disapproval of San Joaquin Valley's 2004 Extreme Ozone Attainment Plan for 1-hour ozone
- **8-hour Ozone.** Attainment status is designated non-attainment for the State. On April 30, 2007 the Governing Board of the San Joaquin Valley Air Pollution Control District voted to request the EPA to reclassify the San Joaquin Valley Air Basin as nonattainment/extreme for the federal 8-hour ozone standard. The California Air Resources Board, on June 14, 2007, approved this request and forwarded it to the EPA for action on November 16, 2007. The reclassification would become effective upon EPA final rule making after a notice and comment process and is not yet in effect..
- **PM10.** Federal attainment status for the County is Attainment as of September 28, 2008. The SJVAB and the County are designated nonattainment for the State.
- **PM2.5.** The County is classified as non-attainment for both State and federal standards.
- **Carbon Monoxide: CO.** Tulare County is in attainment/unclassified for both State and federal standards.
- **Nitrogen Dioxide: NO₂.** Tulare County is attainment/unclassified at the federal level and classified attainment at the State level.
- **Sulfur Dioxide: SO₂.** Tulare County is in attainment/unclassified at the federal level, and classified attainment at the State level.
- **Sulfates (no federal standard).** Tulare County is classified attainment at the State level.
- **Lead (no federal designation).** Tulare County is classified attainment at the State level.
- **Hydrogen Sulfide: H₂S (no federal standard).** Unclassified by the State.
- **Visibility Reducing Particles (no federal standard).** Unclassified by the State.
- **Vinyl Chloride (no federal standard).** Tulare County is classified attainment at the State level.

The County is subject Assembly Bill (AB) 170, Section 65302.1 of the California Government Code, which requires all 59 cities and 8 counties within the boundaries of the San Joaquin Valley Air Pollution Control District to include Air Quality Elements or air quality goals, policies, and implementation strategies in other elements of their General Plans. Tulare County has opted to provide a separate Air Quality Chapter in the General Plan as a means to highlight the importance of this issue to County residents and to convey the interconnectedness of land use, transportation, and air quality in a single location in the General Plan. AB 170 also requires a Background Report describing local air quality conditions including air quality monitoring data, emission inventories, lists of significant source categories, attainment status and designations, and applicable State and Federal air quality plans and transportation plans. This information is provided in Section 6 of the General Plan Background Report.

In addition, at the time of preparation of this General Plan update, there is growing concern regarding indications of global climate changes due to greenhouse gases (such as CO₂, N₂O, CH₄, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride) emissions. On June 1, 2005, Governor Schwarzenegger issued Executive Order S-3-05 recognizing global warming and its impacts, establishing targets for greenhouse gas emissions, requiring a biennial assessment of climate change impacts and the development of impact mitigation/adaptation plans, and requiring the formation of an interagency team to implement the Order. Additionally, the State of California adopted the Global Warming Solutions Act of 2006 (commonly referred to as Assembly Bill (AB) 32), Health and Safety Code Sections 38501 et seq., directing the California Air Resources Control Board (CARB) to develop and adopt statewide greenhouse gas emission limits designed to achieve statewide emission levels equivalent to those in 1990 by 2020, along with regulations to require reporting and verification of greenhouse gas emissions and to monitor and enforce compliance with this program. CARB adopted the Climate Change Scoping Plan in December 2008. The Scoping Plan proposes a set of actions designed to reduce overall carbon emissions in California to meet the target emission levels. The Scoping Plan states that local governments are “essential partners” in the effort to reduce greenhouse gas emissions, and that they have “broad influence and, in some cases, exclusive jurisdiction” over activities that contribute to greenhouse gas emissions.

It is the County’s intention to comply with State law requirements and to pursue goals and policies that enhance the quality of life and public welfare of County residents. To this end, a number of the goals and policies in this Element, as well as other elements including Chapter 2-Planning Framework, Chapter 4-Land Use, Chapter 5-Economic Development, Chapter 8-Environmental Resources Management, Chapter 13-Transportation and Circulation, and Chapter 14-Public Facilities and Services, seek to reduce the impacts of air pollution, air pollution sources, and greenhouse gas emissions. Some of the featured policies and implementation measures direct growth into compact areas such as urban development boundaries or corridors, incorporate smart growth and healthy community principles, encourage energy efficiency, promote development of renewable energy sources, and use of energy conservation measures. Additional Policies and Implementation Measures include promoting green building practices in design, construction and renovation, and incorporating efficiency in transportation and circulation design to reduce or minimize vehicle trips.

9.1 Regional Perspective

AQ-1

To improve air quality through a regional approach and interagency cooperation.

AQ-1.1 Cooperation with Other Agencies

The County shall cooperate with other local, regional, Federal, and State agencies in developing and implementing air quality plans to achieve State and federal Ambient Air Quality Standards. The County shall partner with the SJVAPCD, Tulare County Association of Governments (TCAG), and the California Air Resource Board to achieve better air quality conditions locally and regionally.

AQ-1.2 Cooperation with Local Jurisdictions

The County shall participate with cities, surrounding counties, and regional agencies to address cross-jurisdictional transportation and air quality issues.

AQ-1.3 Cumulative Air Quality Impacts

The County shall require development to be located, designed, and constructed in a manner that would minimize cumulative air quality impacts. Applicants shall be required to propose alternatives as part of the State CEQA process that reduce air emissions and enhance, rather than harm, the environment.

AQ-1.4 Air Quality Land Use Compatibility

The County shall evaluate the compatibility of industrial or other developments which are likely to cause undesirable air pollution with regard to proximity to sensitive land uses, and wind direction and circulation in an effort to alleviate effects upon sensitive receptors.

AQ-1.5 California Environmental Quality Act (CEQA) Compliance

The County shall ensure that air quality impacts identified during the CEQA review process are consistently and reasonably mitigated when feasible.

AQ-1.6 Purchase of Low Emission/Alternative Fuel Vehicles

The County shall encourage County departments and agencies to replace existing vehicles with low emission/alternative fuel vehicles as appropriate.

AQ-1.7 Support Statewide Climate Change Solutions

The County shall monitor and support the efforts of Cal/EPA, CARB, and the SJVAPCD, under AB 32 (Health and Safety Code §38501 et seq.), to develop a recommended list of emission reduction strategies. As appropriate, the County will evaluate each new project under the updated General Plan to determine its consistency with the emission reduction strategies.

AQ-1.8 Greenhouse Gas Emissions Reduction Plan/Climate Action Plan

The County will develop a Greenhouse Gas Emissions Reduction Plan (Plan) that identifies greenhouse gas emissions within the County as well as ways to reduce those emissions. The Plan will incorporate the requirements adopted by the California Air Resources Board specific to this issue. In addition, the County will work with the Tulare County Association of Governments and other applicable agencies to include the following key items in the regional planning efforts.

1. Inventory all known, or reasonably discoverable, sources of greenhouse gases in the County,

2. Inventory the greenhouse gas emissions in the most current year available, and those projected for year 2020, and
3. Set a target for the reduction of emissions attributable to the County's discretionary land use decisions and its own internal government operations.

AQ-1.9 Support Off-Site Measures to Reduce Greenhouse Gas Emissions

The County will support and encourage the use of off-site measures or the purchase of carbon offsets to reduce greenhouse gas emissions.

AQ-1.10 Alternative Fuel Vehicle Infrastructure

County shall support the development of necessary facilities and infrastructure needed to encourage the use of low or zero-emission vehicles (e.g. electric vehicle charging facilities and conveniently located alternative fueling stations, including CNG filling stations).

9.2 Transportation Design

AQ-2 To improve air quality by reducing air emissions related to transportation.

AQ-2.1 Transportation Demand Management Programs

The County shall coordinate and provide support for County Transportation Demand Management programs with other public and private agencies, including programs developed by the TCAG and the SJVAPCD.

AQ-2.2 Indirect Source Review

The County shall require major development projects, as defined by the SJVAPCD, to reasonably mitigate air quality impacts associated with the project. The County shall notify developers of SJVAPCD Rule 9510 – Indirect Source Review requirements and work with SJVAPCD to determine mitigations, as feasible, that may include, but are not limited to the following:

1. Providing bicycle access and parking facilities,
2. Increasing density,
3. Encouraging mixed use developments,
4. Providing walkable and pedestrian-oriented neighborhoods,
5. Providing increased access to public transportation,
6. Providing preferential parking for high-occupancy vehicles, car pools, or alternative fuels vehicles, and
7. Establishing telecommuting programs or satellite work centers.

AQ-2.3 Transportation and Air Quality

When developing the regional transportation system, the County shall work with TCAG to comprehensively study methods of transportation which may contribute to a reduction in air pollution in Tulare County. Some possible alternatives that should be studied are:

1. Commuter trains (Light Rail, Amtrak, or High Speed Rail) connecting with Sacramento, Los Angeles, and San Francisco, with attractive services scheduled up and down the Valley,

2. Public transportation such as buses and light rail, to serve between communities of the Valley, publicly subsidized if feasible,
3. Intermodal public transit such as buses provided with bicycle racks, bicycle parking at bus stations, bus service to train stations and airports, and park and ride facilities, and
4. Community transportation systems supportive of alternative transportation modes, such as cycling or walking trails, with particular attention to high-density areas.

AQ-2.4 Transportation Management Associations

The County shall encourage commercial, retail, and residential developments to participate in or create Transportation Management Associations (TMAs) that may assist in the reduction of pollutants through strategies that support carpooling or other alternative transportation modes.

AQ-2.5 Ridesharing

The County shall continue to encourage ridesharing programs such as employer-based rideshare programs.

9.3 Land Use/Design

AQ-3

To improve air quality and minimize impacts to human health and the economy of the County through smart land use planning and design.

AQ-3.1 Location of Support Services

The County shall encourage the location of ancillary employee services (including, but not limited to, child care, restaurants, banking facilities, convenience markets) near major employment centers for the purpose of reducing midday vehicle trips.

AQ-3.2 Infill Near Employment

The County shall identify opportunities for infill development projects near employment areas within all unincorporated communities and hamlets to reduce vehicle trips.

AQ-3.3 Street Design

The County shall promote street design that provides an environment which encourages transit use, biking, and pedestrian movements.

AQ-3.4 Landscape

The County shall encourage the use of ecologically based landscape design principles that can improve local air quality by absorbing CO₂, producing oxygen, providing shade that reduces energy required for cooling, and filtering particulates. These principles include, but are not limited to, the incorporation of parks, landscaped medians, and landscaping within development.

AQ-3.5 Alternative Energy Design

The County shall encourage all new development, including rehabilitation, renovation, and redevelopment, to incorporate energy conservation and green building practices to maximum extent feasible. Such practices include, but are not limited to: building orientation and shading, landscaping, and the use of active and passive solar heating and water systems.

AQ-3.6 Mixed Land Uses

The County shall encourage the clustering of land uses that generate high trip volumes, especially when such uses can be mixed with support services and where they can be served by public transportation.

9.4 Air Pollution Control

AQ-4

To implement the best available controls and monitoring necessary to regulate air emissions.

AQ-4.1 Air Pollution Control Technology

The County shall utilize the BACM and RACM as adopted by the County to support SJVAPCD air quality attainment plans to achieve and maintain healthful air quality and high visibility standards. These measures shall be applied to new development approvals and permit modifications as appropriate.

AQ-4.2 Dust Suppression Measures

The County shall require developers to implement dust suppression measures during excavation, grading, and site preparation activities consistent with SJVAPCD Regulation VIII – Fugitive Dust Prohibitions. Techniques may include, but are not limited to, the following:

1. Site watering or application of dust suppressants,
2. Phasing or extension of grading operations,
3. Covering of stockpiles,
4. Suspension of grading activities during high wind periods (typically winds greater than 25 miles per hour), and
5. Revegetation of graded areas.

AQ-4.3 Paving or Treatment of Roadways for Reduced Air Emissions

The County shall require that all new roads be paved or treated to reduce dust generation where feasible as required by SJVAPCD Regulation VIII, Rule 8061- Paved and Unpaved Roads. For new projects with unpaved roads, funding for roadway maintenance shall be adequately addressed and secured.

AQ-4.4 Wood Burning Devices

The County shall require the use of natural gas where service is available or the installation of low-emission, EPA-certified fireplace inserts in all open hearth fireplaces in new homes as required under the SJVAPCD Rule 4901– Woodburning Fireplaces and Woodburning Heaters. The County shall promote the use of natural gas over wood products in space heating devices and fireplaces in all existing and new homes.

AQ-4.5 Public Awareness

The County shall promote public awareness of the seriousness and extent of the existing air quality problems.

AQ-4.6 Asbestos Airborne Toxic Control and Dust Protection

Asbestos is of concern to Tulare County because it occurs naturally in surface deposits of several types of ultramafic materials (materials that contain magnesium and iron and a very small amount of silica). Asbestos emissions can result from the sale or use of asbestos-containing materials, road surfacing with such materials, grading activities, and surface mining.

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9.5 Work Plan/Implementation Measures

The following table documents the Implementation Measures included with the General Plan to implement the goals and policies included in this Element.

Implementation	Implements what Policy	Who is Responsible	2012-2015	2015-2020	2020-2030	On-Going
1. The County shall work with TCAG to develop an enhanced public information program aimed at reducing trips and improving air quality awareness.	AQ-1.1 AQ-4.5	RMA	■			
2. The County shall investigate the feasibility of providing financial or other incentives to hamlets and communities in the County that practice air quality sensitive development.	AQ-1.1 AQ-1.2 AQ-1.3	RMA		■		
3. The County shall review all discretionary permit applications to consider cumulative air impacts through the CEQA process, and require the preparation of an EIR with alternatives if a fair argument can be made that there will be significant impacts on air quality.	AQ-1.3	RMA, Planning				■
4. The County, in coordination with the SJVAPCD, shall consider standard methods for determining and mitigating project air quality impacts and related thresholds of significance for use in environmental documents.	AQ-1.3 AG-1.4 AQ-1.5	RMA, Planning	■			
5. The County shall continue to provide services for the removal of debris/materials after wind and/or rain runoff as per Regulation VIII of the SJVAPCD.	AQ-1.3 AQ-4.2	RMA				■
6. The County shall continue to provide water trucks at its refuse sites to stabilize unpaved access roads to prevent fugitive dust emissions and shall conduct a periodic review of the effectiveness of this measure to reduce dust and other air pollution impacts.	AQ-4.1 AQ-4.2 AQ-4.3	RMA				■
7. The County shall conduct a periodic review of the performance and maintenance records of its existing hybrid and alternative fuels vehicles fleet to the Board of Supervisors.	AQ-1.6	RMA				■
8. The County shall continue to increase expansion and enhancement of existing public transit services.	AQ-2.2 AQ-2.3	RMA; Transit				■

Tulare County General Plan

Implementation	Implements what Policy	Who is Responsible	2012-2015	2015-2020	2020-2030	On-Going
9. The County shall develop and implement an outreach program to inform major employers (100 or more employees) of the Commuter Choice Program, a federal law that compliments parking cash-outs and SJVAPCD Rule 9410 – Employer Based Trip Reduction. The Commuter Choice Program provides for benefits that employers can offer to employees to commute to work by certain methods and Rule 9410 requires employers to implement a Trip Reduction Implementation Plan.	AQ-2.2 AQ-2.3 AQ-2.4 AQ-2.5	RMA				■
10. The County shall continue to evaluate and implement flextime programs (non-traditional work hour programs) for County employees to limit County staff commuting during peak hours.	AQ-2.2 AQ-2.4 AQ-2.5	RMA				■
11. The County shall identify opportunities for infill sites in all new community updates, hamlet plans, and redevelopment project area plans as they are prepared over time.	AQ-3.2	RMA				■
12. The County shall encourage LEED and LEED- ND certification for new development or similar rating system that promotes energy conservation and sustainability.	AQ-3.5 LU-7.15	RMA				■
13. The County will work with TCAG in refining and maintaining a current set of RACM and BACM that can be used in reviewing and conditioning transportation and circulation projects with air emissions.	AQ-4.1	RMA, Planning				■
14. In order to reduce the dust impacts of new development on adjoining residences, the County shall require adequate watering and dust control measures to prevent visible emissions exceeding 20 percent opacity from construction sites and roads as a condition of approval.	AQ-4.3	RMA, Dev. Services				■
15. The County shall require the following regulated activities including construction or digging on a site containing naturally occurring asbestos in rock or soils and the sale or use of serpentine	AQ-4.6	RMA, Planning				■

Implementation	Implements what Policy	Who is Responsible	2012-2015	2015-2020	2020-2030	On-Going
material or rock containing asbestos materials for surfacing to conform with the asbestos-related regulations and programs, including implementation of Title 17, Section 93105 and 93106 of the California Code of Regulations (Asbestos Airborne Toxic Control Measure-Asbestos-Containing Serpentine) and Rule 4002 and Rule 7050 as implemented and enforced by the SJVAPCD.						
16. The County shall develop and maintain a climate action plan. The climate action plan shall include the following elements: an emissions inventory, emission reduction targets, applicable greenhouse gas control measures, and monitoring and reporting plan.	AQ 1.8	RMA, Planning	■			■
17. The County may inspect County facilities to evaluate energy use, the effectiveness of water conservation measures, production of GHGs, use of recycled and renewable products and indoor air quality to develop recommendations for performance improvement or mitigation. The County shall update the audit periodically and review progress towards implementation of its recommendations.	AQ 1.9	RMA, Planning	■			■

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