

9. Air Quality Element



Chapter 9: Air Quality Element

Introduction

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Air quality attainment goals established by the South Coast Air Quality Management District have been more than met despite the substantial growth in the region in the last 20 years. Most of this is a result of significantly improved engine technology and the replacement of more polluting vehicles. However, local initiatives that expanded transit options, concentrated development more efficiently, and increased local employment opportunities have also contributed to air quality improvement.

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– RCIP Vision

WHY IS AIR QUALITY IMPORTANT?

The quality of the air we breathe directly affects our health, environment, economy and our quality of life. Because the inside of our bodies are in constant contact with the outside world through the oxygen we inhale, air pollutants make their way to our lungs and into our blood stream. An overabundance of pollutants in the air can cause mild to severe health effects, including increased hospitalization and emergency room visits, respiratory illnesses, increased risk of developing cancer, decreased breathing capacity, lung inflammation, difficulty in exercising and even a reduction in life-span.

Just as we are affected by air pollution, so too are plants and animals. Animals must breathe the same air and are subject to the same types of negative health effects. Certain plants and trees may absorb air pollutants which can stunt their development or cause premature death. There are also numerous impacts to our economy including lost work days due to illness, a desire on the part of business to locate in areas with a healthy environment, and increased expenses from medical costs. Pollutants may also lower visibility and cause damage to property. Certain air pollutants are responsible for discoloring painted surfaces, eating away at stones used in buildings, dissolving the mortar that holds bricks together, and cracking tires and other items made from rubber.

WHAT CAN WE DO ABOUT AIR QUALITY?

Air quality is a regional issue, effecting and affected by every city and county. Although Riverside County generates the lowest emissions of any county in the South Coast Air Basin, air quality in the County is among the Basin's worst due to onshore winds transporting vast amounts of pollutants from Los Angeles and Orange Counties into the Inland Empire.

While the County and the region have made great strides in reducing air pollution, it is committed to meeting state and federal air quality guidelines. Policies and programs addressed in this element will focus on the two main sources of air pollutant emissions: mobile sources and stationary sources. Mobile sources include automobiles, motorcycles, trucks and airplanes. Motor vehicles constitute the largest generator of air pollutant emissions in Riverside County. Stationary sources produce significant amounts of pollutants and include electrical power-generating facilities, manufacturing, fabrication, miscellaneous industrial processes and combustion of natural gas.



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Ambient Air - Outside air, any portion of the atmosphere not contained by walls and a roof.

It is an intent of this Air Quality Element to provide background information on the physical and regulatory environment affecting air quality in the County. This element also identifies goals, policies and programs that are meant to balance the County's actions regarding land use, circulation and other issues with their potential effects on air quality. This element in conjunction with local and regional air quality planning efforts addresses ambient air quality standards set forth by the Federal Environmental Protection Agency and the California Air Resources Board (CARB).

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The Setting

Riverside County is located within three air basins, as can be seen on Figure AQ-1, Riverside County Air Quality Basins. They are the South Coast Air Basin (SOCAB), Salton Sea Air Basin (SSAB) and the Mojave Desert Air Basin (MDAB). Air quality within each basin is not only affected by various emissions sources (mobile, industry, etc.), but also by atmospheric conditions such as wind speed, wind direction, temperature and rainfall. The following provides a description of each air basin and its relevant climate and meteorological conditions affecting air pollution.

SOUTH COAST AIR BASIN

Western Riverside County (west of the San Geronio Pass) is located within the South Coast Air Basin (SOCAB), which includes all of Orange County and the non-desert portions of Los Angeles, Riverside and San Bernardino Counties. Air quality conditions in the SOCAB are under the jurisdiction of the South Coast Air Quality Management District (SCAQMD).

According to the Air Quality Management Plan (AQMP), the worst air quality problem in the nation occurs in the South Coast Air Basin. With very light average wind speeds, the basin atmosphere has a limited capability to disperse air contaminants horizontally. The dominant daily wind pattern is a daytime sea breeze (onshore breeze) and a nighttime land breeze (offshore breeze), broken only occasionally by winter storms and infrequent strong Santa Ana winds from the Great Basin, Mojave, and deserts to the north.



Santa Ana Winds - Santa Ana winds are generally defined as warm, dry winds that blow from the east or northeast (offshore) occurring predominantly between the months of December and February. The winds develop when a region of high pressure builds over the Great Basin (the high plateau east of the Sierra Mountains and west of the Rocky Mountains including most of Nevada and Utah) and move locally across the Mojave Desert and then over and through passes in the San Gabriel, San Bernardino and San Jacinto Mountains.

On virtually all spring and early summer days, most of the pollution produced during an individual day is moved out of the basin through mountain passes, or is lifted by the warm, vertical currents produced by the heating of mountain slopes. In those seasons, the basin can be "flushed" of pollutants by a transport of ocean air during the afternoon. From late summer through the winter months, the flushing is less pronounced because of lower wind speeds and the earlier appearance of offshore winds. With extremely stagnant wind flows, the drainage winds may begin near the mountains by late afternoon. Remaining pollutants are trapped and begin to accumulate during the night and the following morning. A low average morning wind speed in pollution source areas is an important indicator of air stagnation potential.

The vertical dispersion of air pollutants in the South Coast Air Basin is hampered by the presence of a temperature inversion in the layers of the atmosphere near the surface of the Earth. In a normal situation, as temperatures decrease with altitude, air continues to rise as it remains warmer than the surrounding air. With an inversion layer, air cannot continue to expand upwards, as it is trapped by the warmer air above.



Inversion layer - A layer of warm air that traps the cooler air and any pollutants it carries below.

However, as the day progresses and the sun warms the ground, the surface layer of air approaches a temperature equal to that of the inversion layer. When these temperatures become equal, the inversion layer begins to erode at its lower edge. If enough warming takes place, the inversion layer becomes weaker and weaker and finally "breaks." The surface air layers can then mix upward without limit.



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This phenomenon is frequently observed in the middle of late afternoon on hot summer days when the smog appears to clear up suddenly. Winter inversions frequently break by mid-morning, thereby preventing contaminant build-up.

The combination of low wind speeds and low level inversions produces the greatest concentration of pollutants. On high wind days other air pollutants including particulate matter such as dust and soil are swept and carried in the air. On days of no inversion or on days of winds averaging over 15 miles per hour, there will be no important smog effects, during either summer or winter.



Smog - A combination of smoke, ozone, hydrocarbons, nitrogen oxides, and other chemically reactive compounds which, under certain conditions of weather and sunlight, may result in a murky brown haze that causes adverse health effects. The primary source of smog in California is motor vehicles.

In the winter, the greatest pollution problems are carbon monoxide and oxides of nitrogen because of extremely low level inversions and air stagnation during the night and early morning hours. Smog levels are much lower during this season due to the lack of strong inversion during the daylight hours and the lack of intense sunlight which is needed to produce photochemical reactions.

In the summer, the longer daylight hours and the brighter sunshine combine to cause a reaction between hydrocarbons and oxides of nitrogen to form more smog. Carbon monoxide is not as great a problem in summer because inversions are not as low and intense in the surface boundary layer (within 100 feet of the ground) as in winter and because horizontal ventilation is better in summer.

The basin-wide average occurrence of inversion at the ground surface is 11 days per month; the averages vary from two days in June to 22 days in December and January. The potential for high concentration varies seasonally for many contaminants. During late spring, summer and early fall, light winds, low mixing heights and brilliant sunshine combine to produce conditions favorable for the maximum production of photochemical oxidants, mainly ozone. During the spring and summer, when fairly deep marine layers are frequently found in the Basin, sulfate concentrations are at their peak.

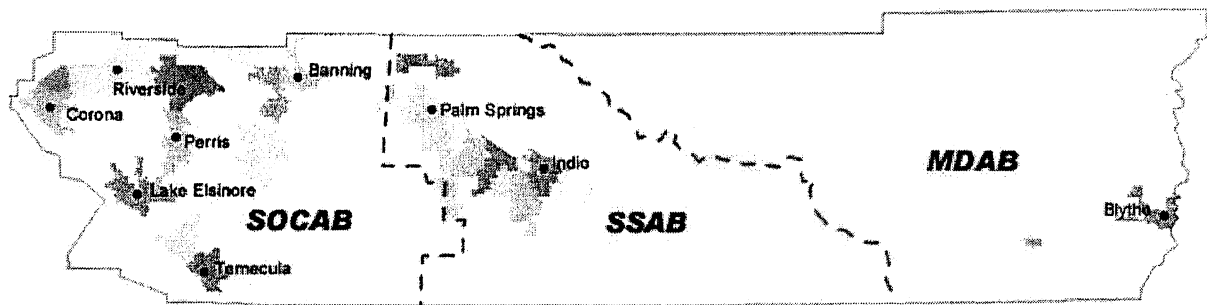
SALTON SEA AIR BASIN



Subtropical High Cell - An area of atmospheric high pressure located at approximately 30 degrees north and south latitude. Air tends to sink near high-pressure centers, which inhibits precipitation and cloud formation. This is why high-pressure systems tend to bring bright, sunny days with calm weather.

The middle part of Riverside County (between San Geronimo Pass and Joshua Tree National Monument), belongs in the Salton Sea Air Basin (SSAB), along with Imperial County. Air quality conditions in this portion of the County, although in the SSAB, are also administered by the SCAQMD. The SCAQMD is responsible for the development of the regional Air Quality Management Plan and efforts to regulate pollutant emissions from a variety of sources.

The SSAB portion of Riverside County is separated from the SOCAB region by the San Jacinto Mountains and from the Mojave Desert Air Basin to the east by the Little San Bernardino Mountains. During the summer, the SSAB is generally influenced by a Pacific Subtropical High Cell that sits off the coast, inhibiting cloud formation and encouraging daytime solar heating. The SSAB is rarely influenced by cold air masses moving south from Canada and Alaska, as these systems are weak and diffuse by the time they reach the desert. Most desert moisture arrives from infrequent warm, moist and unstable air masses from the south. The SSAB averages between three and seven inches of precipitation per year.



 Air Basin Boundary

SOCAB - South Coast Air Basin

SSAB - Salton Sea Air Basin

MDAB - Mojave Desert Air Basin



0 20 Miles

Source Information: SCAQMD.

The oldest data shown on this map is 1990.

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Figure AQ-1



RIVERSIDE COUNTY
AIR QUALITY BASINS



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MOJAVE DESERT AIR BASIN

The Mojave Desert Air Basin (MDAB), comprised of 21,000 square miles, encompasses the eastern portion of Riverside County consisting of the Palo Verde Valley along with portions of Los Angeles, Kern and San Bernardino Counties. Air quality conditions in the Riverside County MDAB are partly under the jurisdiction of the SCAQMD and partly under the jurisdiction of the Mojave Desert Air Quality Management District (MDAQMD).

The MDAB consists of an assemblage of mountain ranges interspersed with long broad valleys that often contain dry lakes. Many of the lower mountains that dot the vast terrain rise from 1,000 to 4,000 feet above the valley floor. Prevailing winds in the MDAB are out of the west and southwest. These prevailing winds are due to the proximity of the MDAB to coastal and central regions and the presence of the Sierra Nevada mountains, which pose as a natural barrier to the north; air masses pushed onshore in southern California by differential heating are channeled through the MDAB. The MDAB is separated from the southern California coastal and central California valley regions by mountains whose passes form the main channels for these air masses.

During the summer months, the MDAB is generally influenced by a Pacific Subtropical High Cell that sits off the coast, inhibiting cloud formation and encouraging daytime solar heating. The MDAB is rarely influenced by cold air masses moving south from Canada and Alaska, with desert moisture arriving from infrequent warm, moist and unstable air masses from the south. The MDAB averages between three and seven inches of precipitation per year.



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Regulatory Restrictions

The combination of geographical features and high levels of pollutants produced in the region have resulted in the Environmental Protection Agency (EPA) designating the air basins in Riverside County as non-attainment areas (Table AQ-2). This means that due to the high level of pollutants in the region, the area is not expected to meet National Ambient Air Quality Standards in the near future.

The Federal Clean Air Act (1977 Amendments) requires that designated agencies in any region of the nation not meeting national clean air standards must prepare a plan demonstrating the steps that would bring the area into compliance with all national standards by December 31, 1987. In response, the Governor of California designated agencies to develop these plans.

For the South Coast Air Basin and the Salton Sea Air Basin, the agencies designated to develop regional air quality plans are the South Coast Air Quality Management District (SCAQMD) and the Southern California Association of Governments (SCAG). The two agencies first adopted an Air Quality Management Plan (AQMP) in 1979 and have revised it several times subsequently, as earlier attainment forecasts were shown to be overly optimistic. Equivalent regional air quality plans were created for the Mojave Desert Air Basin by the Mojave Desert Air Quality Management Basin (MDAQMD) in conjunction with SCAG.

In 1998, the California Legislature enacted the California Clean Air Act (CCAA). The CCAA requires regional emissions to be reduced by 5% per year, averaged over a 3-year period, until attainment can be demonstrated. Each region that did not meet a national or state air quality standard was required to prepare a plan which demonstrated how the 5% reductions were to be achieved. In response, the SCAQMD and MDAQMD revised their air quality plans to meet CCAA requirements.

The latest AQMP, approved in 1997, was designed to meet both federal and state air quality planning guidelines. Strategies for controlling air pollutant emissions in the AQMP are grouped into three "tiers," based on their anticipated timing for implementation. Tier 1 consists of the implementation of best available current technology and management practices that can be adopted within five years. Tier II is based on anticipated advancement in current technology and vigorous regulatory action, while Tier III controls consist of implementation measures which first require the development of new technologies.

The MDAQMD adopted its Air Quality Attainment Plan in 1995 to meet state ozone standards and the Attainment Demonstration Plan in 1996 to meet federal ozone standards. While the Mojave Desert Air Basin is classified by the state as a non-attainment area for PM₁₀ (coarse particles larger than 2.5 but smaller than 10 micrometers), state law does not require an air quality plan to meet this standard, and as such, no plan has been adopted.



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Indirect Source – A facility, building, structure, installation, property, road, or highway which attracts, or may attract, mobile sources of pollution such as cars and trucks.

To achieve the goals and objectives of the air quality plans at the local level, all cities and counties must adopt air quality elements or other elements/plans that fully address air quality as well as implement these plans to achieve compliance with state and federal standards. Local responsibilities for achieving compliance primarily focus on measures that control "Indirect Sources" such as facilities, buildings, structures, installations, real property, roads or highways that attract mobile sources of pollution.

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Issues and Policies

AIR QUALITY

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Air quality is viewed as such an important factor in the quality of life that its measurements are used as a major factor in evaluating the Plan's performance.

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– RCIP Vision

Six criteria air pollutants have been established for every air basin within the State of California. These are pollutants for which acceptable levels of exposure can be determined and for which an ambient air quality standard has been set. As shown in Table AQ-1, Ambient Air Quality Standards, federal and state standards have been developed for ozone, carbon monoxide, nitrogen dioxide, sulfur dioxide and PM₁₀. Federal primary standards for air pollutants have been established to protect the public health, while secondary standards protect the public welfare by preventing impairment of visibility and damage to vegetation and property.

Table AQ-1
Ambient Air Quality Standards

Pollutant	Averaging Time	State	Federal	
			Primary	Secondary
Ozone	1 Hour	0.09 ppm	0.12 ppm	Same as Primary Standard
	8 Hour	0.08 ppm	0.08 ppm	
Nitrogen Dioxide	Annual Average	0.053 ppm	0.053 ppm	Same as Primary Standard
	1 Hour	0.25 ppm	–	
Carbon Monoxide	8 Hour	9.0 ppm	9.0 ppm	–
	1 Hour	20.0 ppm	35.0 ppm	–
Suspended Particulate Matter (PM ₁₀ & PM _{2.5})	Annual Geometric Mean	30 µg/m ³	65 µg/m ³ (PM _{2.5})	Same as Primary Standard
	24 Hour	50 µg/m ³	150 µg/m ³ (PM ₁₀) 15 µg/m ³ (PM _{2.5})	
	Annual Arithmetic Mean	--	50 µg/m ³	
Sulfur Dioxide	Annual Average	--	0.03 ppm	Same as Primary Standard
	24 Hour	0.04 ppm	0.14 ppm	
	3 Hour	--	--	0.5 ppm
	1 Hour	0.25 ppm	--	--
Lead	30 Day Average	1.5 µg/m ³	--	--
	Calendar Quarter	--	1.5 µg/m ³	Same as Primary Standard

Notes: ppm = parts per million; µg/m³ = micrograms per cubic meter of air
Source: California Air Resources Board Fact Sheet 39, 1998.



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Riverside County has made great strides in achieving state and federal air quality standards. The following provides a description of the six criteria air pollutants and their attainment status in each of the three Riverside County air basins.

Ozone

Ozone is a pungent, colorless gas typical of southern California smog. Elevated ozone concentrations result in reduced lung function, particularly during vigorous physical activity. Ozone levels peak during the summer and early fall months.

The SOCAB is designated as a non-attainment area for both federal and state ozone standards, meaning that air quality standards are being exceeded. The Environmental Protection Agency (EPA) has classified the entire Southern California Association of Governments region as an "extreme" non-attainment area, and has mandated that the South Coast Air Quality Basin achieve attainment by 2010. The SSAB and MDAB are both designated as non-attainment areas for federal and state ozone standards.

Carbon Monoxide

Carbon monoxide (CO) is formed by the incomplete combustion of fossil fuels, almost entirely from automobiles. It is a colorless, odorless gas that can cause dizziness, fatigue and impairments to central nervous system functions.

The SOCAB is designated as a non-attainment area for federal CO standards. However, the Riverside County area of SOCAB has not exceeded either federal or state CO standards in the past five years. The SSAB and MDAB have both been designated as attainment areas for federal and state Carbon Monoxide standards.

Nitrogen Oxides

Nitrogen dioxide (NO₂), a reddish brown gas, and nitric oxide (NO), a colorless odorless gas, are jointly referred to as nitrogen oxides or NO_x. NO_x is a primary component of smog and also contributes to other pollution problems such as high concentration of fine particulate matter, poor visibility, and acid deposition. NO₂ decreases lung function and may reduce resistance to infection.

The SOCAB has not exceeded either federal or state standards for nitrogen dioxides in the past five years. It is designated as a maintenance area (an area that was once classified as non-attainment but has recently shown achievement of air quality standards) under federal standards and as an attainment area under state standards. The SSAB and MDAB are designated as attainment areas for both federal and state NO₂ standards.

Sulfur Dioxide

Sulfur dioxide (SO₂) is a colorless irritating gas created mainly by industrial facilities. SO₂ irritates the respiratory tract, injures lung tissue when combined with fine particulate matter and reduces visibility and the level of sunlight.

The SOCAB, SSAB and MDAB are all designated as attainment areas for both federal and state sulfur dioxide standards.



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Nitrogen Oxides

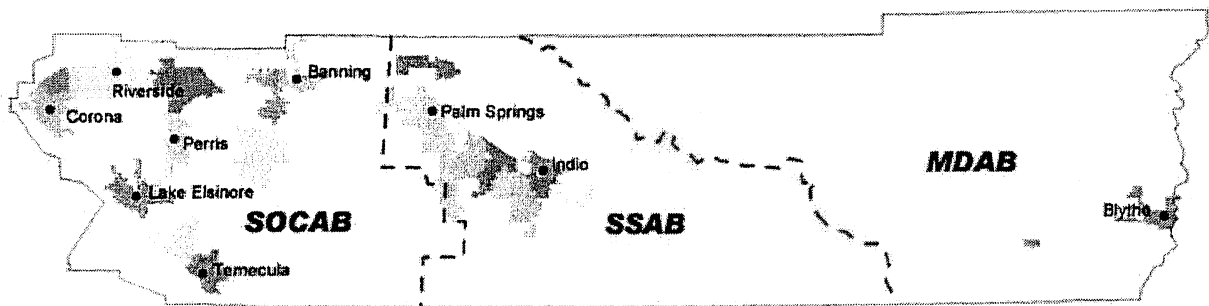
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MDAB - Mojave Desert Air Basin

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0 20 Miles

RIVERSIDE COUNTY
AIR QUALITY BASINS

Figure AQ-1



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Fugitive Dust - Dust particles that are introduced into the air through certain activities such as soil cultivation, off-road vehicles, or any vehicles operating on open fields or dirt roadways.

Lead

Lead is a gray-white metal that is soft, malleable, and resistant to corrosion. Sources of lead resulting in concentrations in the air include industrial sources and weathering of soils, followed by fugitive dust emissions. Health effects from exposure to lead include brain and kidney damage, learning disabilities, seizures and death. Fetuses, infants and children are more sensitive than others to the adverse effects of lead exposure. Exposure to low levels of lead can adversely affect the development and function of the central nervous system, leading to learning disorders, distractibility, inability to follow simple commands and a lower intelligence quotient.

The SOCAB, SSAB and MDAB are all designated as attainment areas for both federal and state lead standards.

Particulate Matter

Particulate matter is the term used for a mixture of solid particles and liquid droplets found in the air. Coarse particles (larger than 2.5 but smaller than 10 micrometers, or PM_{10}) come from a variety of sources, including windblown dust and grinding operations. Fine particles (less than 2.5 micrometers, or $PM_{2.5}$) often come from fuel combustion, power plants and diesel buses and trucks. Fine particles can also be formed in the atmosphere through chemical reactions. PM_{10} and its health affects are discussed in greater detail later in the Particulate Matter section of this Element.

The SOCAB and SSAB are designated as non-attainment areas for both state and federal PM_{10} . The MDAB is designated as a non-attainment area for state PM_{10} standards, but as an attainment unclassified area for Federal standards (after meeting attainment standards, the MDAQMD discontinued monitoring efforts; consequently it cannot be given full attainment status).

The following table summarizes the attainment status for these six pollutants within each of the three air quality basins covering Riverside County.

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- AQ 1.4 Coordinate with the SCAQMD and MDAQMD to ensure that all elements of air quality plans regarding reduction of air pollutant emissions are being enforced. (AI 111)
- AQ 1.5 Establish and implement air quality, land use and circulation measures that improve not only the County's environment but the entire region's. (AI 111)
- AQ 1.6 Establish a level playing field by working with local jurisdictions to simultaneously adopt policies similar to those in this Air Quality Element
- AQ 1.7 Support legislation which promotes cleaner industry, clean fuel vehicles and more efficient burning engines and fuels. (AI 113)
- AQ 1.8 Support the introduction of federal, state or regional enabling legislation to permit the County to promote inventive air quality programs, which otherwise could not be implemented. (AI 113)
- AQ 1.9 Encourage, publicly recognize and reward innovative approaches that improve air quality. (AI 113)
- AQ 1.10 Work with regional and local agencies to evaluate the feasibility of implementing a system of charges (e.g., pollution charges, user fees, congestion pricing and toll roads) that requires individuals who undertake polluting activities to bear the economic cost of their actions where possible. (AI 111)
- AQ 1.11 Involve environmental groups, the business community, special interests, and the general public in the formulation and implementation of programs that effectively reduce airborne pollutants.

Sensitive Receptors



Children may suffer from asthma or other chronic diseases as a result of exposure to polluted air.

Sensitive receptors refer to those segments of the population most susceptible to poor air quality (i.e. children, elderly and the sick) and to certain at-risk sensitive land uses such as schools, hospitals, parks, or residential communities. The intent of the following policies is to reduce the negative impacts of poor air quality on the County's sensitive receptors.

Policies:

- AQ 2.1 The County land use planning efforts shall assure that sensitive receptors are separated and protected from polluting point sources to the greatest extent possible. (AI 114)
- AQ 2.2 Require site plan designs to protect people and land uses sensitive to air pollution through the use of barriers and/or distance from emissions sources when possible. (AI 114)



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- AQ 2.3 Encourage the use of pollution control measures such as landscaping, vegetation and other materials, which trap particulate matter or control pollution. (AI 114)
- AQ 2.4 Consider creating a program to plant urban trees on an Area Plan basis that removes pollutants from the air, provides shade and decreases the negative impacts of heat on the air. (AI 114)

Mobile Pollution Sources

Mobile sources are subdivided into two categories: on-road (generally motorized vehicles like automobiles, motorcycles and trucks) and non-road sources (trains, boats, jet skis and all-terrain vehicles). The County's land use distribution, proximity to Orange and Los Angeles Counties, and subsequent auto-generated traffic have had a tremendously detrimental impact on air quality. Vehicle miles traveled (VMT) have doubled over the past 20 years, with mobile pollution sources constituting approximately 60% of air pollution in the region.



Transportation Management Associations - Non Profit organizations formed so that employers, developers, building owners, local government representatives, and others can work together and collectively establish policies, programs, and services to address local transportation problems.

Policies:

- AQ 3.1 Allow the market place, as much as possible, to determine the most economical approach to relieve congestion and cut emissions.
- AQ 3.2 Seek new cooperative relationships between employers and employees to reduce vehicle miles traveled.
- AQ 3.3 Encourage large employers and commercial/industrial complexes to create Transportation Management Associations. (AI 115)
- AQ 3.4 Encourage employee rideshare and transit incentives for employers with more than 25 employees at a single location.

Stationary Pollution Sources

Stationary pollution sources are generally divided into two subcategories for analysis: point sources (such as power plants and refinery boilers) and area sources (including small emission sources such as residential water heaters and architectural coatings). Agricultural and industrial land uses are generally the main stationary pollution sources in Riverside County, though most urbanized land areas and their associated activities also contribute to poor air quality in the region. While industrial sources are addressed here, agricultural source impacts, due to their primary emissions of PM₁₀, are addressed in the Particulate Matter section of this element.

Policies:

- AQ 4.1 Encourage the use of building materials/methods which reduce emissions.
- AQ 4.2 Encourage the use of efficient heating equipment and other appliances, such as water heaters, swimming pool heaters, cooking equipment, refrigerators, furnaces and boiler units.

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- AQ 4.3 Encourage centrally heated facilities to utilize automated time clocks or occupant sensors to control heating.
-  AQ 4.4 Require residential building construction to comply with energy use guidelines detailed in Title 24 of the California Administrative Code.
- AQ 4.5 Require stationary pollution sources to minimize the release of toxic pollutants through:
- Design features;
 - Operating procedures;
 - Preventive maintenance;
 - Operator training; and
 - Emergency response planning
- AQ 4.6 Require stationary air pollution sources to comply with applicable air district rules and control measures.
- AQ 4.7 To the greatest extent possible, require every project to mitigate any of its anticipated emissions which exceed allowable emissions as established by the SCAQMD, MDAQMD, SOCAB, the Environmental Protection Agency and the California Air Resources Board.
-  AQ 4.8 Expand, as appropriate, measures contained in the County's Fugitive Dust Reduction Program for the Coachella Valley to the entire County.
-  AQ 4.9 Require compliance with SCAQMD Rules 403 and 403.1, and support appropriate future measures to reduce fugitive dust emanating from construction sites.
- AQ 4.10 Coordinate with the SCAQMD and MDAQMD to create a communications plan to alert those conducting grading operations in the County of first, second, and third stage smog alerts, and when wind speeds exceed 25 miles per hour. During these instances all grading operations should be suspended. (AI 111)

Energy Efficiency and Conservation

Recycling and conservation efforts established and encouraged by the County can reduce the amount of pollutants emitted within the County. Efforts to recycle wastes can reduce the amount of pollutants emitted from the production of new materials while preserving raw materials. Conservation measures minimize the impacts of not only the consumption of, but also the production of energy sources.

Policies

- AQ 5.1 Utilize source reduction, recycling and other appropriate measures to reduce the amount of solid waste disposed of in landfills.
- AQ 5.2 Adopt incentives and/or regulations to enact energy conservation requirements for private and public developments. (AI 62)



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- AQ 5.3 Update, when necessary, the County's Policy Manual for Energy Conservation to reflect revisions to the County Energy Conservation Program.
- AQ 5.4 Encourage the incorporation of energy-efficient design elements, including appropriate site orientation and the use of shade and windbreak trees to reduce fuel consumption for heating and cooling.

JOBS AND HOUSING

Imagine commuting in the morning and driving only a few short miles to work. There would be no commutes over an hour, no crowded freeways that resemble parking lots and no fighting traffic. This is the life of people who live near work. And as more residents are able to live and work within the County, this will be the commuting pattern of most residents. This will save fuel, ease congestion, speed traffic, cut emissions and improve air quality. However, if nothing is done, the risks are great. SCAG predicts that by the year 2010 commutes between Riverside County and Los Angeles County may increase by 600% over 2000 levels.

Part of the solution to the region's air quality problems is a better jobs-to-housing ratio. The objective of the jobs to housing ratio concept is to reduce Vehicle Miles Traveled (VMT) by locating jobs and housing closer together. In the ideal situation, the appropriate number of housing units in various income categories are provided to house the County's workforce. While this does not ensure that residents will live and work within Riverside County, the likelihood of it occurring does increase.

As stated in the General Plan Housing Element, traffic patterns on the major east-west transportation routes indicate that Riverside County serves as a bedroom community that supplies approximately 18% of the labor pool for the Los Angeles-Orange County metropolitan area (Table AQ-3, Home County by Work County). Statistics for 1990 to 2000 show that Riverside County's jobs-household ratio is slowly improving, however, from 0.80 jobs per household in 1990 to 0.90 in 1997 and 0.94 in 2000. The unincorporated area shows a severe shortage of jobs, however, with only 0.48 jobs per household in the western County and 0.26 jobs per household in the eastern County in 1997. This is the reverse of the jobs to housing ratio experienced in Los Angeles and Orange Counties where there were approximately 1.46 and 1.52 jobs per household respectively in the year 2000.



A "household" consists of all the people occupying a dwelling unit, whether or not they are related.

Whenever possible, the County should offer incentives to businesses and individuals to control emissions and implement the AQMP. In job-poor areas, the County should stress job creation and reductions in vehicle miles traveled to improve air quality over other less efficient methods. Among the positive approaches available to the County to encourage job creation in job-poor areas are: education; job training and placement services; technical assistance to incoming businesses; reducing regulation and paperwork on businesses; fast-tracking and fee waivers; and low interest loans.

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Table AQ-3
Home County by Work County

Home County						
Work County	Los Angeles	Orange	Riverside	San Bernardino	Ventura	Imperial
Los Angeles	90%	17%	8%	16%	18%	0%
Orange	6	79	10	7	0	0
Riverside	0	0	68	9	0	1
San Bernardino	2	2	8	68	0	0
Ventura	2	0	1	0	80	1
San Diego	0	1	4	0	1	1
Imperial	0	0	1	0	0	97

Source: 1999 SCAG State of the Commute Report

Education and Job Training

To stay competitive, the business community requires an educated and trained work force. While County residents are among the most talented and skilled in southern California, job training and education programs should be provided as an incentive for businesses to locate within the County. This will help ensure residents are trained and qualified to meet the specific needs of the business community.

Policies:

- AQ 6.1 Assist small businesses by developing education and job training programs, especially in job-poor areas. (AI 124)
- AQ 6.2 Collaborate with local colleges and universities to develop appropriate educational programs to assist residents in obtaining job skills to meet market demands.

Business Development

To the extent possible, the Air Quality Element will be an economic development program designed to enhance employment opportunities in Riverside County. Attempts to improve air quality should not prevent business development, especially within job-poor areas. In fact, business development should be identified as a critical factor in increasing air quality. Increasing employment opportunities within the County will allow residents to obtain jobs locally and decrease commute times. Decreased commute times mean less time spent in air polluting vehicles.



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Policies:

- AQ 7.1 Provide incentives to encourage new firms to locate within the County and existing firms to expand operations. (AI 18)
- AQ 7.2 Work with SCAQMD and MDAQMD to develop a means to encourage the location of new commercial and industrial development in those localities where jobs are most needed. (AI 18)
- AQ 7.3 Create a loan program to encourage small businesses to locate within the County. (AI 18)
- AQ 7.4 Offer incentives to businesses to control emissions and implement the AQMP. (AI 18)
- AQ 7.5 Reduce regulations on small businesses wherever possible and thereby encourage small business development and job creation. The County shall set performance standards as well as design standards, thus giving small business owners as many options as possible to comply with County regulations. (AI 18)
- AQ 7.6 Adopt policies freeing small businesses from unnecessary and duplicative paperwork. (AI 18)
- AQ 7.7 Assemble information collected from County agencies and departments concerning the business community to develop programs that better serve their needs. (AI 18)

Jobs-to-Housing Ratio

One of the challenges facing the County is to provide the appropriate quantity of residential and employment-generating uses within close proximity to each other in order to reduce the amount of vehicle miles traveled and minimize impacts on air quality. In addition to providing incentives for businesses to locate within Riverside County, it is important to consider the jobs-to-housing ratio when approving the construction of new developments, including the use of mixed-use land patterns and the placement of new public facilities.

Policies:

- AQ 8.1 Locate new public facilities in job-poor areas of the County. (AI 18)
- AQ 8.2 Emphasize job creation and reductions in vehicle miles traveled in job-poor areas to improve air quality over other less efficient methods. (AI 18)
- AQ 8.3 Time and locate public facilities and services so that they further enhance job creation opportunities. (AI 18)
- AQ 8.4 Support new mixed-use land use patterns and community centers which encourage community self-sufficiency and containment, and discourage automobile dependency. (AI 14)

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Please see the **General Plan Land Use Element** Land Use Designation Policies section and Appendix J, Community Center Guidelines for additional information.

- AQ 8.5 Develop community centers in conformance with policies contained in the Land Use Element. (AI 14)
- AQ 8.6 Encourage employment centers in close proximity to residential uses. (AI 14)
- AQ 8.7 Implement zoning code provisions which encourage community centers, telecommuting and home-based businesses. (AI 1)
- AQ 8.8 Promote land use patterns which reduce the number and length of motor vehicle trips. (AI 26)
- AQ 8.9 Promote land use patterns that promote alternative modes of travel. (AI 26)



Please see the **General Plan Circulation Element Planned** Circulation Systems section for further policies regarding alternative modes of travel.

Multi-jurisdictional Coordination

The County of Riverside recognizes the regional context of the policies it creates. Because air pollutants do not recognize political boundaries, often the policies of one community may adversely impact residents of another. This is particularly true with respect to pollutants emitted by motor vehicles, which underscores the importance of regional and subregional cooperation.

Policies:

- AQ 9.1 Cooperate with local, regional, state and federal jurisdictions to reduce vehicle miles traveled and motor vehicle emissions through job creation. (AI 18)
- AQ 9.2 Attain performance goals and/or VMT reductions which are consistent with SCAG's Growth Management Plan. (AI 26)

TRANSPORTATION DEMAND MANAGEMENT



Please see the **General Plan Circulation Element Transportation Demand Management** section for additional information.

Vehicles are an essential part of life in California. People use them to go to work, run errands and transport goods all across the state and nation. However, while they serve a valuable function, many streets and freeways are increasingly overburdened with traffic. Everyday, cars and trucks jam onto the freeway at the beginning and end of each workday. Inching along the average twenty-two mile commute for Riverside County residents, automobiles spew pollutants into the air, while long sunny days change these pollutants into other noxious compounds. Most cars carry a single occupant, adding to the congestion and smog. When traffic does move, accidents often involving large trucks bring traffic to a grinding halt.

The good news is that our commute times and distance traveled to and from work have been stable over the last decade. The bad news is that Riverside County residents drive the furthest distance and have some of the longest commute times in all of southern California (Tables AQ-4, AQ-5 and AQ-6).



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Table AQ-4
Commute Distance by Home County

Home County	1992	1993	1994	1996	1998	1999
Los Angeles	15.8 miles	13.3 miles	15.3 miles	14.6 miles	15.3 miles	14.9 miles
Orange	14.9	14	15.8	15.7	14.2	16.1
Riverside	20.9	22.8	22.2	24.1	21	21.6
San Bernardino	20.4	20	21.3	25	22.4	21.3
Ventura	17.7	15.4	16.2	17.8	15.9	16.3
Imperial*	NA	NA	NA	11.8	12.1	14.5

* Imperial County was included for the first time in the 1996 study.
Source: 1999 SCAG State of the Commute Report

Table AQ-5
Commuting Time for Trip to Work by Home County

Home County	1992	1993	1994	1996	1998	1999
Los Angeles	37 minutes	33 minutes	30 minutes	33 minutes	31 minutes	34 minutes
Orange	32	29	30	30	31	33
Riverside	38	37	36	38	36	37
San Bernardino	35	36	36	38	37	35
Ventura	28	26	28	28	26	27
Imperial	NA	NA	NA	20	23	24

* Imperial County was included for the first time in the 1996 study.
Source: 1999 SCAG State of the Commute Report

Table AQ-6
Commuting Time for Return Trip Home by Home County

Home County	1992	1993	1994	1996	1998	1999
Los Angeles	42 minutes	36 minutes	34 minutes	36 minutes	38 minutes	41 minutes
Orange	35	34	38	37	34	41
Riverside	41	43	43	46	40	38
San Bernardino	42	39	42	47	39	41
Ventura	32	30	31	32	30	33
Imperial	NA	NA	NA	21	24	23

* Imperial County was included for the first time in the 1996 study.
Source: 1999 SCAG State of the Commute Report



Transportation Demand Management (TDM) - Low-cost ways to reduce demand by automobiles on transportation systems, such as programs to promote telecommuting, flextime and ridesharing.

Transportation Demand Management (TDM) can help unclog freeways and reduce commute times, thereby improving air quality. However, it means planning driving patterns to reduce the number of cars and trucks using the roads at any one time. This is the essence of TDM.

As stated in the Circulation Element, TDM strategies help reduce work-related trips by encouraging individuals who now drive alone to form carpools and

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vanpools, and to take the bus or light rail. Alternatively, workers may work longer hours and so eliminate a trip to the office once or twice a week. Two other TDM strategies that eliminate work trips are telecommuting and work-at-home programs. When individuals must drive, TDM calls for changes in their work schedules to avoid peak traffic periods. A similar TDM strategy encourages large trucks to operate at night. Because traffic at night is lighter, accidents are less likely, and when they do occur, they may not tie up the freeway for hours as they would during the day.

TDM strategies for reducing trips that are not work related are also important. Among these are merchant transportation incentives, such as discounts to customers who use public transit and free bus passes. Some measures reduce both work and non-work related trips. For example, by pricing parking spaces and providing convenient parking for people who rideshare, parking management encourages the use of carpools, vanpools and public transit. It also eliminates on-street parking which adds to congestion.

TDM alone, however, is not the answer. Transit improvements and facility development must accompany these changes. Efforts to encouraging a shift to transit will fail unless transit operators make convenient, safe and reliable transit service available. Similarly, a lack of work centers now blocks the development of telecommuting. The County can take steps to foster the development of such work centers. Changing transportation demand will also require facility development, such as park-n-ride lots, bus turnouts, off-site parking, and facilities for bicycles and pedestrians.

The County's Transportation Demand Management Ordinance for new developments, designed to meet the requirements of the Riverside County Congestion Management Program and the Air Quality Management Plan, promotes the development of TDM strategies early in the development review process. The ordinance sets goals for reducing vehicle trips generated by new developments, a minimum road level-of-service for all new development projects and a reduction in overall vehicle trips emanating from the County. This ordinance also establishes potential TDM measures to be used where appropriate including off-site telecommunications facilities, carpooling, alternative work schedules, transit ridership incentives, and an enhanced pedestrian and bikeway circulation system.

Trip Reduction

As the automobile is the major source of air pollution in the region, the County recognizes the importance of reducing the number of vehicle trips and miles traveled. Policies in this section are not intended to create additional regulation, but to create incentives to reduce vehicle trips, encourage alternative schedules and conform to policies created by regional governments.

Policies:

- AQ 10.1 Encourage trip reduction plans to promote alternative work schedules, ridesharing, telecommuting and work-at-home programs, employee education and preferential parking. (AI 47)



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- AQ 10.2 Use incentives, regulations and Transportation Demand Management in cooperation with surrounding jurisdictions when possible to eliminate vehicle trips which would otherwise be made. (AI 47)
- AQ 10.3 Assist merchants in encouraging their customers to shift from single occupancy vehicles to transit, carpools, bicycles, or foot. (AI 48)
- AQ 10.4 Continue to enforce the County's Transportation Demand Management Ordinance and update as necessary.

Special Events

Temporary special events provide recreational and retail opportunities for residents. However, these events may also result in traffic congestion on roadways adjacent to the event. The following policies are designed to alleviate traffic congestion and the accompanying pollution caused by excess vehicle travel times.

Policies:

- AQ 11.1 Establish requirements for special event centers to provide off-site parking and park-n-ride facilities at remote locations. Remote parking should be as close to practicable to the event site and the operator should supply shuttle services. (AI 116)
- AQ 11.2 Promote the use of peripheral parking by increasing on-site parking rates and offering reduced rates to peripheral parking with tickets sold for non-ridesharing patrons. (AI 116)
- AQ 11.3 Encourage special event center operators to advertise and offer discounted transit passes with event tickets (AI 116)
- AQ 11.4 Encourage special event center operators to advertise and offer discount parking incentives to carpooling patrons, with two or more persons per vehicle, for on-site parking facilities. (AI 116)

TRANSPORTATION SYSTEMS MANAGEMENT

Transportation systems management improves traffic flow through modification in the operation of existing transit facilities and fleets. This increases mobility and thereby improves air quality. Commerce, industry and public welfare require adequate mobility. Poor transportation systems management, on the other hand, creates congested highways, perpetuates poorly maintained and polluting fleets, weakens the County's economy and diminishes its citizens' health and well-being.



An at-grade railroad crossing is one where the street and the rail line form an intersection, and physically cross one-another.

The County's rapidly growing population combined with unsynchronized traffic signals, delays at grade-level rail crossings, non-uniform street widths, inadequate roadway maintenance and poor emergency response, has resulted in increased congestion. Increased congestion means stop-and-go traffic and longer

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travel and idling time for cars, buses and trucks. Congestion increases transportation costs and vehicle emissions, and frays nerves. Moreover, a lack of fleets using alternative fuels adds to poor air quality.

Because transportation systems management provides an important weapon for relieving congestion, improving mobility, and enhancing air quality, the County should use it extensively in its fight for cleaner air.

Traffic Flow

It is a goal of the County to manage its transportation systems in a manner in which mobility and efficiency are enhanced. Improving the flow of traffic promotes mobility on our streets, resulting in decreased impacts on air quality.

Policies:

- AQ 12.1 Manage traffic flow through signal synchronization, while coordinating with and permitting the free flow of mass transit vehicles, when possible. (AI 117)
- AQ 12.2 Synchronize signals throughout the County with those of its cities, adjoining counties and the California Department of Transportation. (AI 117)
- AQ 12.3 Construct and improve traffic signals with channelization and Automated Traffic Surveillance and Control systems at appropriate intersections (AI 117)
- AQ 12.4 Eliminate traffic hazards and delays through highway maintenance, rapid emergency response, debris removal, and elimination of at-grade railroad crossings, when possible. (AI 119)
- AQ 12.5 Encourage business owners to schedule deliveries at off-peak traffic periods.



Channelization - Involves the separation or regulation of conflicting traffic movements into definite paths of travel by traffic islands or pavement markings, to facilitate the safe and orderly movement of vehicles and pedestrians.

Transportation System Management Improvements

Proper management and oversight of the County-owned fleet can provide a highly effective tool for reducing direct and indirect impacts on air quality. It is therefore a goal of the County to continually improve its own transportation system and cooperate with officials in all levels of government to enhance regional efforts to improve transportation systems management.

Policies:

- AQ 13.1 Manage the County of Riverside transportation fleet fueling standards to achieve an appropriate alternate fuel fleet mix. (AI 118)
- AQ 13.2 Cooperate with local, regional, state, and federal jurisdictions to better manage transportation facilities and fleets.



High Occupancy Vehicles (HOV) Lanes -Carpools, vanpools, buses and motorcycles are the only vehicles allowed to use HOV lanes. Generally, HOV lanes require two-person carpools, though there are some roadways that require a minimum of three (with the exception of super-ultra-low-emission vehicles, which may use HOV lanes with only a single occupant).



- AQ 13.3 Encourage the construction of high-occupancy-vehicle (HOV) lanes whenever possible to relieve congestion, safety hazards and air pollution as described in the AQMP.

TRANSPORTATION FACILITY DEVELOPMENT



Please see the General
Plan Circulation
Element, Planned
Circulation Systems section for
additional information and policies.

Regionally, transportation facility development means increasing capacity through the expansion of highway and transit systems to meet population and land use demand. Though major construction projects often require massive capital investment, mobility and capacity are increased. These projects include: major highways in high growth regions, construction of high occupancy vehicle (HOV) lanes where severe traffic problems occur, and the construction of rapid transit corridors and facilities. Unfortunately, this strategy responds slowly to changing demands on the transportation system and may burden the region with debt.

Estimates for the development of additional facilities and systems over the next twenty years call for billions of dollars in investment. While federal government spending will account for a large portion of the funding required, additional revenues will have to be raised through a variety of means, including the gas tax, sales tax, user fees, tolls and bonds.

The costs of regional transportation projects also include growth in population, housing and services, and their impact on the transportation system. This raises traffic volume to or above the system's designed capacity while decaying air quality. When major transit corridors become congested, for example, daily commuters take alternate routes to avoid traffic delays. Once a new route becomes operational, commuters abandon these alternative routes for the new or improved systems until they too become congested. However, trying to build out of this situation does not solve the problem because it fuels an unbridled cycle of more growth, traffic, transportation facility development and smog. Continued transportation facility development results in increased growth, higher taxes, and minimal net gains in mobility for each dollar spent. All of this only lessens the chances for good air quality.

Just as there is a need regionally, capital improvements are also required locally to keep traffic moving and reduce emissions. It is the intent of the County to continue such improvements. However, the County recognizes that large construction projects are not always the best option for meeting transportation demands and that other, less expensive alternatives, are sometimes available. These alternatives include demand management, transportation systems management, and strategies to improve the job/housing ratio. While the County cannot meet all of its mobility and air pollution challenges using these alternatives, they may supplement needed capital improvements to help meet the County's transportation demands.

The transportation facility development required must improve mobility by encouraging multiple-occupancy vehicle use and alternative travel modes for both short and long trips. Therefore, the County must emphasize construction projects such as single purpose, high occupancy vehicle lanes, park-n-ride lots, light rail and bus routes. It should also give priority to bicycle paths and trails,

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pedestrian overpasses, and bus turnouts. These projects improve mobility and air quality by encouraging efficient transportation use.

Policies:

- AQ 14.1 Emphasize the use of high occupancy vehicle lanes, light rail and bus routes, and pedestrian and bicycle facilities when using transportation facility development to improve mobility and air quality.
- AQ 14.2 When developing new capital facility improvement plans, also consider measures such as Transportation Demand Management, Transportation Systems Management, or job/housing balance strategies.
- AQ 14.3 Monitor traffic and congestion to determine when and where the County needs new transportation facilities to achieve increased mobility efficiency.
- AQ 14.4 Preserve transportation corridors with the potential of high demand or of regional significance for future expansion to meet project demand. (AI 53)

PARTICULATE MATTER

The Environmental Protection Agency (EPA) defines particulate matter (PM) as either airborne photochemical precipitates or windborne dust. Consisting of tiny solid or liquid particles of soot, dust, smoke, fumes, and aerosols, common sources of PM are manufacturing and power plants, agriculture, diesel trucks and other vehicles, construction sites, fire and windblown dust. Generally PM settles from atmospheric suspension as either particulate or acid rain and fog that has the potential to damage health, crops, and property. Particulate of 2.5 microns or smaller (2.5 microns is approximately equal to .000098 inches) may stay suspended in the air for longer periods of time and when inhaled can penetrate deep into the lungs. Among the health effects related to PM_{2.5} are premature death, decreased lung function and exacerbation of asthma and other respiratory tract illnesses.

Particulate sized between 2.5 and 10 microns (10 microns is approximately equal to .0004 inches), known as PM₁₀ also pose a great risk to human health. PM₁₀ can easily enter the air sacs in the lungs where they may be deposited, resulting in an increased risk of developing cancer, potentially changing lung function and structure, and possibly exacerbating preexisting respiratory and cardiovascular diseases. It can also irritate the eyes, damage sensitive tissues, sometimes carry disease, and may even cause premature death. PM_{2.5} and PM₁₀ are especially hazardous to the old, young and infirm.

Although it produces less than 10% of the South Coast Air Basin's particulate matter, western Riverside County, which is part of the SOCAB, exceeds federal standards more than any other urban area in the nation, and has the highest particulate concentration in the SOCAB. These high levels of particulate matter are largely imported from the urbanized portions of Los Angeles and Orange Counties. This imported particulate is generally composed of photochemical



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precipitates rather than dust, smoke or soot. Riverside County is also responsible for generating large amounts of particulate matter from sources such as agriculture, warehousing operations, and truck traffic.

While Riverside County is dedicated to implementing policies to control particulate matter produced within its own boundaries, it has no control over particulate imported from beyond its boundaries. The solution to the problem of imported particulate matter in western Riverside County is the adoption of adequate control measures by those responsible jurisdictions in Los Angeles and Orange Counties. By adhering to the control measures contained in the AQMP, these jurisdictions can have a positive impact on particulate matter pollution in the SOCAB portion of Riverside County.

The air quality concerns in the Salton Sea Air Basin (SSAB) portions of the County differ somewhat from those in western Riverside County. Unlike the SOCAB region, particulates in SSAB are primarily dust, smoke and soot. While in 1993 and 1994, PM_{10} concentrations were under the federal standard, concentrations in 1995 were slightly above federal limits. The maximum annual average PM_{10} concentration in 1995 was recorded at 4% above the federal standard; however, the measurement included one day with high winds without which the SSAB would have been under the federal standard. The far more stringent state standards were exceeded on 44% of the days in 1995.

The Mojave Desert Air Basin (MDAB), like the SOCAB and SSAB, is designated as a non-attainment area for PM_{10} . Particulates in the MDAB are primarily fugitive caused by high winds or vehicle travel on unpaved roads. Particulates in the area are generally not caused by exhaust stacks or primary emission points.

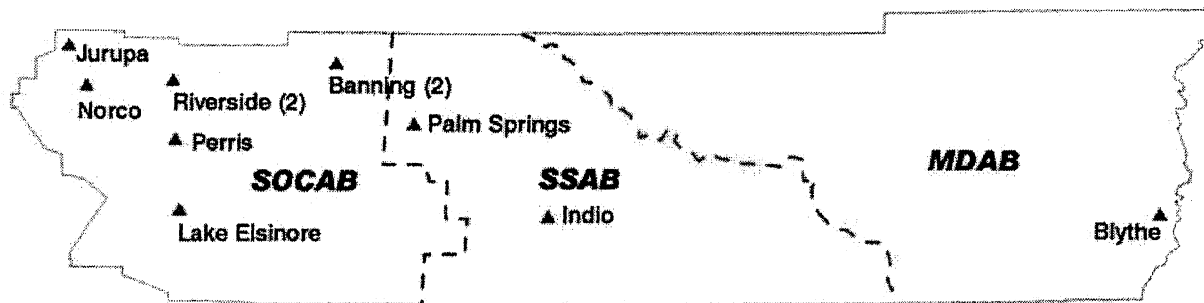
While sources and severity of particulate pollution differ in subareas of the County, it is the County's objective to control particulate matter throughout all of Riverside County. However, where necessary, the County shall tailor its control measures and implementation procedures to best address the unique situations found in each area. One example of such an area is the Mira Loma community, where particulate pollutant levels are among the worst in the nation. In such an area, strong measures must be taken immediately to protect the health and welfare of residents, especially children, the elderly and those with respiratory illnesses.

Monitoring

Air quality monitoring stations are located throughout Riverside County (Figure AQ-2). However, at times it may be necessary to locate additional monitors in those areas of the County suspected of producing excessively high levels of particulates. This more localized data may then assist control and law enforcement efforts in reducing and minimizing particulate matter levels.

Policies:

- AQ 15.1 Identify and monitor sources, enforce existing regulations, and promote stronger controls to reduce particulate matter.

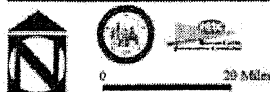


- ▲ Monitoring Sites
- ▧ Air Basin Boundary
- SOCAB - South Coast Air Basin
- SSAB - Salton Sea Air Basin
- MDAB - Mojave Desert Air Basin

Source: Information: SCAG/MD.
The oldest data shown on this map is 1990.

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Figure AQ-2



RIVERSIDE COUNTY
AIR MONITORING NETWORK





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Multi-jurisdictional Cooperation

Particulate matter concentrations are a regional issue. In addition to those created in Riverside County, particulates originating in surrounding cities and counties are transported into Riverside County by prevailing winds. Therefore, any meaningful attempt to decrease particulate concentrations in the County will involve cooperation with local and regional governments and a tightening of state and federal standards.

Policies:

- AQ 16.1 Cooperate with local, regional, state and federal jurisdictions to better control particulate matter.
- AQ 16.2 Encourage stricter state and federal legislation on bias belted tires, smoking vehicles, and vehicles that spill debris on streets and highways, to better control particulate matter. (AI 113)
- AQ 16.3 Collaborate with the SCAQMD and MDAQMD to require and/or encourage the adoption of regulations or incentives to limit the amount of time trucks may idle. (AI 120)
- AQ 16.4 Collaborate with the EPA, SCAQMD, MDAQMD, and warehouse owners and operators to create regulations and programs to reduce the amount of diesel fumes released due to warehousing operations. (AI 121)

Control Measures

Riverside County can implement simple control measures to reduce the amount of particulates produced within its borders. Strict enforcement of these and current regulations can then lead to a substantial decrease in particulate concentrations in the County and neighboring areas.

Policies:

- AQ 17.1 Reduce particulate matter from agriculture, construction, demolition, debris hauling, street cleaning, utility maintenance, railroad rights-of-way, and off-road vehicles to the extent possible. (AI 123)
- AQ 17.2 Enforce regulations against illegal fires.
- AQ 17.3 Identify and create a control plan for areas within the County prone to wind erosion of soil.
- AQ 17.4 Adopt incentives, regulations and/or procedures to manage paved and unpaved roads and parking lots so they produce the minimum practicable level of particulates (AI 111)
- AQ 17.5 Adopt incentives and/or procedures to limit dust from agricultural lands and operations, where applicable. (AI 123)



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- AQ 17.6 Reduce emissions from building materials and methods that generate excessive pollutants, through incentives and/or regulations.
- AQ 17.7 Separate trucks from other vehicles in industrial areas of the County with the creation of truck-only access lanes to promote the free flow of traffic. (AI 43)
- AQ 17.8 Adopt regulations and programs necessary to meet state and federal guidelines for diesel emissions. (AI 121)
- AQ 17.9 Encourage the installation and use of electric service units at truck stops and distribution centers for heating and cooling truck cabs, and particularly for powering refrigeration trucks in lieu of idling of engines for power. (AI 120)
- AQ 17.10 Promote and encourage the use of natural gas and electric vehicles in distribution centers.
- AQ 17.11 Create and implement street-sweeping plans, as appropriate, in areas of the County disproportionately affected by particulate matter pollution.