



Land Use and Transportation News

Fourth Quarter 2011

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Local CalEEMod Training is Scheduled

On **December 7, 2011**, the Sacramento Metropolitan Air Quality Management District (SMAQMD) will host a training class for the new **California Emission Estimator Model (CalEEMod)** at the Sacramento City Council Chambers. CalEEMod is the newest computer emissions estimating model being supported statewide by air districts through the California Air Pollution Control Officers Association (CAPCOA). The model calculates criteria pollutant and greenhouse gas (GHG) emissions from a variety of land uses, including residential, commercial, retail, and industrial projects. CalEEMod also calculates both direct and indirect GHG emissions from energy use, water conveyance, wastewater treatment, vegetation planting and removal. In addition, the model calculates the benefits from implementing mitigation measures, including GHG mitigation, in a project. The model was released in February 2011 and many air districts in the state are recommending the use of this model for air quality analysis (**see related article on page 2**). Air quality analysis is necessary for compliance with the California Environmental Quality Act (CEQA), National Environmental Policy Act (NEPA) and useful for pre-project planning and showing compliance with local air quality rules and regulations.

CalEEMod Training:

Wednesday, December 7, 2011

9:00 a.m. to noon

Sacramento City Council Chambers

915 I Street, Sacramento, CA 95814

NO RSVP NEEDED

The training will benefit those who would use the model, such as government agencies, land use planners, consultants and environmental professionals required to quantify and review air emissions associated with the construction and operation of a land use or transportation project. **The training is free of charge and does not require a reservation in advance.** The training will include an overview of the model, a detailed hands-on demonstration of the operation, user tips and an explanation of the quantification of the

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Transitioning to CalEEMod

With local planners and consultants having the opportunity to receive training on CalEEMod, and the SMAQMD staff in the process of integrating the model into its Land Use and Transportation project review program (see AQMP Workshop below), the SMAQMD is ready to take the next logical step.

SMAQMD is recommending the use of CalEEMod for CEQA air quality analysis for all projects where the Lead Agency has not released the draft environmental document for public review on or before March 1, 2012.

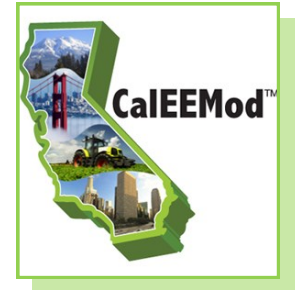
Of course the SMAQMD can be flexible, if a Lead Agency has a project with significant modeling already completed and is going to miss the March 1, 2012 deadline, please contact Larry Robinson at 916-874-4816 or Lrobinson@airquality.org to discuss.

CalEEMod Training

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GHG mitigation measures derived from a document prepared by CAPCOA.

The model is also free of charge and can be downloaded onto your computer. The model files, User's Guide, user's tips, frequently asked questions, etc. can be accessed at www.caleemod.com.



This same training class is being held throughout California and is sponsored by **CAPCOA, local air districts, and the California Chapter of the American Planning Association (CCAPA)**. CCAPA is working on providing CM credits for planners that attend this training, so if you are interested in obtaining CM credit, please ask.

Save the Date — AQMP Guidance Workshop

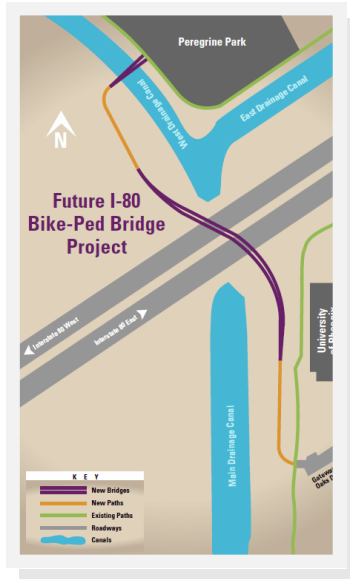
In order to streamline air quality analysis and mitigation, SMAQMD staff is in the process of drafting a new version of its ***Recommended Guidance for Land Use Emission Reductions*** (aka AQMP Guidance). The air quality analysis model CalEEMod provides criteria pollutant and greenhouse gas (GHG) emissions estimates for land development projects and a robust mitigation component covering all pollutants using the most current guidance on quantifying GHG mitigation measures. SMAQMD staff's goal is to incorporate CalEEMod's mitigation component into its AQMP Guidance along with an offering of off-model mitigation measures. The AQMP Guidance will inform planners and developers what criteria must be met before the CalEEMod mitigation measure "box can be checked."

A workshop will be held on **January 19, 2012 at 10 a.m.** at the SMAQMD office—777 12th Street, Sacramento, to introduce the draft AQMP Guidance, discuss concepts with stakeholders, and receive feedback. Additional information on the workshop and materials will be provided via the SMAQMD's website and e-mail subscription service. Please be sure to sign up for Land Use and Transportation e-mails at the following website: www.airquality.org/listserve/emailpubform.shtml.

Another Boon for Bikes & Peds

In the Second Quarter 2011 edition of Land Use & Transportation News, the SMAQMD recognized the City of Sacramento for its R Street bicycle and pedestrian bridge project. The SMAQMD is pleased to report the City of Sacramento has opened another connection for bicyclists and pedestrians, the Interstate 80 bicycle and pedestrian bridge project, which connects North and South Natomas. The map (inset) from the City of Sacramento website provides location details. The connection opened in October, providing another reason the City of Sacramento received silver status for bicycle friendliness from the League of American Bicyclists. More project information can be found at the following website:

www.cityofsacramento.org/transportation/engineering/i80bikepedbridge/index.html.



Railyards—Cleaning Up Train Idling

The Sacramento Amtrak Station is part of the Railyards project, located just north of downtown Sacramento and south of the River District. This property is of national significance in that it was the western terminus of the 1869 Transcontinental Railroad, the largest fabrication and maintenance facility west of the Mississippi, and employed one-third of all the workers in Sacramento. As a result, the Railyards represents Sacramento's heritage as a "Railroad Town." Now the Railyards site is one of the largest urban infill sites in the nation featuring environmental benefits and smart growth.

A new environmental improvement is underway at the Railyards. The Capitol Corridor Joint Powers Authority (CCJPA) and Amtrak work with the City of Sacramento to maintain, improve and operate the Sacramento Amtrak Station. Many Capitol Corridor and San Joaquin Intercity Passenger Rail locomotives have scheduled overnight layovers at the Sacramento Station. These locomotives currently run diesel-powered head end power (HEP) units to supply the power needs of the train during layovers such as HVAC, lights, toilets, communications, doors and outlet power. The Sacramento Metropolitan Air Quality Management District (SMAQMD) has partnered with the CCJPA and the City of Sacramento to purchase eight (8) Wayside Power Units for the Sacramento Station for locomotives to use while they layover for power rather than idle the diesel-powered HEP units. These electric powered units will be incorporated into the regular operations at the Sacramento Station and will offset the diesel particulate, criteria pollutant and greenhouse gas emissions from the HEP units. This is great news for current area and future Railyards residents!

EMFAC 2011 Released

At the end of September, the California Air Resources Board (CARB) released **EMFAC 2011**, its on-road vehicle emissions model. The model has a new web-based platform consisting of 3 modules: light-duty vehicles, heavy-duty vehicles, and scenario generator. CARB provides training modules, users guides, and frequently asked questions documents for EMFAC 2011 at the following link:

www.arb.ca.gov/msei/modeling.htm.

Various Vouchers Available

There are many incentive opportunities for individuals and public and private fleets to jump into the alternative fueled vehicle market. Many are motivated by the want or need to reduce criteria pollutant and greenhouse gas emissions and lower their environmental impact or carbon footprint. Two currently active statewide voucher/incentive programs are highlighted here and links for more information are provided.

The California Air Resources Board recently announced a new round of funding (\$15 million) for the **Clean Vehicle Rebate Program (CVRP)**. The CVRP funding is available to individuals, businesses, nonprofits and government entities based in California. Rebates (**up to \$2,500/vehicle**) can be obtained for purchasing or leasing a new CARB certified battery electric, plug-in hybrid electric, or fuel cell vehicle (up to 8500 pounds GVWR). Visit [CVRP's website](#) for detailed program requirements, find out what vehicles qualify for the rebate and walk through the application process!

The **California Hybrid Truck and Bus Voucher Incentive Project (HVIP)** offers a streamlined program to help accelerate the early market introduction of clean, low-carbon hybrid and electric trucks and buses for all California fleets. Over \$19 million was used to help fund the purchase of hybrid vehicles last year. This year, the program has added electric vehicles and began with \$18 million in funding, with \$11 million still available on a first-come, first-served basis. In less than two years, this nation-leading program has already issued over 1,000 vouchers for the purchase of hybrid and electric trucks and buses.

The HVIP program uses ARB-qualified hybrid and electric trucks and buses. The HVIP-eligible vehicles' GVWRs range from 10,001 pounds and up (weight classes 3-8). There are more than 40 vehicles that are eligible for the program. The program currently includes hybrid vehicles from Autocar, FCCC, Ford/Azure, Freightliner, Kenworth, Navistar, Peterbilt, and Thomas Built with electric vehicles from Ford/Azure, Boulder Electric Vehicle, EVI, Navistar, and Smith Electric. The HVIP vouchers range from **\$10,000 to \$30,000** on a first-come, first-served basis for the purchase of an eligible new hybrid or electric truck or bus.

The HVIP is administered and implemented through a partnership between ARB and CALSTART. The process is quick and simple. Just visit a qualifying dealership who will guide you through the process. For more information, visit the [California Hybrid Truck and Bus Voucher Incentive Project Web Site](#), or contact David Kantor at 626-744-5611 or dkantor@calstart.org.

