

LAND USE SERVICES DEPARTMENT



COUNTY OF SAN BERNARDINO

PLANNING DIVISION

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DENA M. SMITH
Director

September 20, 2010

TO: RESPONSIBLE TRUSTEE AGENCIES
INTERESTED ORGANIZATIONS AND INDIVIDUALS

NOTICE OF PREPARATION OF A DRAFT SUPPLEMENT TO THE COUNTY OF SAN BERNARDINO GENERAL PLAN PROGRAM ENVIRONMENTAL IMPACT REPORT (SEIR) FOR THE PROPOSED COUNTYWIDE GREENHOUSE GAS (GHG) EMISSIONS GENERAL PLAN AMENDMENT, GHG REDUCTION PLAN AND DEVELOPMENT CODE AMENDMENTS

This Notice provides a description of the proposed project and solicits comments from responsible agencies, trustee agencies, federal, state and local agencies and the general public, on the scope and content of the environmental document to be prepared to analyze the environmental impacts of the proposed Countywide Greenhouse Gas (GHG) Emissions General Plan Amendment, GHG Reduction Plan and Development Code Amendments ("Project"). Comments received in response to this Notice will be reviewed and considered by the County of San Bernardino ("lead agency," "County") in determining the scope of the Draft SEIR. Due to time limits, as defined by the California Environmental Quality Act (CEQA), your response should be sent at the earliest possible date, but no later than 30 days after publication of this notice. If you work for a public agency, your comments should address the scope and content of environmental information that is germane to the agency's statutory responsibilities, as required by Section 15082(b) of the State Guidelines for the California Environmental Quality Act (CEQA). A summary of the project and potential environmental effects proposed for analysis is provided below.

Written comments can be submitted at any time during the notice period which begins **September 20, 2010** and ends at 4:45 PM on **October 20, 2010**. Letters should be directed to:

County of San Bernardino
Land Use Services Department
ATTN: Doug Feremenga, Associate Planner
Land Use Services Department
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A Public Workshop on the GHG Emissions Reduction Plan followed by a Public Scoping Meeting on the Draft SEIR will be held on **September 29, 2010**. The Workshop will begin at **2:00 pm** in the Board of Supervisors Hearing Chambers, County Government Center, 385 N. Arrowhead Ave., First Floor, San Bernardino, CA 92415. The Public Scoping meeting will begin immediately after the workshop at the same location. The workshop will provide information on the GHG Plan and the scoping meeting will provide an opportunity to submit written comments on the scope of the environmental review to be presented in the Draft SEIR.

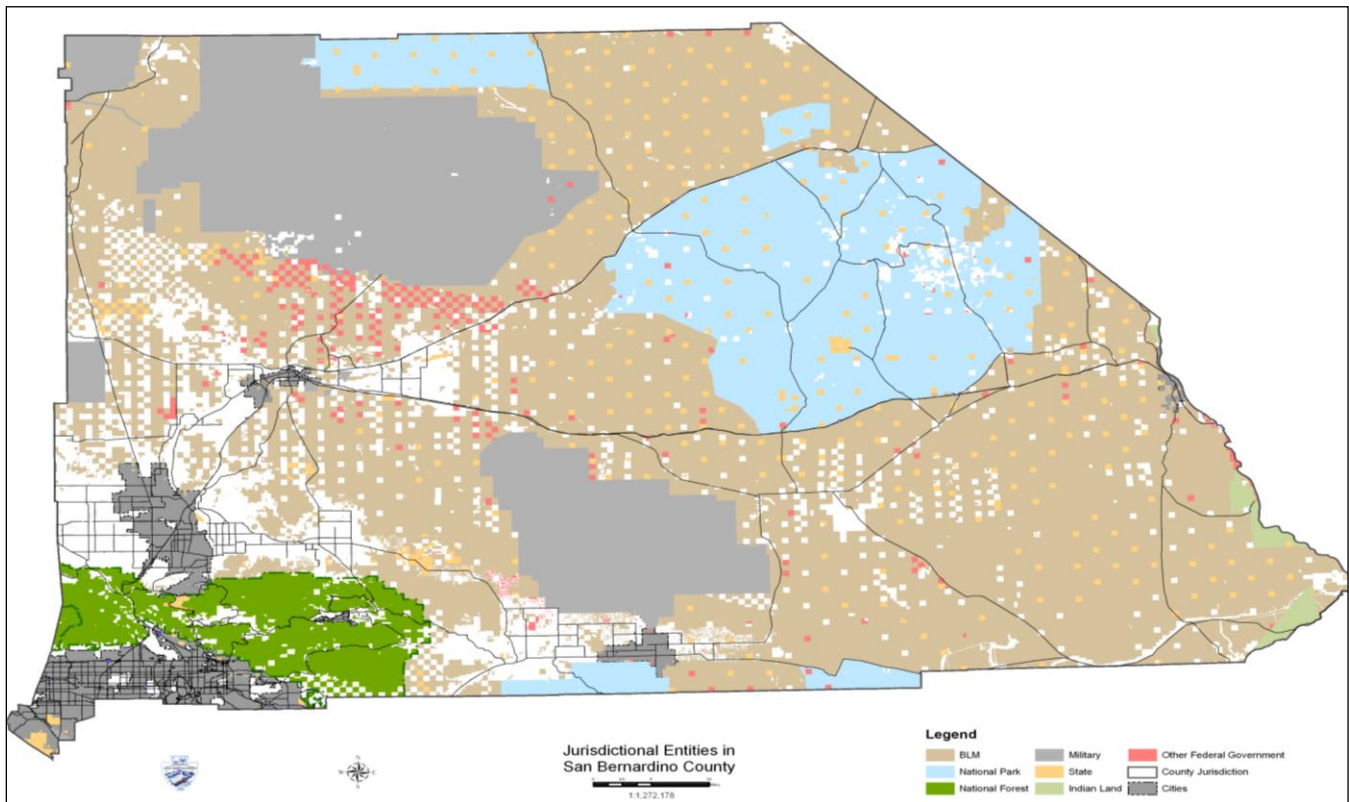
GREGORY C. DEVEREAUX
County Administrative Officer

Board of Supervisors
BRAD MITZELFELT.....First District
PAUL BIANE.....Second District
NEIL DERRYThird District
GARY C. OVITT.....Fourth District
JOSIE GONZALES.....Fifth District

Project Location:

The General Plan Amendment and associated GHG Emissions Reduction Plan address the reduction of GHG emissions in the unincorporated areas of San Bernardino County, California that are under the County's land use authority, as well as all County owned or operated facilities, whether within an incorporated city, town or within an unincorporated area.

Figure 1-1: Jurisdictional Land Use Authority in San Bernardino County



Project History/Background:

Following the County's adoption of its General Plan in March 2007, the California Attorney General filed a lawsuit alleging that the EIR prepared for the General Plan Update did not comply with the requirements of CEQA in its analysis of GHG emissions and climate change. Subsequently, the County and the Attorney General entered into an agreement to settle the lawsuit, which included an agreement by the County to: (1) prepare an amendment to its General Plan adding a policy that describes the County's goal of reducing those GHG emissions reasonably attributable to the County's discretionary land use decisions and the County's internal government operations; and, (2) prepare a GHG Emissions Reduction Plan, which includes inventories, a reduction target, and, reduction measures to meet the reduction target, by regulating those sources of GHG emissions reasonably attributable to the County's discretionary land use decisions and the County's internal government operations.

Project Description:

The County of San Bernardino is preparing a General Plan Amendment and associated GHG Emissions Reduction Plan (GHG Plan). The project also includes a Development Code Amendment that will provide specific procedures for implementing development related provisions of the GHG Plan.

1. General Plan Amendment.

The County will amend its General Plan to include a policy and programs addressing the County's intent to reduce GHG emissions that are reasonably attributable to: (1) the County's internal activities, services and facilities, and (2) private industry and development that is located within the area subject to the County's land use and building permit authority.

2. GHG Emission Reduction Plan.

The GHG Plan addresses two distinct categories: (1) County's internal operations ("Internal") and (2) County's land use jurisdiction area ("External") operations. The Internal category simply covers those operational activities, services and facilities that the County has direct responsibility for and control over. Examples include County vehicles and equipment, as well as buildings and other County owned facilities such as airports. External activities are those that the County has indirect influence or regulatory authority over. External sources are essentially private sector development, industry and business in the unincorporated portion of San Bernardino County that are subject to the County's land use authority. The GHG Plan provides different emissions reduction goals, objectives and strategies for these two. External emissions are further differentiated into six sectors that include Building Energy Use, Transportation and Land Use, Solid Waste/Landfills, Stationary Sources, Agriculture and Resource and Conservation, and Water Conservation. The Internal emissions are differentiated into County facilities, County fleet, solid waste, employee commute, and water conservation. The use of these sectors allow for application of more discrete reduction strategies.

The framework of the GHG Plan consists of: (1) an inventory of GHG emissions that identifies and quantifies existing emissions and projected future emissions; (2) a reduction target to reduce existing GHG emissions by 15% by 2020; and, (2) the goals, objectives and strategies that have been devised to reduce existing emissions to meet the reduction target. The County's GHG Plan and its reduction target are based on Assembly Bill (AB) 32 and the California Air Resources Board (CARB) recommendations to ensure that California emissions are reduced to 1990 levels by the year 2020. The CARB has recommended a greenhouse gas reduction goal for local governments of 15 percent below today's levels by 2020 to ensure that their municipal and community-wide emissions match the State's reduction plan. For the purpose of defining "existing" emission levels, the County chose the emissions in the year 2007 as baseline, existing emissions conditions.

The GHG emissions reduction measures identified in the Plan include existing and proposed state, regional, county and other local measures that will reduce GHG emission in the Internal and External categories. Reduction measures have been organized into a classification system that recognizes both the origin of the measures, i.e. state, regional, local, and also whether the measure is quantifiable in terms of calculating a volume of emission reduction.

Emission Reduction Classifications:

- *Reduction Class 1* – All adopted, implemented, and proposed state and regional measures that are capable of producing quantifiable emission reductions.
- *Reduction Class 2* – All measures currently implemented or proposed for implementation by the County that are capable of producing quantifiable emission reductions.
- *Reduction Class 3* – Other measures currently implemented or proposed for implementation by the County that are not quantifiable at this point in time, but are recognized as actions that can have a positive effect on GHG emission reduction.

No federal measures were relied upon to achieve the reduction targets included in this plan due to the uncertainty surrounding federal action at this time.

A summary of greenhouse gas reduction measures that are under consideration can be found in Attachment A to this document.

3. Development Code Amendments.

The project to be considered in the Draft SEIR will also include amendments to the Development Code codifying some of the GHG emissions reduction measures, such as the development review process for new development projects.

Environmental Review:

The County will be preparing a draft Supplement EIR to the County General Plan Program EIR (State Clearinghouse No. 2005101038) to address the environmental effects specific to the proposed General Plan Amendment, GHG Plan and associated Development Code Amendments. The draft Supplement EIR to the General Plan Program EIR (Draft SEIR) will address the environmental effects of implementing the General Plan Amendment, associated GHG Plan and Development Code Amendments in light of the previous environmental review in the General Plan Program EIR as provided for under CEQA Guidelines 15163.

The Draft SEIR will evaluate the effects of the proposed policies and GHG emissions reduction measures on the environment. The environmental analysis will assess whether the measures and strategies of the GHG Plan will cause a direct or indirect physical effect on issues such as aesthetics/visual, historical and archaeological resources, transportation, air quality, etc, including all the subjects addressed in the General Plan Program EIR.

The Draft SEIR will not analyze the impacts of environmental issues associated with implementation of the General Plan (such as growth within the County) as they were addressed in the General Plan Program EIR and are not associated with implementation of the General Plan Amendment and the GHG Plan.

Agency representatives, members of the public, and other interested parties are encouraged to provide comments concerning any environmental issues that should be explored in the Draft SEIR.

ATTACHMENT A

GHG EMISSION REDUCTION MEASURES

REDUCTION MEASURES:

The emission reduction measures included in the Plan include existing and proposed federal, state, regional, county, and other local measures that will result in GHG emissions reductions of those emissions inventoried in both the External and Internal Inventories for the County's Land Use Authority (LUA) area or internal operations. The emission reduction measures are organized as follows, for each emissions sector:

Reduction Class 1 (R1) includes all adopted, implemented, and proposed state, and regional measures that will result in GHG reductions for the County's LUA area and internal operations.¹ These measures may require County action to achieve the GHG reductions, but that action is limited and compulsory.

Reduction Class 2 (R2) includes all measures currently implemented or in the process of implementation by the County, as well as any additional quantifiable measures that require County action and could further reduce the GHG emissions for the County's LUA area and internal operations. R2 also includes any federal, state, and regional measures that require substantial action by the County to achieve the expected GHG reductions.

Reduction Class 3 (R3) includes all additional and/or complementary measures considered reasonable but that were not used to demonstrate achievement of the proposed County 2020 GHG emissions reduction target. For these measures, emission reductions have either not been quantified due to a lack of available data or protocols required for quantification or uncertainly regarding the County's jurisdictional control over relevant emissions sources. Some of these were quantified but require additional refinement and are therefore not included in R1 or R2.

The Plan includes a detailed discussion of the quantification methodology applied for each reduction measure for the external and internal reduction plans, respectively. The reduction quantification methodology for R1, R2, and R3 measures is summarized below:

R1 measures were primarily quantified consistent with the CARB methodology outlined in the AB 32 Scoping Plan. In the AB 32 Scoping Plan, CARB quantified reductions associated with each measure identified in the Scoping Plan. The percent reduction associated with each of the AB32 Scoping Plan measures was directly applied to the 2020 "business as usual" (or BAU) GHG inventory.

R2 measures were quantified on a case-by-case basis, based on available information as well as other protocols and studies. To avoid double counting reductions from R1 measures, reductions from R2 measures incorporate relevant R1 measures and preceding R2 measures. For example, R2T3 (Congestion Pricing and Driving Disincentives) applies to external on-road emissions after all R1 transportation measures, as well as measures R2T1 and R2T2, have been addressed.

R3 measures were either quantified on a case-by-case basis, as discussed above for R2 measures, or were not quantified due to lack of available data or protocols.

Below is a list of R1, R2 and R3 measures that have been incorporated into the GHG Plan.

¹ Includes County buildings located in cities (incorporated areas) which are included in the Internal inventory but not in the External inventory.

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GHG EMISSION REDUCTION MEASURES

EXTERNAL PLAN:

R1 Measures

- Renewable Portfolio Standard – 33 percent by 2020 (AB 32)
- Residential Lighting (AB 1109)
- Commercial/Outdoor Lighting (AB 1109)
- Electricity Energy Efficiency (AB 32)
- Natural Gas Energy Efficiency (AB 32)
- Increased Combined Heat and Power (AB 32)
- Industrial Boiler Efficiency (AB 32)
- California Light-Duty Vehicle GHG Standards: Implement Pavley I Standards (AB 1493)
- California Light-Duty Vehicle GHG Standards: Implement Pavley II (AB 32)
- Low Carbon Fuel Standard (AB 32)
- Tire Pressure Program (AB 32)
- Low Rolling Resistance Tires (AB 32)
- Low Friction Engine Oils (AB 32)
- Cool Paints and Reflective Glazing (AB 32)
- Goods Movement Efficiency Measures (AB 32)
- Heavy-Duty Vehicle GHG Emission Reduction (Aerodynamic Efficiency) (AB 32)
- Medium-and Heavy-Duty Vehicle Hybridization (AB 32)
- SCAQMD Rule 1192—Clean On-Road Transit Buses
- SCAQMD Rule 1195—Clean On-Road School Buses
- Oil and Gas Extraction Combustion Related GHG Emission Reduction (AB 32)
- Stationary Internal Combustion Engine electrification (AB 32)
- Carbon Intensity Standard for Cement Plants (AB 32)
- Carbon Intensity Standard for Concrete Batch Plants (AB 32)
- Waste Reduction in Concrete Use (AB 32)
- Methane Capture at Large Dairies (AB 32)
- Per Capita Water Use Reduction Goal Policy (SBX7 7 – Steinberg)

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GHG EMISSION REDUCTION MEASURES

R2 Measures

- County's Review and Approval of New Development Projects
- Residential Energy Efficiency Retrofits
- Commercial Energy Efficiency Retrofits
- Residential Retrofit Solar Incentives
- Warehouse Solar Incentive Program
- Solar Hot Water Incentives
- Anti-Idling Enforcement Policy
- Employment Based Trip and VMT Reductions Policy
- Revise Parking Policies
- Roadway Improvements including Signal Synchronization and Traffic Flow Management
- Expand Renewable Fuel/Low-Emission Vehicle Use
- Ridesharing and Carpooling
- Bicycle/Pedestrian Infrastructure and Promotion
- Construct High Occupancy Vehicle (HOV) Lanes
- Increase Methane Recovery at Mid-Valley, Milliken, and Colton Landfills
- Barstow Methane Recovery
- Landers Methane Recovery
- Comprehensive Disposal Site Diversion Program
- C&D Recycling Program
- County Diversion Programs — 75 Percent Goal
- City Diversion Programs— 75 Percent Goal

R3 Measures

- Green Building Development Facilitation and Streamlining
- Green Building Training
- Community Building Energy Efficiency & Conservation for Existing Buildings
- Energy Efficiency Financing
- Heat Island Mitigation Plan
- Public Education
- Cross-Jurisdictional Coordination
- Community Alternative Energy Development Plan
- Support Utility-Scale Renewable Energy Siting and Transmission Lines

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GHG EMISSION REDUCTION MEASURES

- Identify and Resolve Potential Barriers to Renewable Energy Deployment
- Solar Ready Buildings Promotion
- Renewable Energy Financing
- Regional Renewable Energy Collaboration
- County Renewable Energy Production
- Outdoor Lighting
- Off-Site Mitigation of GHG Impacts for New Development
- Public Transit Measures
- Diesel Exhaust Emissions Control Measures
- Regional Land Use/Transportation Coordination
- Regional Employment Based Trip Reduction Programs.
- County Commuter Services Program.
- Home Employment.
- Intelligent Transportation Systems Applications.
- Public Outreach and Educational Programs Relative to Various Modes of Transportation.
- Install Methane Capture Systems at all Landfills with 250,000 or more Tons of Waste In Place
- Waste Education Program
- Additional Landfill Methane Controls
- Landfill Gas to Energy Projects
- Water Efficiency Pricing Policy
- Manage Storm Water Runoff
- Conservation Areas
- Leverage Existing Financing Mechanisms and Opportunities (to support transportation reductions, waste reductions, and water conservation)

INTERNAL PLAN:

R1 Measures

- Renewable Portfolio Standard (33 percent) (AB 32)
- Energy Efficiency Standards for Lighting (AB 1109)
- Title 24 standards for Non-Residential Buildings
- California Light-Duty Vehicle GHG Standards: Implement Pavley I Standards (AB 1493)
- California Light-Duty Vehicle GHG Standards: Implement Pavley II (AB 32)
- Low Carbon Fuel Standard (AB 32)

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GHG EMISSION REDUCTION MEASURES

- Tire Pressure Program (AB 32)
- Low Rolling Resistance Tires (AB 32)
- Low Friction Engine Oils (AB 32)
- Cool Paints and Reflective Glazing (AB 32)
- Heavy-Duty Vehicle GHG Emission Reduction (Aerodynamic Efficiency) (AB 32)
- Medium-and Heavy-Duty Vehicle Hybridization (AB 32)
- SCAQMD Rule 1191—Clean On-Road Light- and Medium-Duty Public Fleet Vehicles
- SCAQMD Rule 1193—Clean On-Road Residential and Commercial Refuse Collection Vehicles
- SCAQMD Rule 1196—Clean On-Road Heavy-Duty Public Fleet Vehicles

R2 Measures

- Increase Methane Recovery at Mid-Valley, Milliken, and Colton Landfills
- Barstow Methane Recovery
- Landers Methane Recovery
- Comprehensive Disposal Site Diversion Program
- Construction and Demolition Recycling Program
- County and City Diversion Programs—75 Percent Goal
- Leadership in Energy and Environmental Design Silver for New County Buildings
- Retro-commissioning of Existing Buildings
- Increase Use of Combined Heat and Power Systems
- Office Equipment Procurement Standard
- Leasing Procurement Standards
- Install Solar and Other Renewable Energy Sources on County Buildings
- Heating, Ventilating and Air Conditioning (HVAC) Retrofit Program
- Installation of Solar PV systems on five (5) County buildings
- Current fleet turnover proposed by County
- Retire All Passenger/Light-Duty Vehicles by 2020
- Retire All Heavy-duty Vehicles by 2020
- Require all heavy-duty fire department vehicles to run on Compressed Natural Gas (comply with SCAQMD Rule 1196)
- Require all fire department vehicles to comply with SCAQMD Rule 1191
- Expand Vanpool Program
- Increase the Use of Ridesharing as an Alternative to Single Occupancy Driving

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GHG EMISSION REDUCTION MEASURES

- Increase Bicycling and Walking
- Increase the Use of Public Transit as an Alternative to Driving
- Increase Use of Clean Air Vehicles

R3 Measures

- Utilize Incentives Offered by Southern California Edison Partnership
- Benchmark Existing Buildings
- Link Utility Payment/Energy Usage Data into the Computer Aided Facilities Management Database
- Train County Employees on Energy Efficiency and Conservation
- Institute a Capital Reinvestment Fund
- Apply Energy Saving Design Features
- Implement Accelerated Vehicle Fleet Turnover for “Other” Vehicles
- Use Hybrid/ULEV Vehicles
- Implement Early Tire Inflation Program
- Implement Early Anti-Idling Enforcement
- Implement Smart Driving Policy
- Implement Vehicle Maintenance Program
- SB 375 Planning
- California's Low-Emission Vehicle (LEV) Regulations
- Zero Emission Vehicle (ZEV) Program
- Small Tools and Equipment
- Strengthen the Comprehensive Disposal Site Diversion Program
- Increase Methane Recovery at Milliken and Colton Landfills to 95 percent
- Increase Methane Recovery at Victorville, San Timoteo, and Barstow landfills to 85 percent
- Install Methane Capture Systems at all Landfills with 250,000 or more Tons of Waste In Place
- Leverage Existing Financing Mechanisms and Opportunities for Waste Reduction
- Waste Education Program
- Additional Landfill Methane Controls
- Landfill Gas to Energy Projects
- Contracting Practices
- Tree Management
- Landscaping