



DEPARTMENT OF
PLANNING AND DEVELOPMENT

CITY OF SACRAMENTO
CALIFORNIA

1231 I STREET
ROOM 200
SACRAMENTO, CA
95814-2998

November 16, 1989

BUILDING INSPECTIONS
916-449-5716

Joint Budget and Finance
Transportation and Community Development Committee

PLANNING
916-449-5604

Honorable Members in Session:

SUBJECT: SACRAMENTO METROPOLITAN AIR QUALITY MANAGEMENT
DISTRICT'S: AIR QUALITY IMPROVEMENT STRATEGY WORKING
DRAFT, OCTOBER 1989.

SUMMARY

The Sacramento Metropolitan Air Quality Management District has recently prepared a working draft Air Quality Improvement Strategy. This Strategy is a requirement of AB 4355(Connelly). The purpose of this Strategy is to develop programs to reduce auto and other sources of emissions. This Strategy is required to be adopted by the District Board not later than January 1, 1990.

BACKGROUND

AB 4355(Connelly) was approved by the Governor on September 29, 1988. This legislation among other provisions, requires the District to adopt an air quality improvement strategy by January 1, 1990. The strategy is intended to reduce public exposure to air pollution and achieve and maintain state and federal standards by the earliest practicable date.

The Draft Air Quality Improvement Strategy does not yet contain specific program details. It is therefore an outline listing strategy elements such as various transportation, land use, toxic air contaminant and stationary source controls. The Air Quality District will be providing more specific program details at a later date.

The District has held two workshops. The community has identified several areas in which greater definition is needed. These include an implementation schedule, staffing needs, and more specificity in general. District staff is preparing responses to this community input, and will discuss the current work details during its presentation to the Joint Budget and Finance/Transportation Community Development Committee on November 28, 1989.

POLICY CONSIDERATIONS

The proposed Air Quality Improvement Strategy supports in concept the City's General Plan and North Natomas Community Plan. These plans contain policies and requirements related to transportation planning and land-use which attempt to minimize air pollution resulting from development.

MBE/WBE CONSIDERATIONS

No impacts.

FINANCIAL INFORMATION

No financial impact identified at the present time.

RECOMMENDATION

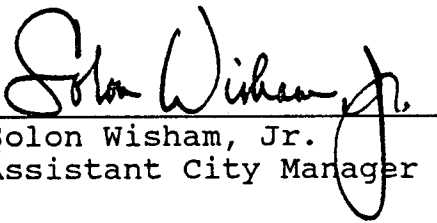
Staff recommends that the Council recommend that the Air District include appropriate City staff in the development and review of the proposed Air Quality Improvement Strategies. The Council requests to participate in the hearing process prior to the Air District Board's adoption of the various air quality improvement strategies.

Respectfully submitted,



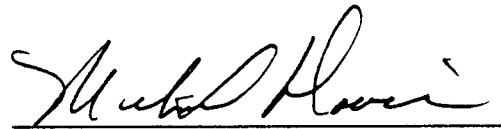
Carl Vandagriff
Associate Planner

RECOMMENDATION APPROVED:



Solon Wisham, Jr.
Assistant City Manager

APPROVED:



Michael M. Davis, Director
Planning and Development
Department

Contact person to
answer questions:

Carl Vandagriff
Associate Planner
449-5381

November 28, 1989
All Districts



COUNTY OF SACRAMENTO
ENVIRONMENTAL MANAGEMENT DEPARTMENT
NORMAN D. COVELL, DIRECTOR, AND
AIR POLLUTION CONTROL OFFICER

SACRAMENTO METROPOLITAN
AIR QUALITY MANAGEMENT
DISTRICT
RICHARD G. JOHNSON,
Division Chief

November 14, 1989

Members,
Budget and Finance/
Transportation and Community Development Committee
City of Sacramento

Honorable Members In Session:

SUBJECT: Draft Sacramento Air Quality Improvement Strategy

On October 24, 1989, the Sacramento Metropolitan Air Quality Management District mailed to community leaders, including Sacramento City Council members, a copy of the Draft Sacramento Air Quality Improvement Strategy. Another copy of the title page, table of contents and Executive Summary of that strategy is attached.

The District has held two workshops. The community has identified several areas in which greater definition is needed. These include an implementation schedule, staffing needs, and more specificity in general. District staff is preparing responses to this community input, and will discuss the current work details during its presentation to your committees.

We appreciate the opportunity to appear before you.

Respectfully Submitted,

Richard G. Johnson
Assistant Air Pollution Control Officer

attachment

RGJ:lad

cc: D. Parker
C. Vandagriff
N. Covell - AQMD
L. Ornelas - AQMD

SACRAMENTO
METROPOLITAN AIR QUALITY MANAGEMENT DISTRICT

**AIR QUALITY
IMPROVEMENT STRATEGY***

WORKING DRAFT
OCTOBER, 1989

*Adoption of the "Strategy" is required not later than January 1, 1990 per Section 41060, Health and Safety Code.

AIR QUALITY IMPROVEMENT STRATEGY

FORWARD

The California Legislature created the Sacramento Metropolitan Air Quality Management District, effective July 1, 1989. The District on that date assumed the authority, function, responsibilities and employees of the Sacramento County Air Pollution Control District, its predecessor. The purpose of the creation of the new district was to recognize the unique characteristics of the region, address the serious air pollution problems caused by motor vehicles and stationary sources, achieve greater coordination between land use and transportation decisions in achieving air quality goals, and to grant new authority and responsibility which enables the District to effectively plan, demonstrate and implement programs which achieve and maintain state and federal ambient air quality standards in the region.

The legislation, the planning to date, and this strategy document are the result of a cooperative partnership of public and private entities. But most importantly, this "Strategy" is a testimony to the large number of individuals who unselfishly immersed themselves in the pursuit of clean air.

This strategy is designed to complement air quality work being done by others, and to provide a deliberate course between present and future planning efforts. However, the strategy is also to provide immediate and mid-term air quality programs that benefit the citizens in the Sacramento region.

AIR QUALITY IMPROVEMENT STRATEGY

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SACRAMENTO METROPOLITAN AIR QUALITY DISTRICT

AIR QUALITY IMPROVEMENT STRATEGY

I. EXECUTIVE SUMMARY

The Executive Summary describes the purpose of the Air Quality Improvement Strategy, the problem, the approach to developing the strategy, the programs contained in the Strategy and how the Strategy will be implemented. A copy of AB 4355 (Chapter 1541, Statutes of 1988) is provided as Appendix A.

A. Purpose of the Strategy

The basic purpose of the Strategy is to describe the consolidation of air quality planning authority in the Sacramento Metropolitan Air Quality Management District. In addition, the Strategy provides goals and strategies which will guide the implementation of the District's leadership in the transportation, clean fuels, land use, area wide and stationary pollution sources to the extent of the District's legal authority. The Strategy will assist the District to achieve and maintain adopted air quality standards and thus, protect public health.

The enabling legislation, AB 4355 (Chapter 1541, Statutes of 1988), declared that the Sacramento Metropolitan region has serious air pollution problems. Furthermore, rapid population growth and

increases in vehicle miles of travel in the region have the potential to worsen air pollution in future years. Findings were made that an Air Quality Improvement Strategy is required to achieve the maximum feasible reduction or mitigation of emissions resulting from population growth, increased vehicle miles of travel and other new sources. The Sacramento Metropolitan Air Quality Management District is charged with seeking greater coordination of land use and transportation planning and the achievement of air quality goals. The District has been delegated additional authority in respect to reducing motor vehicle emissions by the use of transportation control measures (TCM's), clean fuels programs, requirement of best available control technology on new or existing retrofit sources, programs to accelerate the placement of low emission vehicles into motor vehicle fleets and in direct and area wide emission source controls using rules and regulations, demonstration programs, research, marketing and public education programs.

B. The Air Quality Problem

Air pollution in the Sacramento area focuses primarily on two pollutants, ozone and carbon monoxide. A third pollutant which exceeds state standards is airborne fine particulate matter.

Ozone is the most pervasive problem in the Sacramento area. Ozone is not emitted directly into the air, nor does it come from a single source. Rather, ozone (referred to as secondary pollutant) is formed

in the atmosphere in a complex photochemical process which involves oxides of nitrogen (NOx) and reactive organic gasses (ROG). As "precursors" of ozone, NOx and ROG are emitted into the air as a byproduct of combustion of fossil based fuels. The evaporation of solvents, gasoline, and other hydrocarbon products results in ROG emission. Ozone is a summer problem in Sacramento.

Carbon Monoxide (CO) is a colorless, odorless gas that results from incomplete combustion of fuels. Violations of state and federal ambient air quality standards for CO occur primarily in the winter season.

Airborne fine particulate matter (PM10) is emitted primarily from stationary sources. PM10 is composed of particulate matter of ten micron diameter, or less, from dust, aerosols, etc.

C. Developing the Strategy

Public input has been important in the development of this Strategy. An outline of the Air Quality Improvement Strategy was prepared and circulated to known interested parties and community groups. In addition, the outline was presented at public workshops.

Air quality plans of other districts and local agencies, state and federal guidance and local public input received has been incorporated into the strategy.

D. Components of the Strategy

The legislation enables the District to address four categories of programs and activities in the Strategy. The four categories are: Transportation Controls (including public education and clean fuels), Indirect or Area Wide Land Use Controls, Toxics, and Stationary Source Controls. Additional sections on Plan Coordination and supervision of the Demonstration Projects has also been included.

The Transportation control category contains a broad range of programs and activities including public and private vehicle fleet controls, clean fuels, vehicle emission reductions, transportation system management, public education and demonstration projects.

The District will become actively involved in the development and review of transportation and land use plans, new development project review, the use of state and federal environmental protection laws and processes, and the development of an indirect source review rule.

Public exposure to toxic air contaminants will be reduced through the District's continuing participation in five programs at the state and federal level. State programs include the "Tanner Process" for identification and control of toxic substances, the "Air Toxics 'Hot Spots' Information and Assessment Act of 1987, and the program of testing and characterization of toxic emissions from landfills, enacted by legislation authored by Assemblyman Calderon, in 1984.

Federal programs include the National Emission Standards for Hazardous Air Pollutants (NESHAPS) which includes asbestos, and the National Air Toxics Strategy.

Stationary sources will be controlled with the use of best available technology applied to new sources or modification to existing sources and retrofit to existing sources. In addition, rules will be developed for adoption that will reduce emissions from previously uncontrolled sources, and that will apply further controls on previously regulated sources.

Demonstration programs section will provide guidance to the District and prospective program sponsors. Conducting public education, marketing, research, incentive and demonstration programs demands that the District adopt criteria and a process for the selection of proposed programs. The District will solicit programs from which to make choices.

E. Implementating the Strategy

Rules and regulations will become the primary vehicle for implementing the numerous air pollution programs. The Strategy will also utilize public education, demonstration projects and other activities to change travel habits, accelerate technology or increase the acceptance of required activities.

F. Coordination

Sacramento has been in nonattainment of federal ambient air quality standards since the early 1970's. The regional planning agency, the Sacramento Area Council of Governments (SACOG) had responsibility for air quality planning prior to the approval of the California Clean Air Act (CCAA). The CCAA designates each local district as responsible for plan preparation, program implementation and necessary monitoring against state standards. The CCAA requires consistency among different plans within the defined basin.

The Sacramento valley air basin contains ten different APCD's. The air quality planning region defined under federal designations included all or portions of three APCD's/AQMD's.

The result is the need for careful coordination among the several entities involved; SACOG, APCD's, and between the federal and state clean air act requirements. The legislation that requires the Strategy and the CCAA assign the responsibility for all air quality planning within the District to the Sacramento Metropolitan Air Quality Management District.

Finally, the District intends to participate in other planning activities that affect air quality for the purpose of maximizing consistency between the numerous planning activities in the area, and incorporating new policies that remove impediments to progress

in cleaning up the area's air quality. Examples include transportation plans, lane use plans, etc.

ERRATA
AIR QUALITY IMPROVEMENT STRATEGY

*Carl -
Additional changes
being incorporated
11/16/89
We'll send the latest
when available
KS*

Section I - Executive Summary

Add to Page 1 as the second paragraph:

"The requirements of AB 4355 represent a major challenge to the District as it strives towards cleaner air in the Sacramento area. Yet, in reality, the responsibility for cleaning the air extends far beyond the authorities and resources that have been provided to the District. The District therefore extends the **challenge to all individuals to make air quality a high priority in daily personal decisions and actions.** The Strategy that the District proudly brings forth at this time simply cannot be effective without individual and community commitments to improve the quality of our air."

Section III - Transportation Control Measures

Add to Page 36, between first partial and second paragraphs:

"The District will require the assistance of the environmental community, regulated businesses, politicians, governmental agencies, developers, and the general citizenry to effectively implement this Strategy so that healthful air quality is achieved and maintained."

Add to Page 40, Strategy 1:

"...., f) implement the recommendations contained in the Clean Fuels Task Force report (June, 1989) as appropriate, g) seek financial and technical assistance from energy agencies, and h) develop a program..."

Add to Page 42, Strategy 3:

"...., g) develop cooperative work plans for transit support, and h) ..."

Add to Page 42, Strategy 4, item a):

"...Partnership and implement it's Public Education Plan (June, 1989),..."

Add to Page 43, Strategy 4, item i):

"i) conduct periodic public attitude surveys, and j) coordinate and support transit information dissemination."

Add to Page 45, last paragraph:

"... Clean Air Act (CCAA). The CCAA requires coordination with neighboring districts. Meetings and discussions have already begun with neighboring districts and the ARB. Programs..."

Add to Page 47, Strategy 1, items e) and f):

"...proposals, e) participate with planning councils and commissions in the identification of impacts and appropriate mitigation requirements, f) require direct, indirect and cumulative impact disclosure and mitigation, and g) investing..."

Add to Page 47, Toxic Air Contaminants, second paragraph:

"Also, the District will accelerate the toxics program implementation as technology or new data becomes available.

Add to Page 55, Stationary Source Control Measures, first paragraph:

"Specific rules will be prioritized on their demonstrated ability to reduce emissions from ozone precursors, carbon monoxide, or particulate matter, and cost benefit comparison."