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February 25, 1991

Budget & Finance Committee
Sacramento, CA

Honorable Members in Session:

**SUBJECT: SACRAMENTO AREA COMMERCE AND TRADE ORGANIZATION (SACTO) -
ECONOMIC FORUM**

SUMMARY

A presentation will be given by Mr. Joe Genshlea, Co-Chair of SACTO. The Sacramento Area Commerce and Trade Organization (SACTO) commissioned the Institute for the Future (IFTF) to conduct an analysis of the four-county Greater Sacramento Area. The Study identifies challenges facing the region and outlines options to deal with the challenges. The report focuses on six major issues that are likely to be associated with the pace of growth during the next decade.

RECOMMENDATION

This report is for Committee Information.

Respectfully submitted,

Ken Nishimoto
Budget Manager

TRANSMITTAL TO COMMITTEE:

JACK R. CRIST
Deputy City Manager

Attachment

BIF #1

SACTO

Economic Forum

*A region-wide effort to bring a focus
to the region's economic destiny*

The Greater Sacramento Area Commerce and Trade Organization (SACTO) is a private, nonprofit economic development corporation representing the Greater Sacramento Area -- El Dorado, Placer, Sacramento, and Yolo counties.

SACTO

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During the next 15 years, the Greater Sacramento Area will experience substantial growth in population, jobs, and income. In fact, the Greater Sacramento Area will be one of the faster growing metropolitan areas in the state. Population will rise from 1.3 million to 1.7 million, while jobs will grow even faster—from 525,000 today to over 810,000 in the year 2000.

Such growth presents both benefits and risks. The benefits include a broader range of job opportunities and business services, a larger tax base for public goods, higher levels of per capita income, and increasing social and cultural diversity. But, growth does not come without risk. The recent experience of other rapid growth communities in California—Santa Clara, Orange, and Contra Costa counties—clearly indicates that such growth is associated with

traffic congestion, air pollution, escalating home prices and living costs, and antibusiness attitudes.¹

SACTO would like to thank Joseph Genshlea and John Kehoe, the Co-Chairs of the Economic Forum, for their countless hours spent helping to bring a focus to the Greater Sacramento Area's economic destiny. In addition, each county had a public and private sector Co-Chair. Thank you to Supervisor Robert Dorr and Gerald Knapp of El Dorado County, Councilman William Santucci (Roseville) and Brian Strom of Placer County, Supervisor Grantland Johnson and Ken Hustad of Sacramento County, and Councilman Mike McGowan (West Sacramento) and Dan Ramos of Yolo County.

¹ Excerpt from the Institute for the Future Report, May 1988.

BACKGROUND

The Greater Sacramento Area is the first non-coastal area of California to go through large-scale rapid growth unconstrained by natural boundaries. Further, the climate of public support within the state for infrastructure development and social spending will be affected through the 1990s by revenue limitations such as Proposition 13 and the Gann Limit. Thus the Greater Sacramento Area faces a period of change with its own unique circumstances. Whether the area will be an attractive place to live for its residents in the year

SACTO initially commissioned IFTF to conduct an analysis of our region and identify options available to address potential impediments to continued economic prosperity. The report focuses on six major issues — emerging threats or opportunities — that are likely to be associated with the pace of growth during the next decade. These issues include:

- the diversification in employment opportunities,
- the challenge to the local schools,
- the size and location of problem populations,
- growing traffic congestion, and
- deteriorating air quality.

Each issue forces some response from people and institutions. The responses will be

2000 will be answered by a series of decisions made by those residents over the next decade.

In this light, the Sacramento Area Commerce and Trade Organization (SACTO) undertook a series of Economic Forums to help develop a regional economic agenda. SACTO took the lead on this project because it is the only public-private organization representing the four-county area that is nonpolitical. More importantly, SACTO's success in attracting quality companies to the area is directly related to the quality of life offered in our region.

specific within each issue area, but five general themes run through the responses.

- Real benefits from a series of practical incremental steps rather than from grand solutions.
- Active participation in state decisions will affect the quality of life in the Sacramento area.
- Local land use decisions will continue to be the critical device for determining the location of jobs and pace of growth.
- Emergence of a number of focal points for the location of new jobs will be extremely important in mitigating the impact of traffic and job/housing imbalances.
- Active leadership is necessary to focus and maintain the attention of the diverse communities on key public issues.

Introduction

Institute for the Future Report (ITFF)

Other Regional Efforts

Several areas within the state have undertaken efforts to encourage better regional planning, including, the Bay Area Council, the Los Angeles 2000 Committee, and the Golden Triangle Task Force (Santa Clara).

The most notable results toward improving regional planning in California have been in the natural resources protection area, i.e. Coastal Commission, Tahoe Regional Planning Agency, and Bay Area Conservation and Development Commission. The best

national example of regional municipal cooperation is in Minneapolis where a common tax base has been established for the region.

Several efforts are underway in the state legislature to encourage regional planning. Speaker Brown is proposing the establishment of seven super regional planning agencies. Additionally, there are several other bills designed to encourage better land use decisions, sharing of sales tax, and modified annexation policies.

The Forum Process

To date, SACTO has convened a total of nine meetings (two per county and one regional meeting) to present the findings from the IFTF study and help develop a county by county consensus and a regional consensus on key challenges/opportunities for the area.

SACTO established both a public and private county co-chair to assist in overseeing the forum process. Each county forum was structured as a two hour meeting, while the regional forum was a four hour meeting.

First Forum

The first forum in each county involved a presentation by the Institute for the Future on the issues facing the region. The forum participants then had an opportunity to comment on the report and rank by order of impor-

tance key issues for their county. California State University, Sacramento, assisted SACTO with tabulating the results which were mailed out to forum participants prior to the second forum.

The second forum provided forum participants an opportunity to review their ranking and refine their priorities, if necessary. A professional facilitator was

brought in to oversee the process. In addition, participants were asked to "brainstorm" for 15 minutes to identify possible action steps for the county.

Second Forum

On April 19 SACTO convened it's final economic Forum. Over 250 participants from El Dorado, Placer, Sacramento, and Yolo counties established areas of

common concern for the Greater Sacramento Area. Time was also spent brainstorming in groups, by issue, to identify possible action steps for the region.

Final Regional Forum

There is strong support for regional cooperation on traffic, air quality and land use issues.

There is, with a few minor exceptions, strong regional con-

sensus among the four counties regarding the challenges and opportunities for the region.

Conclusions

Encourage efforts to promote regional cooperation. Some suggestions include:

1. Conduct an annual summit conference, inviting representation from all political jurisdictions in the Region, to foster more effective regional cooperation.
2. Initiate, develop and, insofar as practicable, coordinate re-

gional advocacy for state legislation to enhance regional planning in the Greater Sacramento Area.

3. Establish an ongoing regional effort to promote regional cooperation and to provide examples of successful strategies on regional issues such as housing affordability, air quality, transportation, land use planning, etc.

Recommendations

SURVEY RESULTS FOR REGIONAL PLANNING

SACTO conducted a survey of Economic Forum Participants to determine at what level issues should be dealt with, regional or local, and how do people feel about regionalism and a possible regional agency to oversee or cooperate with counties. The response was surprising with a 52 percent return rate of surveys. Below is a summary of the results.

✓ **Survey respondents felt overwhelmingly, with 90 percent in agreement, that it is accurate to talk about the four-county area as one distinct region.** Forty-one percent of respondents felt very strongly and 41 percent felt somewhat strongly that they could identify themselves as a citizen of the four-county area sharing certain values and concerns with other residents of the region.

✓ **Overall, 80 percent agreed that a strong regional agency is needed to solve many of the four-county region's current problems.**

✓ **In dealing with major issues such as transportation, housing, and the environment, 80 percent felt a regional approach should be taken** even if it means giving up some local authority. When managing growth, 62 percent felt that each city and county should not be overly restricted to deciding how to grow, but some regional agency should monitor and coordinate growth overall.

✓ **In determining which issues should be dealt with on a regional basis, freeways, air and water quality, and public transit received support** of 94 percent, 84 percent and 73 percent of responses respectively. Waste disposal and economic growth were borderline in that regional agencies should be responsible with 52 percent and 51 percent responding respectively. Siting large facilities was also close with 58 percent in agreement that cities and counties should be responsible. Housing development and land use planning received ample support for the city and counties to take responsibility with 79 percent and 61 percent responding respectively.

✓ **Eighty-two percent of the respondents felt that a regional agency should have the authority to offer financial incentives for regionally oriented policies. A regional authority received support in resolving growth and development conflicts with a 69 percent response and developing a regional growth plan received an 83 percent response.** Determining whether regional agencies should have the authority to approve siting of large facilities received ample support from both sides, with 56 percent agreeing that regional agencies should not have the authority. Respondents felt that regional agencies should not have the authority to overrule local no-growth ordinances, withhold state and federal funds, and decide on the amount of housing with a 73 percent, 71 percent and 76 percent response respectively.

TOP COMMON ISSUES/ACTIONS

The top issues listed were selected through a total of nine Economic Forum meetings with participants from both the private and public sector. A large list of issues were developed on a county by county basis. The lists were then combined and prioritized according to the issues that were similar for all of the counties. The top issues that were common across the four-counties are listed giving the region a starting point to begin their work.

- Target manufacturing enterprises that have a major multiplier impact.
- Target production facilities for Pacific Rim companies seeking a major foothold in the U.S. market.
- Encourage the transition of local firms from local markets to regional and statewide markets through appropriate infrastructure development and both public and private business opportunity network.
- Seek the relocation of medium-sized firms from the congested coastal areas.
- Help financial and service firms become regional leaders.
- Develop public and private support for innovative ideas to help schools in disadvantaged areas.
- Push to make state spending more flexible.
- Push for increased support for education in general and expanding enrollment districts in particular.
- Develop incentives for professionalism and quality in teaching and school administrating, regardless of tenure.

Jobs and Income

Education

At-Risk Populations

- Support technical training, both in the private sector and through local community colleges.
- Establish child care programs.
- Increase access between job centers and threatened residential areas.
- Increase programs that address social issues (substance abuse, gangs, teen pregnancy, aging, health, etc.).

Housing and Land Use

- Community cooperation across boundaries is a critical element. The proliferation of governmental bodies—cities, counties, planning districts, transit authorities, and so forth—and private support groups must be coordinated. But there should be tax authorities capable of funding public needs; and there should be leadership capable of sponsoring public debate on major issues of importance to the wider community.

Transportation

- More tied relationships between new jobs and new residential developments, including a variety of housing options.
- Plan for long-term road needs.
- Enhance public transportation that includes some support for innovative programs—large parking facilities outside of congested areas or at highway intersections, small bus and van services, links to private van services, and so forth.
- Cooperation between land use planners and transportation planners to explore alternative means of dealing with regional traffic flow in and out of new developments.

Environment and Conservation

- Address clean air issues to improve air quality.
- Improve water quality and quantity (address flood control, conservation).
- Waste management.
- Conservation of lands for public use and land use.



*Institute for
the Future Report*

Edited by SACTO

The Issue

The Greater Sacramento Area will have more people and jobs in the year 2000 than it does now. The benefits of growth will not come from mere numbers, but also in the types of new jobs created and in the levels of income associated with those particular jobs.

The Greater Sacramento Area's economy has long been dominated by state government activities. During the 1970s, government workers accounted for an extremely high 35 percent of all employment in the area. The share of government workers has fallen in recent years, however, the absolute numbers continue to go up slowly, while the number of workers in services and wholesale and retail trade has grown rapidly.

Over the past few years, the relative share of manufacturing workers has been rising as well. The growth of manufacturing employment is especially important because a manufacturing plant has a tremendous multiplier effect in creating other jobs in the community — in transportation, utilities, suppliers, lawyers, accountants, and business and marketing services. Future growth in manufacturing will contribute directly to the development of a diversified employment base.

If current efforts to diversify continue to bear fruit, by the year 2000 the composition of jobs in the area is likely to look quite a bit different from today (see Table 1)

Table 1

COMPOSITION OF JOBS
(Share of Total Employment)

| Sector | 1972 | 1986 | 2000 |
|--------------------------------|-------------|-------------|-------------|
| Agriculture | 3.1 | 1.5 | 1.0 |
| Construction | 4.9 | 5.8 | 5.5 |
| Manufacturing | 7.7 | 7.3 | 9.5 |
| Transportation/Utilities | 5.9 | 4.5 | 4.0 |
| Trade | 21.2 | 24.2 | 25.0 |
| Finance | 4.1 | 5.8 | 6.0 |
| Services | 15.2 | 20.5 | 24.0 |
| Government | <u>37.9</u> | <u>30.4</u> | <u>25.0</u> |
| Total | 100.0 | 100.0 | 100.0 |

Source: IFTF (historical data from California State Employment Development Department)

The share of government jobs will continue to decline modestly (although the actual numbers of government workers will increase from 160,000 today to 200,000 in 2000). Manufacturing, services, and trade will continue to grow. The most rapid growth in jobs will be in the service sector, and 75 percent of the jobs created in the service sector will be in the most sophisticated part — business and

professional services and health care.

The growing diversification of jobs will have a beneficial effect on per capita income. Today, per capita income in the Greater Sacramento Area lags well behind the state average and in some 25 percent less than that of some other large-scale, rapid growth areas such as Santa Clara, Contra Costa, and Orange counties (see Figure 1).

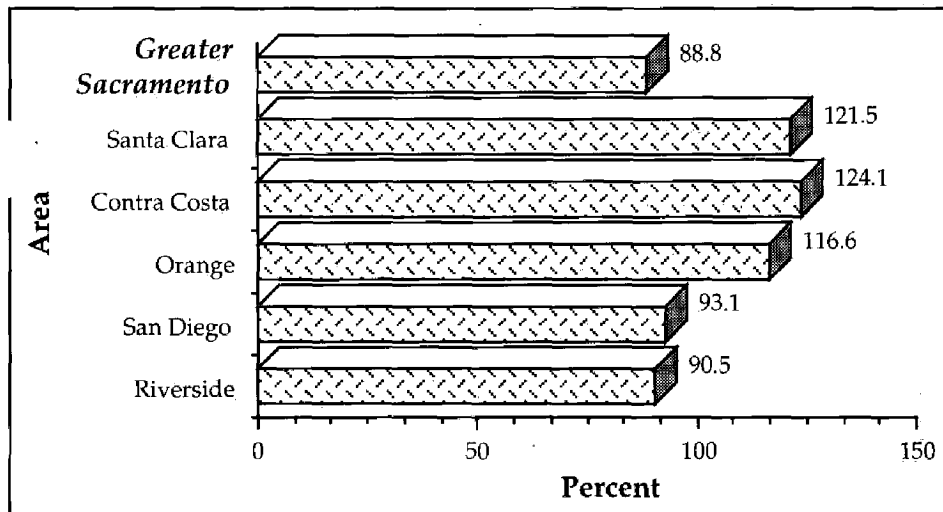


Figure 1

**RELATIVE PER
CAPITA INCOME**
(As a Percent of State Average)

Source: U.S. Department of Commerce, Bureau of Economic Analysis

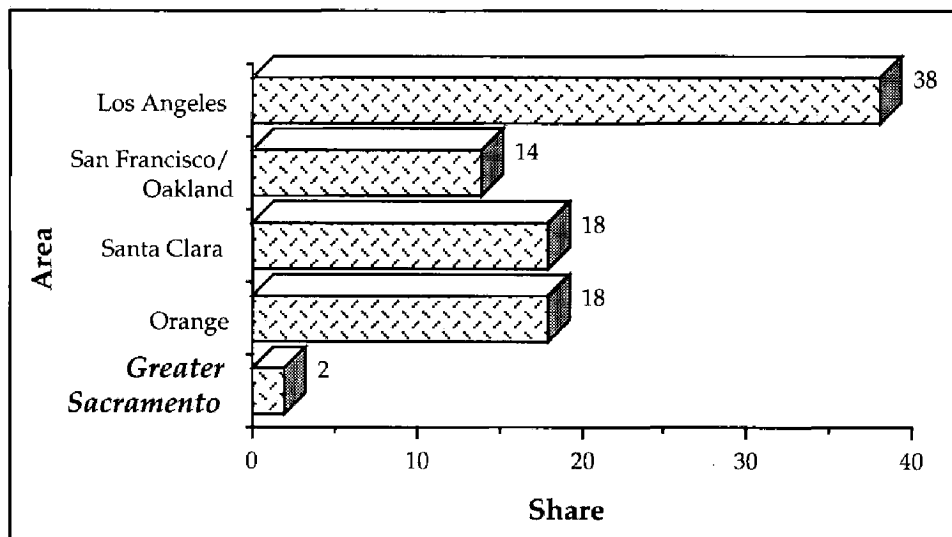
Per capita income in Sacramento lags behind the state because of the large role of the government and the retail and wholesale trade sectors. Both tend to have wage levels slightly below average. More dynamic manufacturing and service sectors usually have much wider ranges of wages and salaries. A large number of production, clerical, and sales workers in those industries have

low wages. But firms in these industries, especially large regional or national manufacturing firms, have a sizable layer of managers, professionals, and technicians. They also draw a variety of contacts with other sophisticated professional business service firms that have a high number of lawyers, accountants, bankers, and specialized computer technicians.

In fact, because of their range of sophisticated needs, the presence of the headquarters of large regional/national firms is closely associated with high regional per capita incomes. The largest concentrations of such headquarter firms are in the well-developed coastal communities. The San

Francisco Bay Area and Los Angeles-Orange counties have almost 90 percent of California's headquarters firms. Greater Sacramento has only 2 percent (see Figure 2). Every county in the Bay Area and both Los Angeles and Orange counties have above state average per capita incomes.

Figure 2
LOCATION OF CALIFORNIA'S LARGEST FIRMS
 (Share of 600 Largest Firms)



Source: California Business

The Trend

If current trends continue, the Greater Sacramento Area will have a more diversified economy with growing levels of per capita income. But it is essential that the area begin to attract from outside and build from within a larger share of local, state, and regional headquarters firms. The keys to rising relative levels of area per

capita income are to diversify economic activity; to evolve into a regional headquarters center for all of the Central Valley and the areas north and east of the Valley; to attract medium-sized firms that are having trouble expanding in the high-cost coastal metropolitan areas; and to introduce local firms to the benefits of Pacific Rim trade

Education

Proposition 13's lowering of local property tax rates and limiting the annual increase has weakened the ability of local communities to respond to local needs. This is especially true in education in districts with rapidly growing enrollments. These districts are dependent on state funds for operational support and for help in expansion of facilities. Future flows of state funds will be affected by the Gann limits (Proposition 4, which passed in 1979, limited the increment in total state spending to the growth in population plus inflation; it permitted no real increases in per capita spending.)

Sacramento's school districts are in a special category. Not only are they lagging behind other districts in terms of current achievement, but enrollment is growing rapidly. Limited in-

creases in funding by the state will hamper the ability of local school districts to respond to their problems.

Two key problems stand out. High school dropout rates in Sacramento schools are high. Figure 3 compares dropouts during a single year in Sacramento with those from other large-scale, rapidly growing counties in California. Sacramento's rate is twice that of Santa Clara and Orange counties and quite comparable to such mature inner city areas as Los Angeles (12 percent) and San Francisco (11.8 percent). The high dropout rate indicates a problem in the non-college-oriented student who forms the core for many of the production and support jobs in the burgeoning manufacturing and office industries.

The Issue

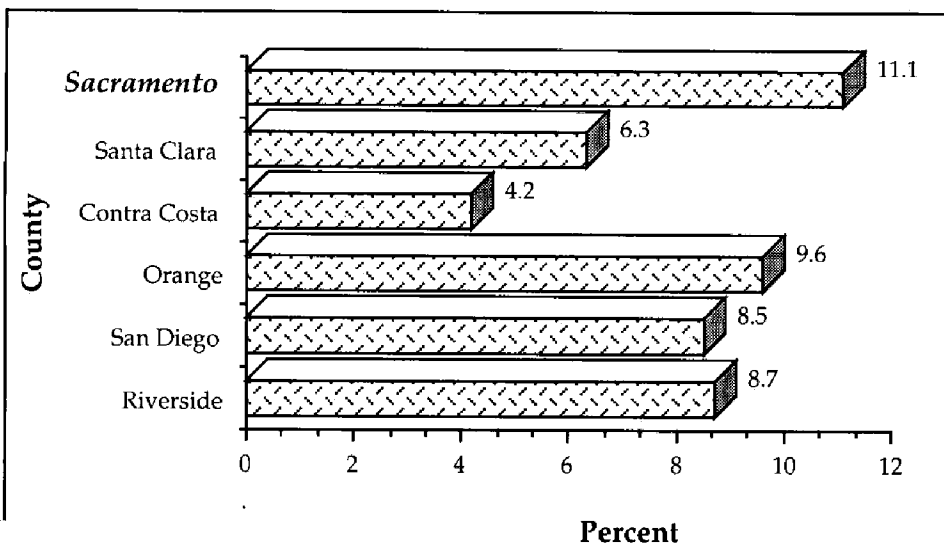


Figure 3

HIGH SCHOOL
DROPOUT RATE, 1986
(As a Percent of Total High
School Enrollment)

Source: California State Department of Education

The second critical issue is the growing discrepancy between the performance levels of individual schools or school districts within the area. The performance levels are divided geographically, with an inner ring of relatively low-performance schools and an outer tier of higher performance schools

in Davis, Carmichael, Fair Oaks, Citrus Heights, and Roseville. The discrepancies are not great now: the above-average districts are about 8 percent above the state average; the below average districts are about four percent below the state average.

The Trend

State budget support for education — which is critical for the Greater Sacramento Area school districts — will be affected by the current budget deficit and the Gann limits. As a district with growing enrollments and the need for extra support for special populations, Sacramento will be working hard to overcome financial constraints. Without some action, the number of dropouts in a single year in Sacramento

County alone will rise from 3,800 today to almost 5,200 in 2000. Further, the discrepancies between districts will grow and will begin to have a major impact on neighborhood choice, housing, land values, and employment location. Both of these factors will be a real handicap in competing with Orange County and Santa Clara County for headquarters types of jobs.

Problem Populations

The rapid growth in the Greater Sacramento Area's population will bring a host of problems of adaptation. But aside from sheer numbers, the composition of that problem is an important issue as well. Sacramento has a greater than normal share of problem populations.

Problem populations are hard to define, but the effects of these problems are measurable in terms of such indicators as poverty, crime, and educational attainment. And, in comparison to other large-scale, rapid growth areas, Sacramento has a larger share of problem populations. As measured by

registered welfare recipients, Sacramento has substantially more people in poverty than such areas as Santa Clara, Contra Costa, San Diego, and Orange counties (see Figure 4). Sacramento's Aid to Families with Dependent Children (AFDC) enrollment (10.4 percent of total population) is not only well above the state average (6.3 percent) but even above that of counties with large urban populations like Los Angeles (7.3 percent), San Francisco (5.4 percent), and Alameda (6.5 percent).

Sacramento's crime rate is also much higher than competing large-scale, rapid growth areas (see Table 2).

The Issue

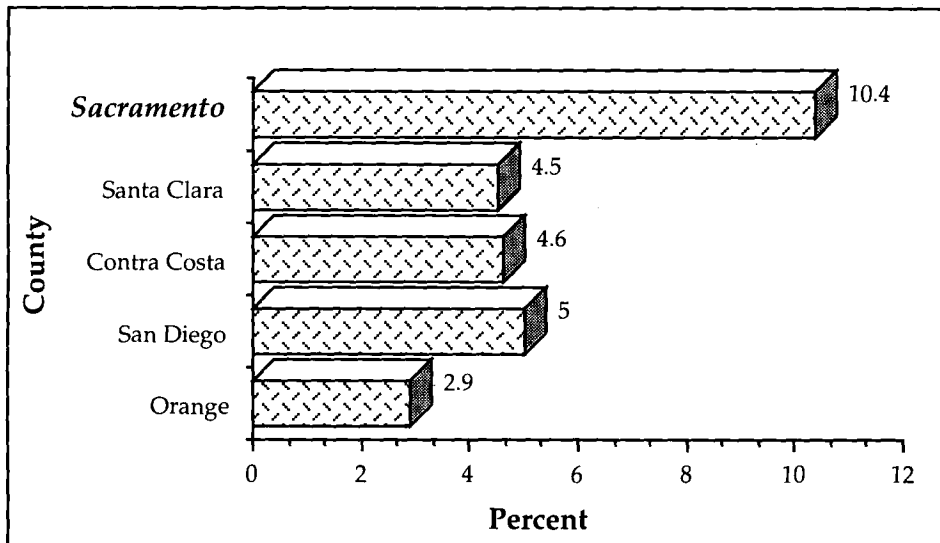


Figure 4

AFDC REGISTRANTS
(As a Percent of Total Population)

Source: Department of Social Services

Table 2

CRIME RATES
(Serious Crimes per Thousand People)

| | |
|--------------------------|------|
| Greater Sacramento | 32.9 |
| Santa Clara | 19.7 |
| Contra Costa | 27.8 |
| San Diego | 27.4 |
| Orange | 25.5 |

Source: California Department of Justice

The Trend

Growth by itself could exacerbate the differences in populations. If there are no differences in the poverty and crime rates, the number of people in poverty will rise from 94,000 in 1986 to 123,000 in 2000; the number of serious crimes from 34,000 to 40,000. But both the number of people on welfare and the number of crimes

have been growing faster than population, so the actual numbers could be much higher in the year 2000. Further, there could be a sharp split in the community between the haves and the have-nots, with the have-not areas having a diminishing amount of resources available to meet their problems.

Jobs and Housing

A number of associated problems flow from an imbalance in a given area between jobs and housing. When central business and office districts develop with large concentrations of jobs, Californians'

between Interstate 80 and the American River in Carmichael, Citrus Heights, and Fair Oaks. In other places where jobs are growing rapidly — east along Highway 50, south along Highway 99, in West Sacramento, and in Davis

The Issue

between communities that have an even balance between jobs and employed residents.

But one trend clearly signals a longer term mitigation of the jobs/housing imbalance — the dynamic growth of alternate job centers. Developments new or planned along Interstate 80, Highway 50, Highway 99, in Natomas, in West Sacramento, and in Davis create a dispersed set of poles of attraction that will lessen the pressures arising from existing concentra-

tions of jobs. The Los Angeles Basin has been able to assimilate a huge number of people and jobs in a constricted area with low-density residential neighborhoods by maintaining a number of competing job centers — up to 15 major business centers. This growth in diversified poles of activity will not diminish the importance of downtown but rather enhance its importance as a financial, business service, and commercial center of a dynamic, well-balanced region.

Table 3
JOBS/HOUSING
IMBALANCES:
SACRAMENTO
AND THE BAY AREA
(Thousands)

| Area | Surplus | |
|---------------------------------|---------|-----------|
| | Jobs | Residents |
| SACRAMENTO: | | |
| Downtown | 49 | |
| Arden-Watt | 11 | |
| North Highlands | 10 | |
| Roseville | 9 | |
| South Sacramento | | 15 |
| Carmichael/Fair Oaks | | 19 |
| Citrus Heights/Orangevale | | 29 |
| BAY AREA: | | |
| San Francisco | 197 | |
| Mid-Peninsula | 140 | |
| San Jose | | 68 |
| San Mateo | | 57 |
| Newark/Fremont | | 53 |
| Marin | | 37 |

Source: Sacramento Area Council of Governments and Association of Bay Area Governments

Growth in jobs and population has a direct and multiple effect on traffic in urban California. Over the past decade, traffic congestion

has grown about three and a half times as fast as the number of people or jobs in heavily populated areas (see Table 4).

The Issue

| | |
|--------------------------|-----|
| Jobs | 1.4 |
| People | 1.5 |
| Autos registered | 2.9 |
| Freeway congestion | 5.3 |

Table 4

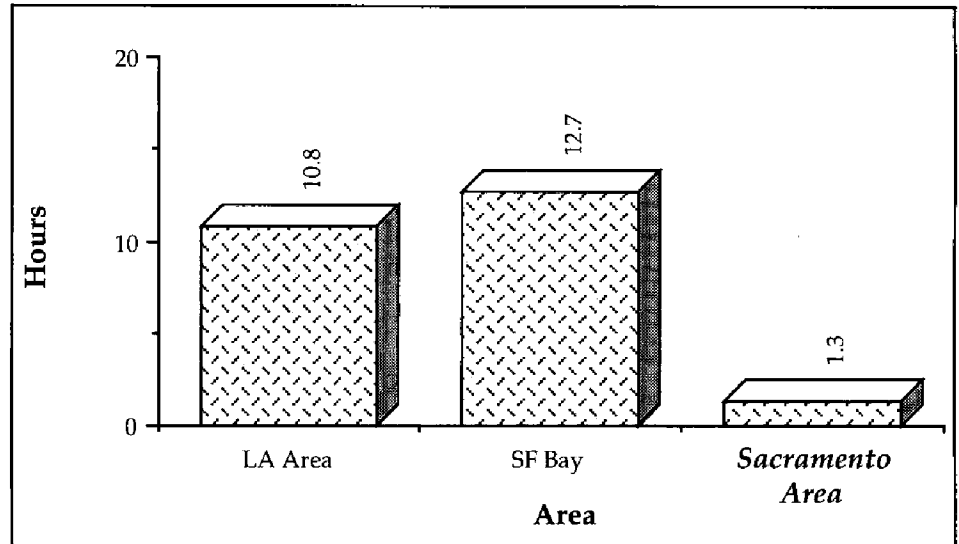
URBAN SOUTHERN
CALIFORNIA TRAFFIC
CONGESTION IN THE 1980s
(Average Annual Percent Increase)

Source: Department of Motor Vehicles, CalTrans

The Greater Sacramento Area is following this pattern. Auto traffic is growing more rapidly than employment, and congestion is appearing where previously it was not obvious. Still, Sacramento Area traffic problems should be kept in perspective: the congestion levels of today are nowhere near the saturation levels seen in

the San Francisco Bay Area or in the Los Angeles Basin. Figure 5 compares the average vehicle hours of delay at critical highway points adjusted for the number of drivers in each area. The more populated and physically bound regions along the coast are different by almost an order of magnitude.

Figure 5
VEHICLES HOURS OF DELAY
(Per Thousand Registered Vehicles)



Source: CalTrans

The Trend

Over the period to 2000, traffic in the Greater Sacramento Area is likely to grow faster than traffic in Contra Costa, Santa Clara, Orange, and Los Angeles counties. It will probably be growing about as fast as traffic in Riverside and San

Bernardino counties, which are on the fringe of the Los Angeles Basin. By 2000, the measures of vehicle hours of delay will move from about eight percent of LA's level today to about 20 percent.

The Sacramento Air Basin has a serious air quality problem. Monitored ozone levels during summer months often reach 150 percent of the national standard and 200 percent of the state standard. In winter, carbon monoxide "hot spots" in Sacramento County also exceed federal standards.

In the hot summer months, pollutants in the Sacramento area are often trapped under an inversion layer of hot air, thus concentrating the problem. As the day goes by, these pollutants are moved by prevailing wind patterns from the central metropolitan center out to Folsom, Roseville, Rocklin, Auburn, and even be-

yond. During this movement, these pollutants, called reactive organic gases (ROG) and oxides of nitrogen (NOx), are mixed and then react to sunshine to form ozone.

Extensive efforts have been made to reduce emissions that cause air pollution, including tough controls on industry and emission control equipment on motor vehicles, and these efforts have resulted in significant reductions even in the face of rapid growth. Unfortunately, after all that the Sacramento area still exceeds federal and state standards for healthy air on a number of days each year (see Table 5).

The Issue

| | Metropolitan Area ¹ | | | |
|---|--------------------------------|-----------|------------|----------------------|
| | Los Angeles (CMSA) | San Diego | Sacramento | San Francisco (CMSA) |
| Average annual days federal standard exceeded at site recording the 4th highest reading, 1986-88 ² : | 145.4 | 11.1 | 8.9 | 3.4 |
| 4th highest reading in parts per million, 1986-88 ² : | 0.34 | 0.18 | 0.16 | 0.14 |
| Estimated number of exceedances at site recording, most in 1988 ³ : | 148.0 | 7.1 | 15.5 | 4.1 |
| 2nd highest reading in parts per million, 1988 ³ : | 0.33 | 0.19 | 0.17 | 0.14 |

Table 5

OZONE EXCEEDANCES IN CALIFORNIA AREAS

¹Metropolitan Statistical Area (MSA) unless noted as CMSA, which is Consolidated MSA.

²4th highest reading used because standard allows one exceedance per year.

³The 1988 values may be from two different monitoring sites.

Source: EPA Release, Thursday, July 27, 1989.

The Trend

Passenger cars and light-medium duty trucks used on the streets and highways of the Sacramento area represent a large fraction of the total motor vehicle fleet. As such, they are also large contributors to ozone precursor and carbon monoxide emissions.

In 1990, passenger cars account for 23 percent of reactive organic gases, 25 percent of nitrogen

oxides, and 43 percent of carbon monoxide emissions while it is important to keep in mind that passenger cars do not emit the majority of any emissions they are a large source. By 2010, passenger cars will account for 20 percent of reactive organic gases, 13 percent of nitrogen oxides and 40 percent of carbon monoxide emissions as shown in Table 6.

Table 6

PERCENT OF TOTAL
EMISSIONS FROM
PASSENGER CARS

| | 1990 | 2000 | 2010 |
|------------------------------|------|------|------|
| Reactive Organic Gases | 23% | 14% | 13% |
| Nitrogen Oxides | 25 | 21 | 20 |
| Carbon Monoxide | 43 | 40 | 40 |


Source: Sacramento Area Council of Governments, 1990.

For light and medium trucks, in 1990 they account for 11 percent of ROG, 14 percent of NO_x, and 22 percent of CO. By 2010, they will account for 7 percent of ROG, 11 percent of NO_x, and 22 percent of CO.

While passenger cars and light and medium duty trucks are large contributors to emissions, as the percentages indicate, for nitrogen oxides (NO_x), heavy duty diesel trucks are also a significant problem. In 1990, they account for 23 percent of NO_x emissions, increasing to 26 percent in 2000, and 28 percent in 2010.

While required emission control equipment on cars, trucks

and other vehicles has provided significant emission reductions, it will not be enough to eliminate motor vehicle emissions as a problem. Technology alone will not be sufficient as long as the gasoline fueled internal combustion engine in cars and other vehicles remains the dominant means of moving people from place to place. Even if existing and foreseeable new emission control devices operated at maximum effectiveness, the growing number of vehicles in use and the rapidly increasing vehicle miles traveled (VMT) will, within a few years, result in an increase in auto pollutant emissions.



The control strategy aimed at transportation-related emissions, which attempts to reduce vehicle trips and VMT, is based on activities called transportation control measures, or TCMs. The objective of a TCM is simple. They are aimed at reducing emissions from on-road motor vehicles, by making the road system more efficient, and by switching to fuels that burn cleaner.

Unfortunately, it will not be easy to change travel patterns. Recent surveys have indicated a majority of people understand motor vehicle use is a significant

contributor to air pollution, yet motor vehicle use remains high. In 1989, it was estimated that there were almost 8 million person trips per day in the Sacramento region. Of that total, 76 percent or 4.7 million trips, were by single occupant auto, pick-up or van. To put that number into perspective, for every person who rides public transit once during a single day, 81 people make a trip by driving alone.

Source: Sacramento Area Council of Governments, *Regional Air Quality Plan 1990*.



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