



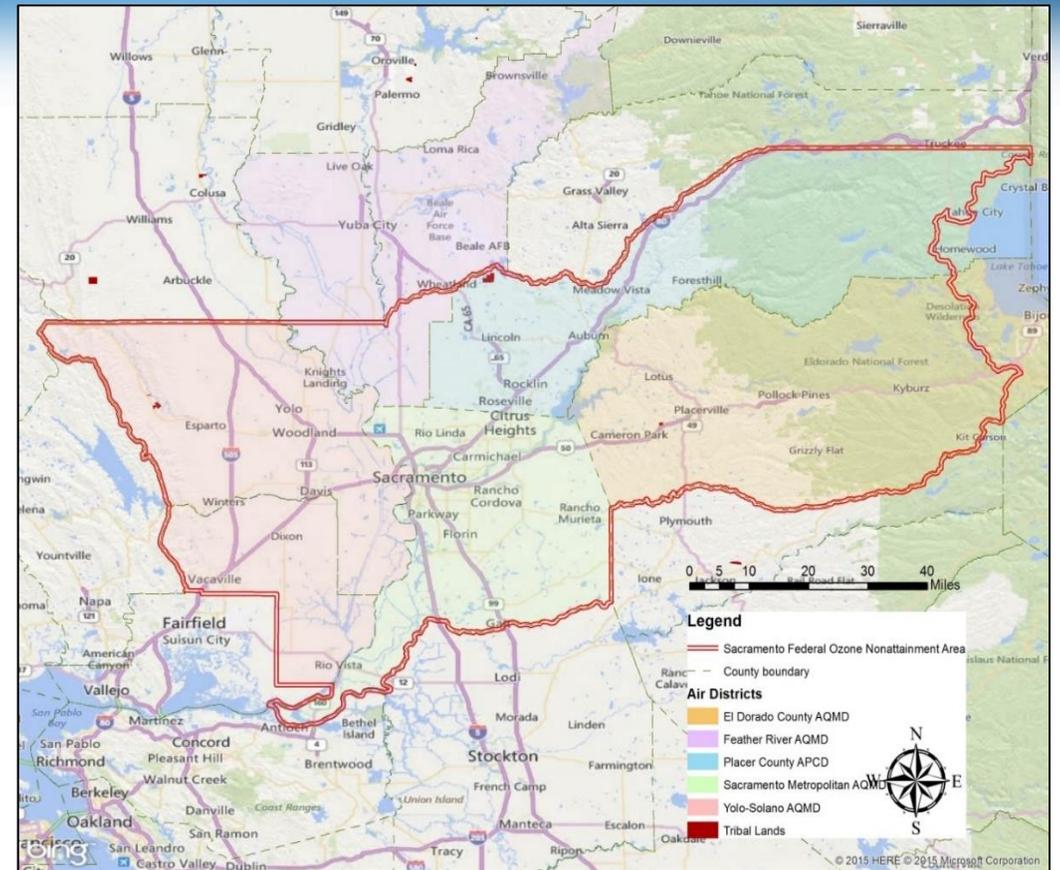
Measure A – Successes and Unmet Air Quality Needs

Mitigating Pollution from the Transportation Sector

Sacramento Transportation Authority
Board of Directors Meeting
August 8, 2019

The Sac Metro Air District

- Special District of the State of California
- Regional air quality regulator
- Advancing clean air and low-carbon agendas
- Sacramento County jurisdiction
- Coordinated multi-county/multi-district air quality planning
- Working with federal (EPA), state (ARB), and local air agencies
- Building a strong region through partnerships



Air quality planning area
Sacramento Federal Nonattainment Area (SFNA)

Sac Metro Air District Board of Directors

representing 7 jurisdictions -- Sac County + 6 Cities



Eric Guerra, Chair
Vice Mayor
City of Sacramento



Sue Frost, Vice Chair
Supervisor
Sacramento County
Board of Supervisors



Larry Carr
Councilmember
City of Sacramento



Paige Lampson
Mayor
City of Galt



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Steve Hansen
Councilmember
City of Sacramento



Jeff Harris
Councilmember
City of Sacramento



Steve Ly
Mayor
City of Elk Grove



Patrick Kennedy
Chair
Sacramento County
Board of Supervisors



Bret Daniels
Councilmember
City of Citrus Heights



Donald Terry
Councilmember
City of Rancho Cordova



Don Nottoli
Supervisor
Sacramento County
Board of Supervisors

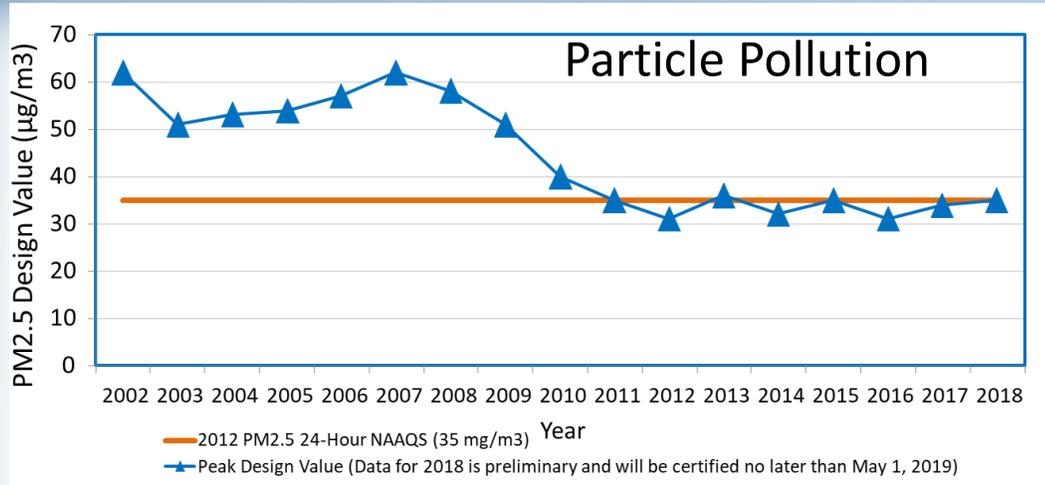


Susan Peters
Supervisor
Sacramento County
Board of Supervisors



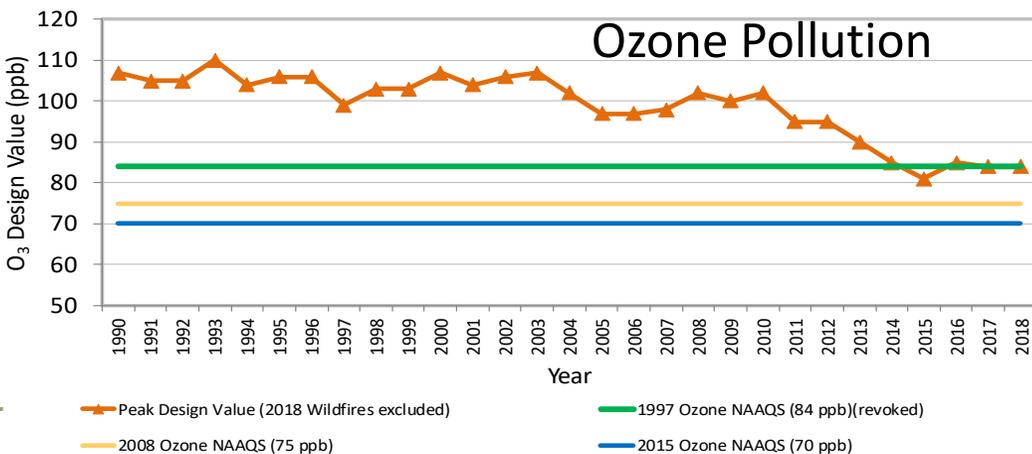
Phil Serna
Vice Chair
Sacramento County
Board of Supervisors

Making progress on clean air, but more is needed



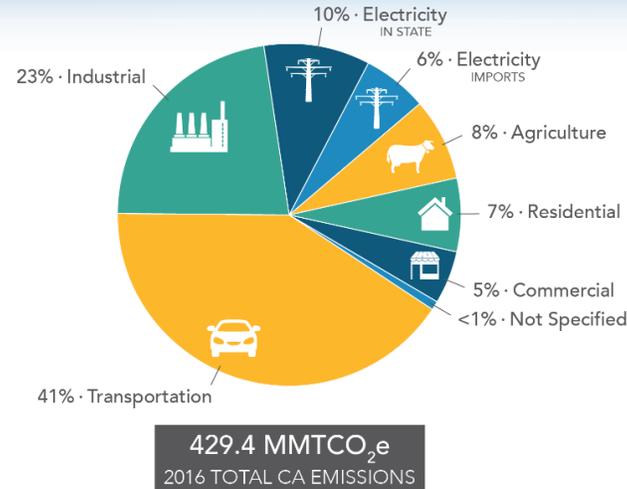
Widespread Air Pollution Still Prevalent Today

#5 and #15 –
Greater Sacramento region rankings for
worst **ozone** and **particle pollution** in
the country



Sources of Air and Climate Pollution

- Largest source is **transportation sector** (cars, trucks, equipment, buses, etc.)
- Wintertime fireplace use
- The new normal (wildfires)
- Industry and electricity generation
- Others



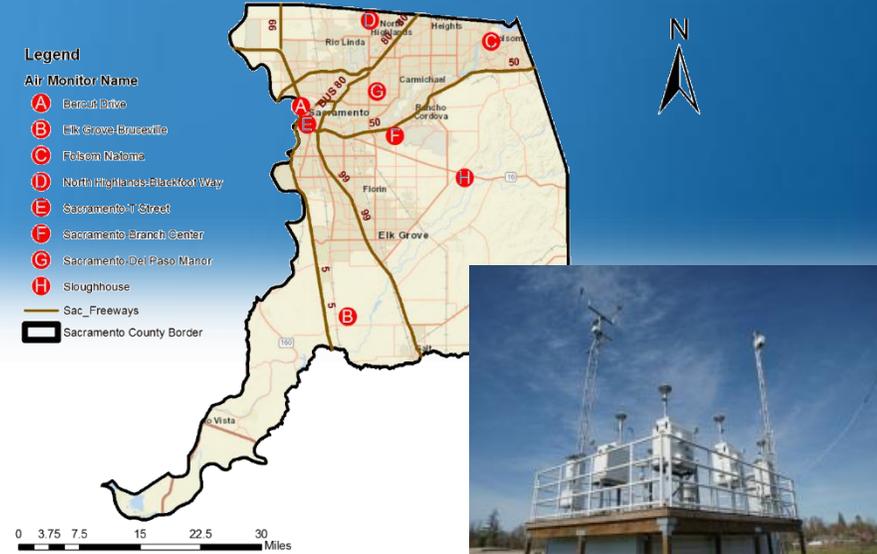
Measure A – Accomplishments

- Protecting public health – air monitoring
- Leading program on financial incentives for cleaner vehicles, equipment and mobility solutions

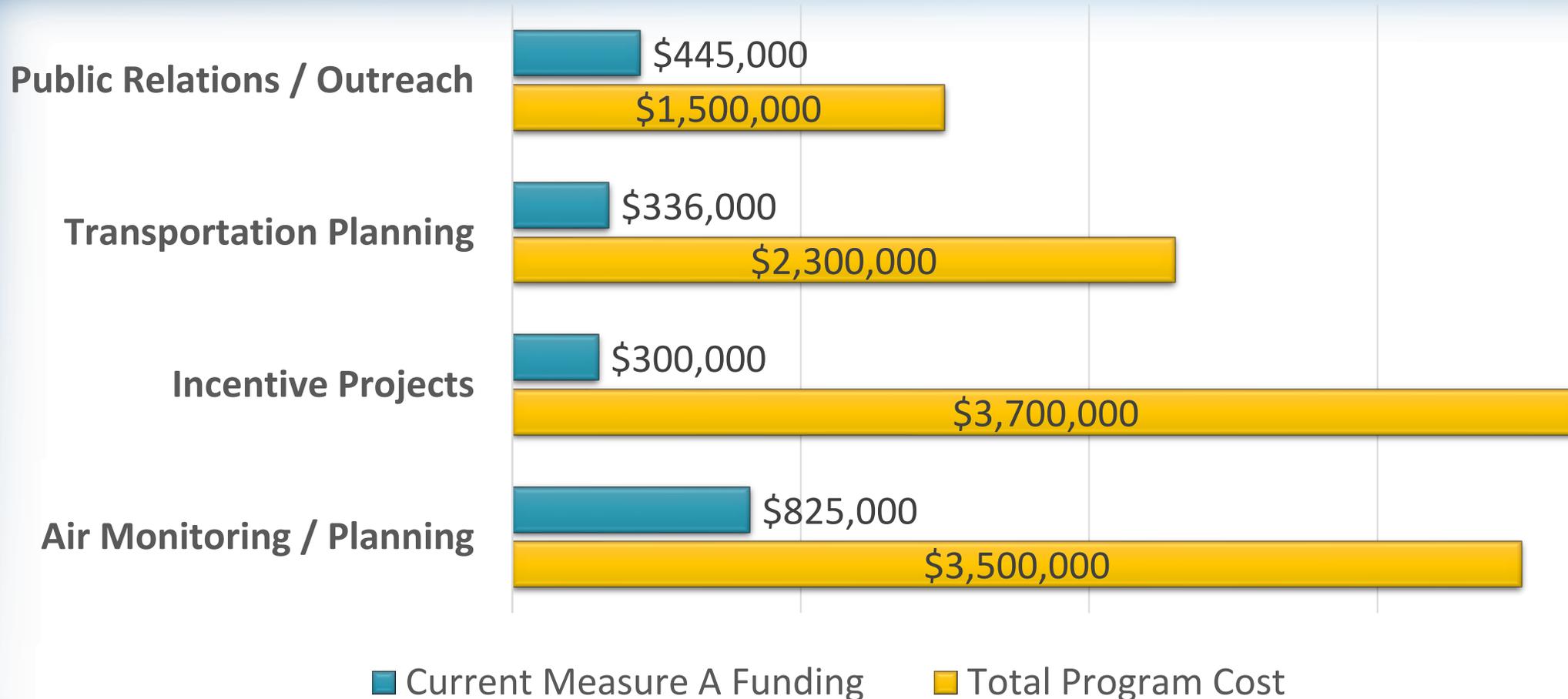
Invested ~\$60M from State funds in last 5 years; leveraged regional economic development of ~\$120M



- Progressing on land use, sustainable community strategy – reducing VMT and construction emissions
- Promoting and educating about Air District rules, programs and opportunities – e.g., Spare the Air



Summary of Program Costs vs Measure A Funding



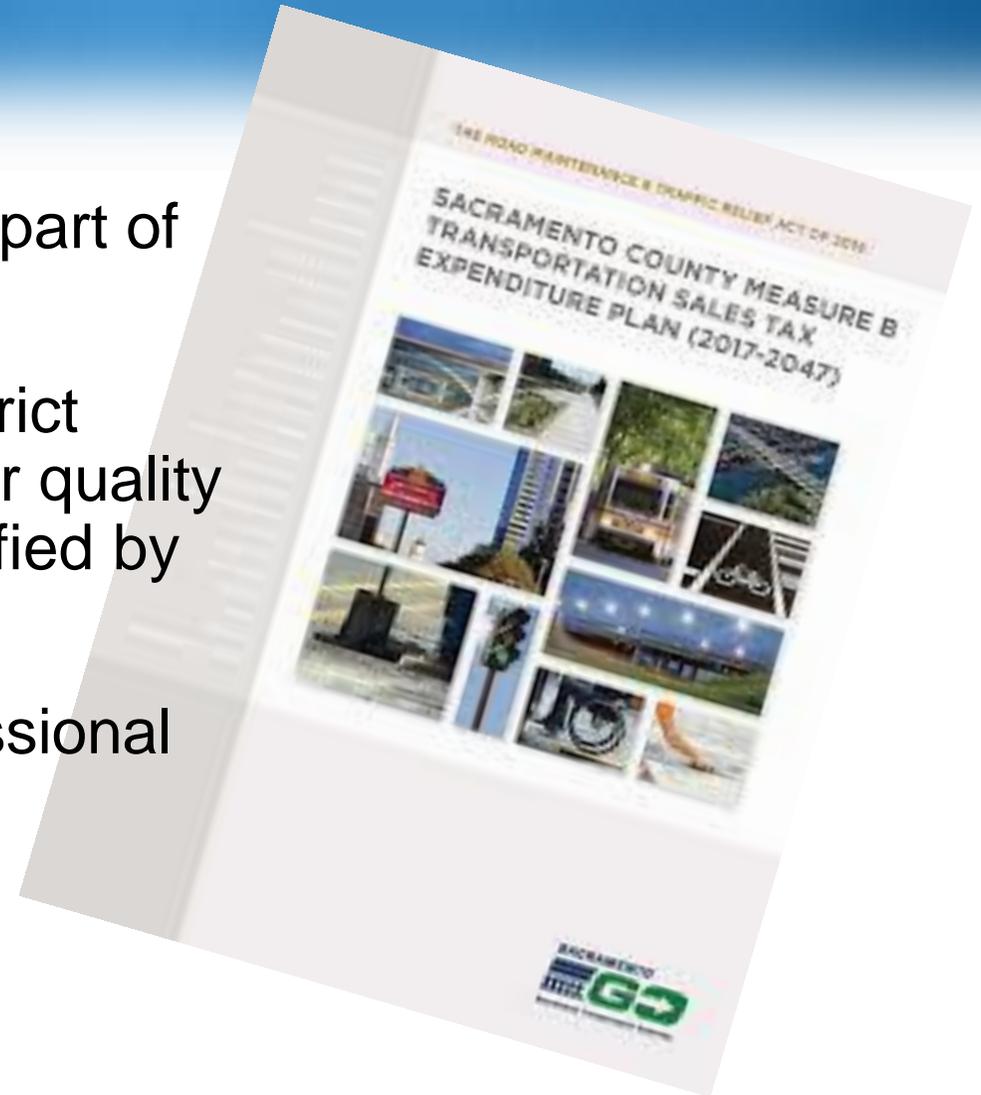
Key Air District Role in Regional Progress

- Federal/State transportation funding hinges on air quality progress (Transportation Conformity)
- Plans for meeting legally-binding, health-based national ambient air quality standards
- Running state-funded incentive programs
- Permitting and enforcement of federal, state, and local rules
- Business assistance



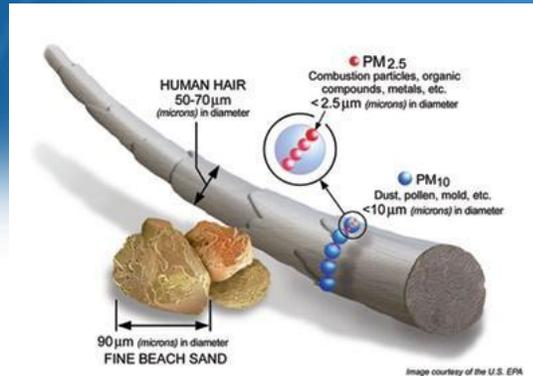
Measure B

- Sac Metro Air District historically integral part of Measure A
- Measure B efforts did not include Air District consequently no transportation-related air quality projects/programs were developed/identified by District in the “expenditure plan”
- Currently active part of Measure A Professional Advisory Group (PAG)



Unmet Transportation-related Air Quality Needs

Unmet Transportation-related Air Quality Needs



Compliance with New 2015 Ozone National Ambient Air Quality Standard (NAAQS)

Maintenance plans for both PM2.5 and PM10 attainment

- Significant resources necessary to support State Implementation Plan (SIP) development for Ozone and Maintenance Plan for PM
- Plans needed to fully protect public health and show transportation conformity (so region can continue receiving federal/state transportation funding)

Funding need: \$500,000/year

Unmet Transportation-related Air Quality Needs

New state mandate – AB 617 Community Air Protection Program

- 2017 state law emphasizes environmental justice, equity, and highly localized air quality management
- Multiple new requirements:
 - Community-level monitoring
 - Community member engagement
 - Local business outreach
 - Emission reduction incentives program

Funding need: \$500,000/year



Unmet Transportation-related Air Quality Needs

Innovation – Broadening the traditional incentive project spectrum

- Availability of millions in Cap and Trade incentive funds
- Focus on carbon reductions and transformations to sustainability
- Funds for lowest-emitting vehicles, engines, equipment
- Opportunity for future mobility investments
- Electrification of transportation (electrons and molecules)
- Funds go to local businesses who voluntarily participate
- District needs **local \$** to get and put to work **state \$\$\$**

Funding need: \$1.25 million/year



Unmet Transportation-related Air Quality Needs

Innovative Land Use Strategies

- Deploying EV infrastructure in all communities
- Supporting TOD and low-VMT development in all local jurisdictions
- Advocating for active transportation solutions and climate-ready streetscapes
- Deploying mobility hubs in transportation deserts

Funding need: \$1 million/year



Unmet Transportation-related Air Quality Needs

Outreach

- Continue the “Spare the Air” Program
- Increase public awareness about air & climate pollution, sources of pollution, impacts on health, and helpful behaviors that can improve outcomes
- Target outreach campaign in disadvantaged communities to address community-specific concerns
- Conduct public outreach that highlights availability of new mobility options – mobility hubs, bike and car share programs

Funding need: \$1 million/year



Unmet Transportation-related Air Quality Annual Need

Summary of Important Air Quality Programs that Need Funding:

- Ambient Air Monitoring – Regionally and in Communities
- Air Quality Planning
- AB 617 Community Air Protection Program
- Low-carbon Transportation and Future Mobility (Mobile Sources)
- Land Use and Climate Change
- Outreach and Education

Unmet need = \$4.25 million per year

Total unmet need = \$127.5 million over 30 years

Thank you

