

**South Sacramento – Florin Community Air Protection Steering Committee
Steering Committee Meeting #6 Notes
Tuesday, April 23, 2019 – 6:00 pm – 8:00 pm**

Steering Committee Members	Organization
Bill Knowlton (Chair)	Mack Road Partnership
Patricia Shelby (Vice chair)	NLCNA Community Resident
Shirley Banks	Resident
Gary Johansen	Resident, North Laguna Creek Neighborhood Association (President)
Vincent Valdez	United Latinos EJ Committee Resident
Rhonda Henderson	North Laguna Creek Valley High Community Association (President)
Evelyn Craine	South Sacramento Christian Center

Sacramento Metropolitan Air Quality Management District (SMAQMD)	
Alberto Ayala	SMAQMD
Jamie Arno	SMAQMD
J.J. Hurley	SMAQMD
Amy Roberts	SMAQMD
Mark Loutzenhiser	SMAQMD
Stephen D'Andrea	SMAQMD
Janice Lam Snyder	SMAQMD
David Yang	SMAQMD

Public and Other Organizations	
Jeremy Herbert	CARB
Kelly Kerber	CARB
David Ridley	CARB
Jose Saldana	CARB
Randy Yonemura	California Indian Water Commission
John Lane	Teichert, Clean Air Partnership
Adrian Rehn	Valley Vision/Oak Park Neighborhood
Jesus Hernandez	JCH Research
Scott Andrews	Aclima
Veronica Herrera	Community Resource Project
Diana C. Bravo	California Public Utilities Commission
Earl Evans	Public
Ling Li	Public
Daniel Valdez	A T Valdez Foundation

Note: All presentations and meeting materials are available on the District website at <http://www.airquality.org/> under Community Air Protection and Steering Committee.

1. Welcome and Introductions

The Steering Committee Chair (Chair) began the meeting at 6:06 pm. Meeting attendees introduced themselves and the group/organizations they represented. The Steering Committee Vice Chair (Vice Chair) mentioned steering committee members who communicated to the Chair and Vice Chair that

they were unable to attend this meeting. Committee members were provided copies of the presentations and other information. Copies of meeting materials were also made available to the public.

2. Recap and approve meeting notes

Meeting notes from the previous meeting were not posted and printed before the meeting; the Chair mentioned that they can be revisited at the next meeting.

The District provided a short recap of previous meetings, what information has been agreed upon to date, and the purpose of today's meeting.

3. Follow-up to questions

The Vice Chair noted that comment cards were available to the public, and were distributed by the District to those members of the public who are interested. The Vice Chair also asked that questions be submitted via the comment cards to ensure that the questions are answered in a formal way and are included in the record.

The District mentioned that a certified letter was sent to a steering committee member who has not attended a steering committee meeting to date. If and when the District receives a reply within the next few days, the District will discuss with the steering committee regarding actions to be taken.

The District responded to questions from the previous meeting.

Air Traffic Routes

The District compiled information in a handout distributed to steering committee members, and available to the members of the public, detailing flight information from the Sacramento Executive Airport. The District mentioned that flight paths below 3000 feet are of relevance to the community, and that projected monitoring will look to capture these emissions.

Lawn and Garden Equipment

The District distributed a fact sheet prepared by CARB regarding small engine emissions and CARB's actions to reduce these emissions. The District mentioned that CARB and EPA are working to establish new standards for small engines. A link was provided to supplemental information.

Update on CARB Modeling

The District mentioned that the revised modeling results from CARB are not quite complete. CARB personnel in attendance confirmed that they should be ready for the next meeting.

Community Tour

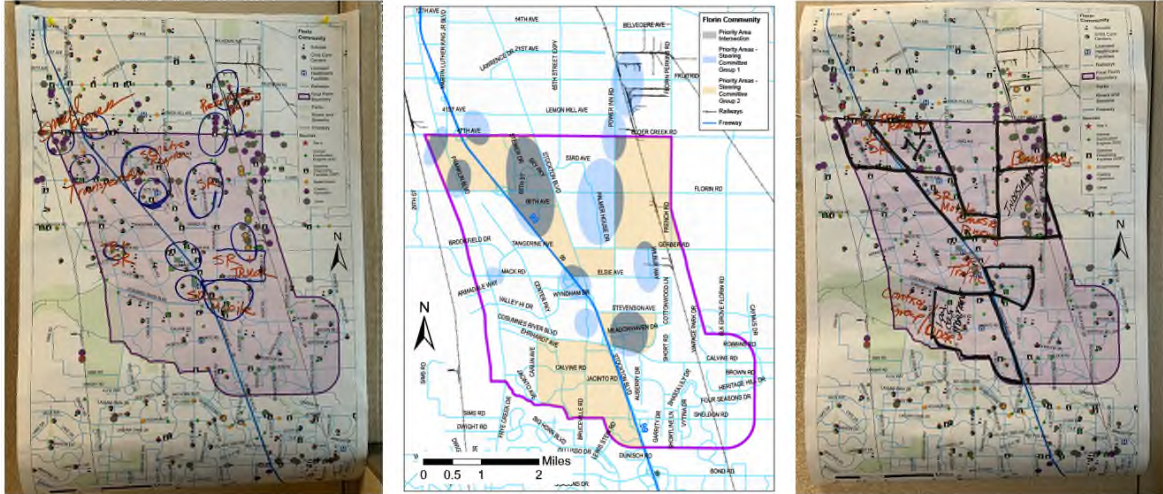
The District provided a draft route to the steering committee outlining a possible tour throughout the community that could be attended by the steering committee, District personnel, and other attendees.

The draft route was designed as a starting point for conversation with the steering committee. The District offered the use of District vehicles to take the members on the tour, with District personnel available to answer questions along the route. The District asked the steering committee for comments and to suggest times for the tour that would work for the committee. The Vice Chair mentioned that the current time slotted for the steering committee meetings works well as this time slot is already scheduled on committee members' calendars. The Vice Chair suggested that with the days getting longer going into summer, using one of the scheduled meetings as the tour may be optimal for the committee. A member asked if the tour would happen before deploying monitoring equipment. The Vice Chair acknowledged that going on the tour as soon as possible would be preferred, before the equipment is deployed. A member suggested taking notes on the tour and compiling them at the end, the Chair and Vice Chair agreed this would be useful. A member expressed concern that it may be difficult to cover the area outlined in the draft tour in a reasonable amount of time given the time of the meeting (i.e. rush hour traffic). The Chair agreed that the tour would likely take over an hour, and asked the District if it would impact the project timeline to utilize an entire meeting slot for the tour. The District suggested that in order to meet deadlines, the June meeting would be the optimal time to do the tour and that the tour locations can be refined between today's meeting and the tour date. A member suggested a second meeting in a month specifically for a tour, say in approximately two weeks. The District reassured the committee members not to worry about the logistics of the tour and timeline, that the District can make it happen. The Chair suggested that the tour commence during the scheduled June meeting. The committee was in agreement with no objections.

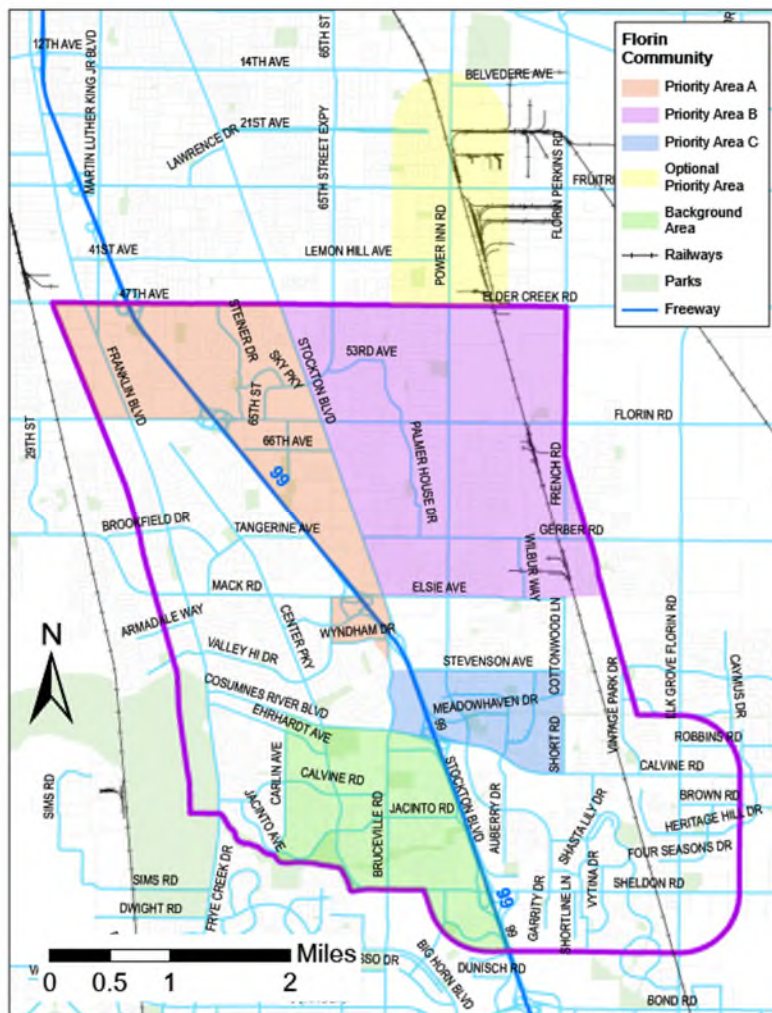
- ✓ The steering committee agreed to use the scheduled June meeting to go on a tour of the community with District personnel, based on the draft route provided by the District, with revisions as necessary before the meeting.

4. Prioritize potential areas of air pollution impacts

The District provided a presentation on the potential areas of impact, including a recap of the locations provided by the committee at the previous meeting. The District compiled the areas and identified overlap between the two group's suggestions.



Based on the steering committee information, and feedback presented at the previous meeting, the District proposed five (5) possible priority areas in the following map:



Prioritization of Areas

The Vice Chair acknowledged that the comments and suggestions from the previous meeting were captured by the District in this proposed map. The Vice Chair asked the committee members individually if they were comfortable with Priority Area A as the first priority area. The committee members agreed unanimously.

- ✓ The Vice Chair stated that as per previous discussions, and agreement from the committee at this meeting, Priority Area A was selected as the first priority area.

The District mentioned as an overarching consideration to the committee that the biggest impact on the community would be traffic related emissions, however, it is important to identify specific sources within the community that the members are aware of. The Vice Chair reiterated the concern with ground level pollution, that this is where the committee's input is most important. The Vice Chair asked the District if it would be possible to overlay the flight paths described earlier with seasonal wind direction to help with decisions. The District agreed to work on putting this together.

- The District will work to develop an overlay of flight paths distributed in the meeting with seasonal wind speed and direction data.

The District was asked by the committee for an opinion on the second priority area. The District suggested Priority Area C as the second priority area due to the influence of heavy traffic and impact on sensitive receptors. The Vice Chair stated that from the data provided and discussion at the previous meeting, Priority Area C showed increased cancer risk, many students walking to and from school, and heavy truck traffic. The Chair agreed and stated that hundreds of kids walk this corridor daily, as well as bicycle commuting along Center Parkway to Mack Road, and that investigating these impacts is a good way to go. The Chair received a motion to identify Priority Area C as the second priority area. The Vice Chair seconded the motion. The motion carried without objection.

- ✓ The steering committee agreed that Priority Area C will be the second priority area.

The committee asked the District what their third recommendation for priority area would be and the District suggested Priority Area B. The District mentioned that Priority Area B is within the South Sacramento community boundary and that the area includes numerous stationary sources. The Chair asked the District why not hypothetically the Background Area (green shaded area). The Vice Chair mentioned that this area has the least amount of stationary sources and is mainly residential, however, the area is downwind of the sewage treatment plant and is impacted by elevated traffic off highway 99 and Cosumnes River Blvd. A committee member contributed that there are a lot of children walking in this area.

A committee member arrived, and Vice Chair recapped the meeting to this point.

Continuing the conversation about the third priority area, a committee member mentioned that Priority Area B encompasses a lot of schools and rail spurs. Also, the area borders Priority Area A and that monitoring in the area may capture overflow from Priority Area A. Another member added that there is

a lot of traffic congestion along Stockton Blvd (which borders Priority Area A). A committee member introduced a motion that Priority Area B be established as the third priority area. The Vice Chair seconded the motion. The motion carried without objection.

- ✓ The steering committee agreed that Priority Area B will be the third priority area.

Further Discussion

The Vice Chair asked the District whether monitoring in the background area would be concurrent with monitoring in other priority areas. The District provided initial thoughts that monitors would be initially deployed in the background area for a short period of time to establish a background pollution profile, then moved to the first priority area. The Chair identified that establishing a baseline pollution profile was necessary to determine the difference between the background area and the first priority area. The District added that initial collocation of the equipment would provide important information, and that low-cost sensors could be kept in the background area. Also, the equipment could be brought back to the background area if more measurements are required.

A committee member asked if permission is needed from the land owner to deploy sensors, and how long this process may take. The District stated that permission will be required to deploy sensors. The District has identified some possible locations (e.g. schools, Mack Rd Partnership), but that the deployment process will be fluid. The goal is to get as close to sources and desired locations as possible, however obtaining permission will be required. The District stated that there will be equipment operating by July 1, 2019.

A committee member asked if possible locations for monitors should be looked for while on the tour. The District agreed that scouting locations on the tour would be extremely helpful, and that discussion later in this meeting will help with this process.

The Vice Chair asked the committee and District if the goal of the monitoring may need to be refined as the process evolves. The Vice Chair asked the following questions. Who is more at risk? What does the committee and District do with that information? How can the risk factors be reduced? There's an environmental justice issue in the community, what can be done for those community members? The Vice Chair also mentioned that it was asked at a previous meeting if there are other studies or partners in the area? Are UC Davis and Sac State already working in the area such that resources could be combined? The District mentioned that UC Davis is still working on projects and that the District will continue to work on partnering with other entities. The District described conversations with UC Riverside, and that Sacramento Regional Transit has already offered to be a contact in the process. The District also mentioned that Dr. London from UC Davis is working with CARB on studies that may complement the District's efforts, and that inherent in the growth of the AB 617 program, more people will come to the table to participate. The District stated that they will keep track of this.

5. Discuss monitoring equipment and potential locations

The District provided a presentation on the equipment considerations.

The Vice Chair asked what equipment the District currently has for the AB 617 efforts. The District mentioned that they currently have some low-cost sensors and are in the process of ordering more equipment. The District stated that they are trying to purchase the equipment as quickly as possible. The Vice Chair asked if monitors, such as particulate matter monitors, are required to be located in a secured location. The District stated that a secure location is indeed required. The Vice Chair anticipated that these monitors could be the most difficult to site, however locations such as schools and hospitals – public locations – would be the easiest. The Vice Chair stressed that there may be a lack of appeal to business owners to host a monitor at their businesses to monitor pollution sources, and asked the District what a proposed pitch would be to partner with community members without appearing in opposition. The District mentioned that there is willingness to be resourceful to deploy instrumentation where needed to achieve the goals of the project, and that the District is prepared to work with elected officials to help with the process. The Vice Chair added that the committee and District should make it clear that the businesses are a part of the solution, and that this process could help create incentives to provide solutions to air pollution problems. The District added that the larger facilities within the community and the county are familiar with air monitoring and the permitting process and that the monitors may not necessarily be required directly at facilities due to transport and dispersion of emissions and pollutants. The District described that the actual locations of the monitors can be at times more difficult to establish due to physical obstructions or other air flow impediments, and may be in fact the biggest challenge rather than strictly obtaining permission.

A committee member asked where wearable/low-cost sensors are effective. The District responded that they are effective in providing relative concentrations, or in situations such as walking across freeways or cooking bacon. They are extremely helpful with public awareness. The District referred to a detailed monitor handout provided to all attendees of the meeting. The Vice Chair asked if there is a guide to describing what the acronyms and other information on the handout represent. The District agreed that supplemental information to the handout will be provided. The Vice Chair suggested to include information describing what the equipment is and what data is provided by the instrumentation. The Chair asked if the handout is a cheat sheet for the committee in terms of equipment. The District mentioned that the committee does not need to get into the weeds of the equipment, the District can help with disseminating this information in a digestible way as the monitoring plan is developed.

- The District will provide supplemental clarifying information to the monitoring equipment handout provided at this meeting.

The District also mentioned that the data provided by the instrumentation will be displayed in a state-wide data portal hosted and developed by CARB. This website will provide information on the details of each instrument. The Vice Chair suggested that the website be user-friendly so that the community knows what the information means. CARB personnel attending the meeting stated that CARB is in the process of developing the site.

Finalization of Potential Locations

Priority Area A

No comments.

Priority Area B

The Vice Chair mentioned the adult education center on Gerber Rd. A member mentioned the George Sim Community Center. The Vice Chair mentioned that Florin High School is just outside the boundary, but includes Will C Wood Middle School. A member mentioned that the school district has a service center on 47th avenue, just west of Stockton Blvd.

Priority Area C

The Vice Chair mentioned a senior housing project, the Auberry Park Apartments, on Power Inn Rd, a block south of Anna Kirchgater Elementary School. Also, the Vice Chair mentioned the Guru Nanak Sat Sangat of California at Elsie Ave and Power Inn. A member asked about the light-rail station on Cosumnes River Blvd. The Vice Chair mentioned that the station is in the background area, just south of this area. The Vice Chair also mentioned a senior center near Cosumnes River Blvd, Regency Place Assisted Living. A member asked about the DMV. The Vice Chair noted that the DMV is slightly north of the area.

The District asked if these suggestions should be added to the draft route map. The Vice Chair agreed, and noted that the committee send locations to the District to update the map and provide feedback before the tour in the June meeting.

- The steering committee will provide the District with locations of interest to be included in the draft route map to be used during the June meeting.
- The District will include suggested locations provided by the steering committee to a draft route map to be used during the June meeting.

Priority Area D

A member mentioned Irene B. West Elementary School.

Optional Area

The District mentioned that as the first priority area is investigated, instrumentation along the southern boundary of the optional area (north boundary of the first priority area) can be looked into. The Vice Chair mentioned Elder Creek Elementary School on the Lemon Hill Ave and Power Inn Rd. A member mentioned Will C. Wood Middle School.

A member asked to add Parkway Elementary School to Priority Area A. A member mentioned that the Parkway Swimming Club has already offered to host a monitor.

The Chair asked if there were any other comments from the committee, and none were provided. The Chair also asked the members of the public to hand in the comment cards.

A member of the public asked how many school districts are in the area and mentioned that a permission form may need to be provided soon as summer break is approaching. The Vice Chair answered that there are two districts, Sacramento Unified and Elk Grove Unified. The Vice Chair also mentioned that there has been conversation with Sacramento Unified already, however more in-depth conversations should start soon as there is a need to coordinate early in the process due to political sensitivities. The District stated that it would like to send out letters before the next meeting and before school is dismissed for the summer.

- The District will draft and send letters to the school districts within the community regarding hosting monitors before the next meeting.

The Vice Chair added that most of Sacramento Unified schools are on a traditional schedule, however Elk Grove Unified schools operate on varying schedules.

6. Public Comments and Questionnaire

The comment cards were accepted from the members of the public.

Question #1

“Is there an electronic version of the map?”

The District stated that the map is available on the District website (www.airquality.org) and that the District will post new materials from each meeting on its website.

Question #2

“Who will be paying for the air monitors?”

The District stated that there is a two year allocation of state-wide funds and that the process is currently on the first allocation. The District described that the state has not made long-term commitments, however there is no sunset in the AB 617 bill language.

Question #3

“How can the public get access to the monitoring data?”

The District mentioned that the data will be accessible through the CARB data portal as well as on the District website, with the timing of the data dependent on the nature of the data.

Question #4

“What actions would be taken for areas being monitored showing high concentrations of air pollutants?”

The District stated that the monitoring would help determine if areas are disproportionately impacted. If there are, then a plan would be developed to reduce the risk at that point.

Question #5

“Partner with SMUD to place on poles.”

The District mentioned that everything is on the table at this point, however the District has not talked to SMUD. The District described that schools tend to be more ideal to measure ground-level pollution, but are not opposed to suggestions and ideas from the steering committee. The District also mentioned that it would need access to the instruments at any point in time, and that poles may pose a challenge to the instrument technicians to be able to safely access.

Question #6

“Airport information. What is the emission daily or monthly?”

The District mentioned that it simply wanted to provide air traffic routes, the information was provided by the airport itself, and that measuring emissions would be difficult. The District stated that there is a possibility of leaded fuel being used at the airport, and that the District is planning to measure lead with the proposed instrumentation outlined in the provided handout.

Question #7

“Lawn + Garden. What is the emission daily or monthly?”

The District mentioned that the emissions from this category were based on sales of small engine equipment and are estimates only. The District stated that monitoring of lawn and garden equipment should show up as particulate matter or volatile organic compounds (VOC), or possibly as unburned hydrocarbons, which could be potentially measured with the proposed monitoring equipment. The information in the handout on small engine emissions was provided by CARB. Specific emission information on a piece of equipment can be determined by the make, model and year of the equipment.

Question #8

“We can do live mobile monitoring demo during the tour with commentary from one of our scientists and experts from the air district if helpful.”

The District accepted the offer from Aclima to take the mobile monitor on the tour to show real-time data to the committee members.

Question #9

“How many school districts + private schools are in the project area? Parks departments? In our experience, some school districts or parks departments require Memorandum of Understandings (MOUs) or contracts to use their spaces & power (can be slow).”

The District mentioned the previous comment from the Vice Chair that there are two school districts in the area. The District stated it would come back with information regarding the number of parks departments.

- The District will determine the number of parks departments within the South Sacramento area and provide this information at the next meeting.

The District also mentioned that it has experience working with school districts in terms of grants and incentives as well as monitoring efforts. The District is hoping that given recent experiences with wildfire smoke in Sacramento, the schools would be receptive to the monitoring efforts. The Vice Chair added that it would make a difference if residents from that particular school district with established relationships are asking for the monitoring equipment to be installed. A member offered to help with the process.

Question #10

“Placing stationary could prioritize where exposure is highest (e.g. schools, multifamily, senior centers).”

The Chair mentioned that this was previously discussed in the meeting.

7. Incentive Guidelines (added to agenda)

The District provided information on the list of incentives and described them to the committee members. The District mentioned that it would be available to follow up after the meeting if necessary and that copies of the information were made available to the Chair and Vice Chair with a summary to be shared with the steering committee shortly. The Vice Chair asked if links will be sent to the steering committee along with dates. The District agreed to work to get those out quickly.

The Chair stated that the next meeting will be on May 28, 2019 at the Florin Creek Recreation Center. The Vice Chair asked the committee if the 6:00 pm time slot is still preferred over the 6:30 time slot, the committee was in agreement.

Meeting adjourned at 7:58 pm