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## New Email Address for Project Notifications

The mission of the CEQA and Land Use team is to "...promote clean air and public health by providing technical assistance and advocacy in the land use and transportation sectors." To ensure our partners receive technical assistance by their deadlines, the Sac Metro Air District has launched a unified mailbox for all public notices, environmental documents, routing packets or any document in need of review. Instead of sending notices to individual planners, please use: [ProjectReview@airquality.org](mailto:ProjectReview@airquality.org).

## Time for a Change to Construction Mitigation

Sac Metro Air District staff and lead agencies in Sacramento County have been working together to reduce construction exhaust emissions since the late 1990s. Subsequently, there have been notable changes impacting the construction industry, including the institution of emissions standards for new engines and the adoption of a State regulation requiring construction companies to reduce their emissions by retiring, retrofitting, and replacing older engines in their fleets. These emissions improvements signal the need for a change in the construction mitigation language the Sac Metro Air District has been recommending for land use and transportation projects exceeding the 85 pounds/day nitrogen oxide emissions (NOx) threshold of significance level for construction activity.

The Sac Metro Air District's current recommended mitigation language includes the requirement that a construction company working on a project demonstrate its fleet meets a 20% NOx and 45% particulate matter (PM) reduction compared to the state fleet average emissions. With the industry being regulated, fleet emissions are getting cleaner, resulting in the state fleet average emissions being cleaner. This is making it difficult for a construction company to demonstrate fleet emissions on a project can be cleaner than the state fleet average emissions. The Sac Metro Air District prepared a review of the mitigation program, which is available at the [Construction Mitigation link](#).

Since the beginning of the year, Sac Metro Air District staff have reached out to lead agencies and the construction industry to discuss modifying the mitigation. In addition to one-on-one meetings, workshops took place on April 19 and 25 for lead agencies and construction companies to hear about the modifications and provide comments to the District.

The new mitigation language concept includes relying on the 85 pounds/day NOx threshold of significance and assessing a mitigation fee for emissions exceeding the threshold. This approach will provide construction companies the flexibility to choose where their cleanest equipment will be deployed and at the same time provide an incentive to bring the cleanest equipment to projects to reduce mitigation fees. Draft new recommended mitigation language is available at [www.airquality.org](http://www.airquality.org) by clicking on the Construction Mitigation link. **Contact Karen Huss** at 916-874-4881 or [khuss@airquality.org](mailto:khuss@airquality.org) if you have any questions.

# Sacramento's Tree Canopy

## What should Sacramento's tree canopy goal be?

This was one of the first questions asked at the city of Sacramento's first stakeholder meeting on the development of the city's Urban Forest Master Plan (UFMP). About 20 representatives from private industry, nonprofit and local government met on May 9 in a launch of the outreach component of the plan. The city has contracted with Davey Resource Group to develop the Urban Forest Master Plan over the next year.

The tree canopy goal question is important because of the generous benefits that trees provide in urban and community settings. In its report on Sacramento's trees as a public resource<sup>1</sup>, the Davey Resource Group reported on the multiple air quality benefits provided by trees. Urban trees improve air quality by absorbing gaseous pollutants, intercepting particulate matter and increasing oxygen levels through photosynthesis. Trees reduce atmospheric carbon dioxide directly by harboring carbon in their trunks, their leaves, and the soil and *indirectly* by reducing emissions generated by the heating and cooling of buildings.

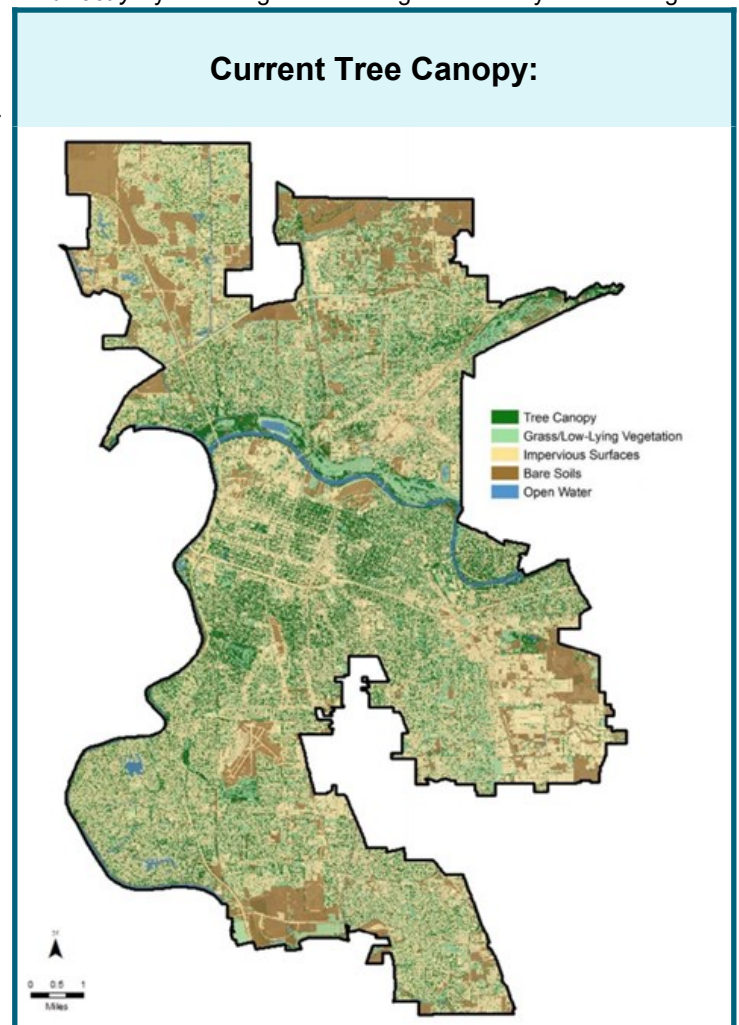
Trees also provide shade, resulting in lower local air temperatures which can help reducing ozone levels. Tree shading reduces heat island effect, which can save lives during heat waves.

From a human health perspective, trees in urban areas are more important than trees in rural areas because they are near so many more people. Especially as climate change worsens heat waves, and as our growing urban population generates more air pollutants, **the greater the population density, the greater the benefit of tree canopy per square mile<sup>2</sup>.**

## What is the city's tree canopy now?

Using high-resolution aerial imagery and infrared technology, tree canopy and land cover in the city of Sacramento were mapped by Davey Resource Group. Sacramento's **tree canopy coverage in 2018 is 19.1%**. To the left the satellite view shows the distribution of tree canopy, impervious surfaces, grass/low vegetation, and bare soil throughout the city, and the map on the right shows tree canopy by neighborhood, which varies greatly.

For larger views and details about these maps, see the [2018 Urban Tree Canopy Assessment](#) on the city's Urban Forest Master Plan website.



<sup>1</sup>Urban Forest Resource Analysis, Sacramento, CA 2018. Davey Resource Group. <https://www.cityofsacramento.org/-/media/Corporate/Files/>

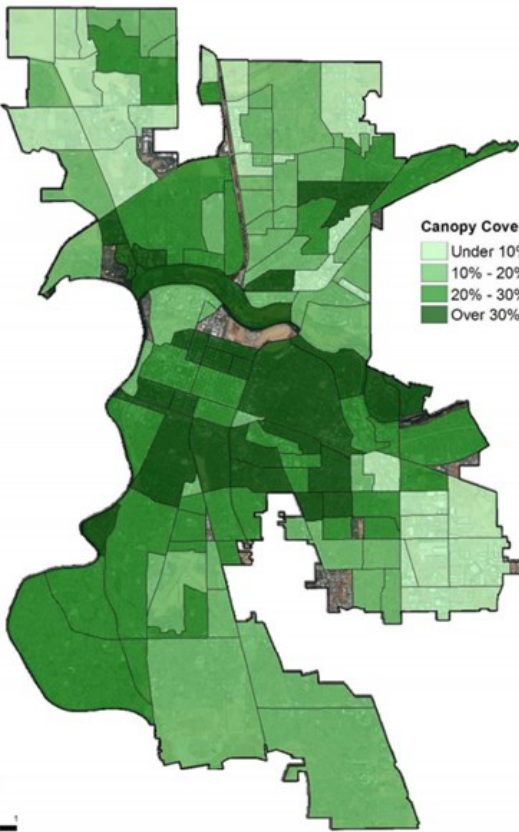
<sup>2</sup>*Planting Healthy Air*, The Nature Conservancy, Arlington, VA 2016. [https://thought-leadership-production.s3.amazonaws.com/2016/11/07/14/13/22/685dccba-cc70-43a8-a6a7-e3133c07f095/20160825\\_PHA\\_Report\\_Final.pdf](https://thought-leadership-production.s3.amazonaws.com/2016/11/07/14/13/22/685dccba-cc70-43a8-a6a7-e3133c07f095/20160825_PHA_Report_Final.pdf)

# Sacramento's Tree Canopy

*Continued from page 1*

What is a reasonable tree canopy goal?	
Consider these numbers:	
19%	Sacramento's current tree canopy coverage, assessed in 2018.
25%	City of Citrus Heights assessment of its canopy coverage at 25 percent in 2015. <sup>3</sup>
28%	In a 2016 Sacramento-area study, people living in or near neighborhoods with tree canopy of 28 percent reported fewer health complaints and more positive health behaviors than those with 18 percent tree canopy. Better overall health, less overweight/obesity, better social cohesion, and less Type 2 diabetes, high blood pressure, and asthma were related to more tree cover. <sup>4</sup>
35%	In 2006, the Sacramento Tree Foundation's Greenprint Initiative set a regional goal of 35 percent tree canopy. <sup>5</sup>
35%	In its 2015 Urban Forest Master Plan, the city of Citrus Heights set a tree canopy goal of 35 percent, in accordance with the Greenprint Initiative. <sup>3</sup>
46%	Total current tree canopy in Sacramento. This number will change depending on the amount of space that is devoted to planting.
One final number:	
13.9%	<b>Sacramento's tree canopy in 2004.</b> <sup>6</sup> Since 2004, Sacramento's tree canopy has increased by 37.8 percent, thanks to tree planting efforts on both public and private land. This improvement is validated by the fact that Sacramento's public trees are mostly younger, with 61.1 percent of the population less than 12 inches in trunk diameter. <sup>1</sup>

### Potential Tree Canopy:



Canopy Coverage Percent

- Under 10%
- 10% - 20%
- 20% - 30%
- Over 30%

Map 7: Tree Canopy by Neighborhood

## How much tree canopy is possible?

**The potential total tree coverage in the city is estimated now at 46 percent.** Unavailable planting

spaces, such as impervious surfaces including buildings, roads, and parking lots now cover 46.4 percent of the city's

land. Another 2 percent of the land is covered by open water. The city's tree capacity is also constrained by water availability and soil types. And, over the next 20 years, which is the UFMP's time frame, more of the city's land will be covered by new roads and buildings.

### Things to Know for CEQA Review

- The operational emissions screening tables for chapters 4 and 6 have been updated.
- Chapter 6 now includes more current references, Climate Change Scoping Plan, SB 375, and web-site links.
- The Mitigation Fee Rate will stay constant this year at \$30,000/ton of emissions.

## Give your input into the Urban Forest Master Plan

Opportunities for your input include an online community survey available soon and a community workshop this summer. A public review draft of the plan will be available by Fall 2018. The UFMP is scheduled to be completed within a year, by Spring 2019.

*Sacramento Tree Canopy continued on page 4*

*Sacramento Tree Canopy continued from page 3*

## Urban Forest Master Plan key dates:

**Online Community Survey–Late Spring 2018**  
**Community Workshop–Summer 2018**  
**Public Review Draft–Fall 2018**

Sign up to receive project updates at the city's [UFMP website](#). The UFMP will seek to increase tree canopy in disadvantaged communities, which tend to have less tree cover than wealthier neighborhoods. It will take some work to pinpoint the areas where trees are needed most. The city's UFMP site includes the presentation slides from the May 9 stakeholder group meeting, as well as the Urban Forest Resource Analysis 2018, which lists the tree species that provide the most air quality benefits, among other interesting findings.

The Sac Metro Air District will continue to work with the city's foresters, long-range planners and community groups to assist in determining an appropriate tree canopy goal and associated implementation actions in the Urban Forest Master Plan and in the General Plan Update 2040. For more information about the District's role in building tree canopy, contact Teri Duarte at [tduarte@airquality.org](mailto:tduarte@airquality.org), or 916-874-4816.

<sup>3</sup><https://citrusheights.net/DocumentCenter/View/4200/Urban-Forest-Master-Plan>

<sup>4</sup>Multiple health benefits of urban tree canopy: The mounting evidence for a green prescription. <http://www.sciencedirect.com/science/article/pii/S1353829216301332>

<sup>5</sup><http://www.sactree.com/pages/80>

<sup>6</sup>Urban Tree Canopy Assessment, Sacramento CA 2018. Davey Resource Group. <http://www.cityofsacramento.org/-/media/Corporate/Files/Public-Works/Maintenance-Services/Urban-Forest-Master-Plan/Copy-of-Sacramento-UTC-Assessment-20180515.pdf?la=en>

## Bike Share comes to the Sacramento Region:

JUMP Bikes has launched an all electric assist bike share system in the cities of Davis, Sacramento, and West Sacramento and will include Sac State and UC Davis. The first 300 bikes launched in mid-May and the remaining 600 bikes will roll out throughout the summer.

Bike share is a membership based system that allows people to pick up a bike, ride to their destination and leave it at a new location for a small fee. It makes it easier to get around town and there are no worries for buying and maintaining your own bike. The region's bike share is also electric, making it easier to go farther distances.

There are several membership options available. A per-ride membership costs \$1 for 15 minutes and 7 cents a minute afterwards. There is a Monthly rate plan that costs \$30 a month that includes 60 minutes of ride time a day and costs 7 cents a minute afterwards. There are also student and low-income rate plans available. More information is available at <https://jumpbikes.com/cities/sacramento/>

You can provide comments about potential hub locations and also share your ideas on future expansion of the system. Visit the [online map](#) to give feedback.

For more information visit the [bike share planning website](#) or send an email to [bikeshare@sacog.org](mailto:bikeshare@sacog.org).

## Road and Rail Air Quality Risk Tool Now Online

The Sac Metro Air District's Mobile Source Air Toxics Protocol (MSAT Protocol) is now online to assist local jurisdictions with land use decisions near major roads and railways. The MSAT Protocol provides cancer risk near major roads and railways in Sacramento County and provides guidance on how to reduce exposure.

A point-and-click mapping tool allows users to estimate increased cancer risks for sensitive receptors within two kilometers of Interstate 5; Interstate 80; Interstate 80 Business (Capital City Freeway); US Highway 50; Highway 99; segments of Highway 160; Sunrise Boulevard; Watt Avenue; and Hazel Avenue, as well as most commercial railway tracks within and immediately adjacent to the county.

The MSAT Protocol also includes exposure reduction measures that local jurisdictions, developers, and residents can take if they determine the increased risk merits intervention. The MSAT Protocol also includes a guidance document for the mapping tool and a detailed methodology document. The Sac Metro Air District recommends that all users read the guidance document before accessing the tool.

<http://www.airquality.org/Residents/CEQA-Land-Use-Planning/Mobile-Sources-Air-Toxics-Protocol>