

**SACRAMENTO METROPOLITAN
AIR QUALITY MANAGEMENT DISTRICT**

For Agenda of January 22, 2004

To: Members, Board of Directors
Sacramento Metropolitan Air Quality Management District

From: Norm Covell
Air Pollution Control Officer

Subject: The Air District and Measure A

Recommendation Receive this report for your information and provide direction as appropriate.

Background The AQMD receives 1½% of Measure A sales tax revenues. This proportion was fixed in ballot language approved by Sacramento County voters in 1988. The District currently receives approximately \$1.3 million annually from Measure A revenue. This represents approximately one-tenth of the District's base budget, excluding pass-through revenue used solely to fund projects.

Measure A revenues have funded the following District programs and activities:

- \$1,000,000 to Regional Transit to fund its initial purchase of CNG buses;
- \$483,000 for LNG refueling station to serve the County's refuse truck fleet;
- \$475,000 for 15 CNG refuse trucks for the County fleet;
- \$300,000 for a mobile LNG refueling truck to serve the County fleet;
- \$520,000 for an LNG refueling station to serve the City of Sacramento truck fleet;
- \$127,000 toward Raley's Corporation infrastructure to facilitate its purchase of CNG fleet trucks;
- \$165,000 toward the 24th Ave. Light Rail station;
- Air monitoring activities;
- Support for City planning staff in use of the INDEX model to compute air quality impacts of development;
- Support for the American Lung Association of Sacramento-Emigrant Trails outreach efforts;
- Spare The Air public outreach program.

In addition, Measure A revenue has provided matching money required to leverage approximately \$12 million in funds from other sources, including Moyer and CMAQ funds.

Future Uses

The federal 8-hour ozone standard will be implemented in April 2005 with a State Implementation Plan for the region due by May 2007. Mobile source emissions will continue to be the major source of our region's air quality problem for the foreseeable future. In addition to state and federal ozone standards, local programs will likely be called upon to implement mobile source programs to reduce toxics exposure and greenhouse gases in coming years.

The District has been a state and nationwide leader in market based incentive programs that augment or replace state and federal regulatory measures. Measure A revenue will continue to be a critical component of the District's success in developing and implementing measures needed to meet new standards.

Future uses of Measure A revenue include:

- Projects that reduce NO_x and ROG, as well as diesel particulates. As other sources of funding become less certain, it will be critical to retain this source of revenue for voluntary, incentive-based program. Staff anticipates that Measure A revenues will continue to support the District's work with local jurisdictions to identify and support projects that help them reduce emissions from their fleets and activities.
 - Support of the staff work required to develop mobile source measures that achieve the emission reductions necessary to meet air quality standards.
 - Matching funds that will be necessary to access other funding sources.
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Status of AQMD involvement in reauthorization

The District is a member of the Technical Advisory Committee on Measure Reauthorization, formed through the Transportation/Air Quality Collaborative. Polling to date has included three air quality questions. Responses show public awareness and concern about air quality.

Next steps

Staff is seeking Board direction today to make the case for continued funding at current levels at least, for air quality mitigation in Measure A reauthorization. Board direction will provide strong support for staff efforts.

Respectfully submitted,

Norm Covell
Air Pollution Control Officer