

This document was updated on 2/26/2026 to include Submission #19 that was not included in the original document because the comment was sent to the junk inbox.

Public Comments Received for the Draft CERP Plan

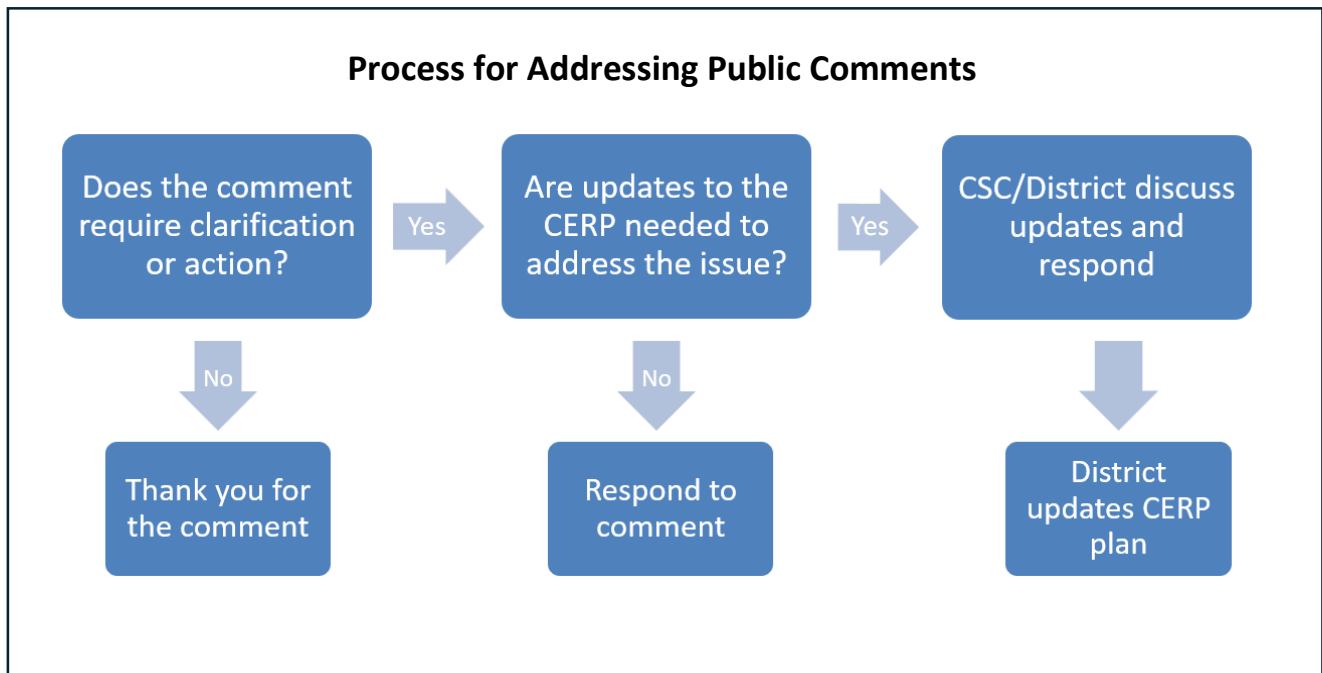
Background:

The draft Community Emission Reduction Program (CERP) plan was released on January 16th, 2026, and the public comment period was open through February 15th, 2026. A public workshop on the draft CERP plan was held on January 31, 2026. This document compiles the:

- Public comments received during the public workshop and the air district's responses
- Public comments received through the AB 617 Clerk email by February 15, 2026
- Public comments received through the AB 617 Clerk email after February 15, 2026
- Public comments received by February 15, 2026, but sent to the Junk inbox

At the February 23, 2026, Steering Committee meeting, Steering Committee members will discuss specific public comments (**highlighted in yellow**) that would benefit from further discussion. Please review them in advance to be prepared for discussion at the meeting. There will be an opportunity to discuss any comments received.

The following flowchart outlines the process for addressing public comments.



Public Comments Received and Responses Provided at the CERP Public Workshop on January 31, 2026

Submission #1, received from Jesse Reese: What pollutants are generated by airplanes/airports? Has this topic been coming up in conversation?

Summary of District response provided during workshop: Airports have regularly come up during Steering Committee meetings. The main pollutant of concern associated with the Sacramento Executive Airport is lead from aviation fuel. However, the authority to regulate and address aviation fuel lies with the federal government. The Steering Committee has discussed the next site for the portable air monitor laboratory, which was suggested to be near the Sacramento Executive Airport.

Submission #2, received from Jesse Reese: What areas were encompassed on the school bus tour? Was the tour on an all-electric bus? I have heard that the school districts have some electric school buses.

Summary of District response provided during workshop: The route taken on the all-electric school bus tour is posted on our website and also included in Chapter 3 of the CERP. The Sacramento region has the largest electric school bus fleet in the nation, and every school district in the region has electric school buses. The District continues to invest in schools, electric school buses, fleet infrastructure, and regional transportation.

Submission #3, received from Jesse Reese: At drive-thrus, you see a lot of vehicles just sitting and idling. There are some newer electric vehicles, but a great deal of pollutants. This is probably hard to control, but something to think about.

Summary of District response provided during workshop: Our urban planners work with the local jurisdictions and provide comments to ensure any upcoming developments are built to improve community safety, walkability, and bike access, while also reducing the urban heat island effect and vehicle miles traveled. The District also runs the Clean Cars 4 All program, which allows participants to scrap an older, polluting vehicle for up to \$12,000 for an electric vehicle, electric bicycle, or mobility card.

Submission #4, received from Laurel Smith: What are the best ways for residents and community-based organizations to support the implementation of these strategies once they go through the approval process? How can we stay involved past this process?

Summary of District response provided during workshop: Many decisions will need to be made over the 5-year project implementation period. During this time, members of the public and the Steering Committee are encouraged to continue attending the Steering Committee and

Subcommittee meetings to discuss strategy specifics. The District also wants to continue working with nonprofits and community-based organizations to align efforts, support one another, and leverage each other's work.

Submission #5, received from Jesse Resse: How do I get on the page where I can provide public comments? Can I get to this page using the QR code on the sheet?

Summary of District response provided during workshop: *The Sac Metro Air District's Community Air Protection homepage provides instructions for submitting public comment, along with the Draft CERP, the StoryMap (a summarized version of the CERP plan), and translated strategies. Public comments should be emailed to AB617clerk@airquality.org. The public comment period closed on February 15, 2026.*

Public Comments Received via the AB 617 Clerk Email

By February 15, 2026

Submission #6, received from Robynn Spence, California Department of Transportation District 3, on 2/3/2026:

Good morning,

Thank you for including the California Department of Transportation in the review process for the South Sacramento – Florin CERP Plan Project. We wanted to reach out and let you know that we have no comments at this time.

Please provide our office with copies of any further actions regarding this proposal. We would appreciate the opportunity to review and comment on any changes related to this development.

Should you have questions please contact me, Local Development Review and System Planning Coordinator, by phone (xxx) xxx-xxxx or via email at D3.local.development@dot.ca.gov.

Thank you!

Submission #7, received from D. Heide Ruegsegger, on 2/6/2026:

Dear Gentlepersons,

I reviewed the StoryMap summarizing the draft CERB. I would like to make a comment.

I note that there was a tree and plant distribution in November 2025. Over 400 trees and plants were distributed to the community.

Is there a mechanism in place to determine how many of those trees and plants were actually planted? And is there a mechanism in place to ensure the trees are planted properly and cared for, so they have a better chance of surviving?

Thank you for your work on this project.

Submission #8, received from Becky Grunewald, on 2/10/2026:

Hello,

I am a supporter of Slow Down Sacramento. I live in Midtown and I bike to work every day, at UC Davis Health. Our streets are far too dangerous. I support quick-build solutions when an accident occurs and a pedestrian is harmed. I also support more protected bike lanes, particularly in dangerous areas like Stockton Boulevard, and I would remind the folks planning

these things that repairing the protected bike lanes and keeping them clean and clear needs to be part of the plan. Thank you for this opportunity to comment.

Submission #9, received from Kay, on 2/10/2026:

Hi,

I live in District 6 within the CERP and CAMP boundaries. After reviewing this plan, I want to impress how important is to make streets safer and easier to walk on. This means planting trees now and putting quick builds on the most dangerous corridors in Sacramento, a few of which fall under the AB 617 boundaries according to Sacramento's Vision Zero plan. In the long term, we need to redesign our streets to be slower and safer, but we cannot wait any longer for these changes. Too many people have died on our streets because we prioritize speed over safety. This problem is predictable and preventable.

Please implement quick builds immediately and help our community plant more trees and build slower, more community focused streets, one small step at a time.

Submission #10, received from Joey Wraithwall, on 2/10/2026:

Hello,

I am a resident within 1 block of the border of the Florin-South Sac CAMP and CERP area, and I would like to provide comment on the draft CERP. As someone who has lived within .25 miles of major freeways or highways since I was 5 years old, I dream of a future where we do not have to worry about the poison being spewed into our communities from government-subsidized auto infrastructure.

It's very unfortunate that the State of California, County of Sacramento, and City of Sacramento continue to undermine public health, climate mitigation efforts, and community resilience by investing billions of dollars in automobile-focused infrastructure that will only worsen air pollution in the plan area. I think it is worth noting the hypocrisy of the City of Sacramento declaring a climate emergency while successfully lobbying for hundreds of millions of dollars to add lanes to I-5, I-80, and US-50 within miles of the study area. Obviously, US-99 is the primary cause of air pollution in the study area, and I would like to see the plan more clearly state that the only truly sustainable path towards better public health is reducing use of US-99.

In that vein, I'm glad to see quick-build initiatives called out as a key part of achieving better air quality in the plan area. Unfortunately, the City of Sacramento's approach to redesigning corridors for safer pedestrian and bicycle travel has often been extremely flawed and wasteful. The public comment processes for the Streets for People Plan as well as all of its distinct corridor planning have failed to even acknowledge demands from the public to create truly safe

bike and pedestrian infrastructure instead of spending millions of dollars per mile for projects that still place people in danger. Luckily, the City's best planning effort by far in my eyes has been the Franklin project, which while eye-watering in its per mile cost, comes closest to creating safe conditions for walking and cycling (while still unfortunately lacking sufficient crosswalks and placing a clear priority on automobile traffic).

I hope that the Safe and Resilient Streets strategy effort to create safe streets standards will not rely too heavily on local government staff whose work in this area falls far short of the standards needed to achieve the goals stated in the CERP. On page 131, I would encourage considering including outreach to community groups like Slow Down Sacramento, Strong Town Sacramento, SABA, and others for informed input into street designs that will actually make pedestrians and cyclists safer.

I also strongly support an e-bike voucher program.

On engaging SacRT, unfortunately there seems to be little possibility of positive engagement. I would love to see the 67 bus route changed so that elementary school students in the plan area at Bret Harte and Ethel Phillips can use the bus to attend the free after-school program at the Sacramento Adventure Playground. However, SacRT seems completely uninterested in responding to any type of community needs.

I'm disappointed not to see the CERP seek to phase out gas-powered lawn equipment, especially leaf blowers, at all. Education and incentives will not make a meaningful difference. As air quality experts, SMAQMD should clearly state how harmful gas-powered leaf blowers are to public health and the climate.

Thank you for your work to improve air quality in the Sacramento region.

Submission #11, received from T.J. Friesen, on 2/11/2026:

To Whom it may concern,

I am writing in strong support of continued and expanded funding for:

UM-3 – Increase Tree Canopy

UM-4a – Safe & Resilient Streets – Quick Builds

These are two of the most impactful strategies in the CERP.

UM-3 delivers immediate, measurable benefits: reduced heat exposure, improved localized air quality, and stronger neighborhood resilience. Strategic tree planting near high-traffic corridors, schools, and transit stops is smart, equity-centered infrastructure.

UM-4a directly addresses traffic-related pollution, one of the community's primary exposure sources. Quick-build street safety improvements reduce idling, calm traffic, improve pedestrian conditions, and lower emissions while making neighborhoods safer.

I strongly encourage full funding and acceleration of these two strategies.

Additionally, I respectfully request that future phases incorporate expanded **greenways and protected cycle lane safety improvements across greater Sacramento**. Connected, safe cycling infrastructure reduces vehicle miles traveled, lowers emissions, and aligns transportation planning with air quality goals.

Thank you for prioritizing practical, community-driven solutions that improve both air quality and livability.

Submission #12, received from Jesse Reese, on 2/11/2026:

Just maybe there can be air monitors some where on Meadowview road, since there is a lot of vehicles going West to East, and East to West, what about the corporate yard for the garbage trucks with the CGN fuel what if they had a slight leak that no one was aware of ? maybe more trees at the bus stops, or bus shelters if the city want more people to take transit in order to lower their carbon foot print, as stated earlier this is just my opinion, with that being said, I do appreciate the work that you'll has put into the project.

Submission #13, received from Kevin Wong, on 2/12/2026:

To Whom It May Concern,

I am pleased to see the inclusion of and wish to express my support for a quick build program in the Community Emissions Reduction Plan (CERP) for the South Sacramento–Florin community.

My daughter, Alena Wong (featured in many local articles by the [Sac Bee](#) and [CBS](#)), was hit by an SUV at the intersection of Sutterville Rd and Mead Ave in Oct 2019. After years of advocating to the City of Sacramento for changes to the infrastructure of that intersection, a quick build solution was [finally implemented last November](#). We had been advocating for a mini-roundabout but was met with a lot of resistance for reasons like cost and time to implement. Thanks to the city's new quick build program, a solution was chosen that was much less expensive and time-consuming to make happen. It was a great example to me of how we, collectively, didn't let "perfect [be] the enemy of good."

Our goal was never to stop with fixing that one intersection. We wanted it to be an example of how we can fix street safety all across the city (and beyond) with solutions that are quick to implement and inexpensive.

Submission #14, received from Laurel Smith, Valley Vision, on 2/13/2026:

Good morning,

Please see the attached public comment letter from Valley Vision on the Draft South Sacramento-Florin CERP.

Attached PDF (Valley Vision Comment Letter – Draft CERP 2.10.2026):



3400 3rd Avenue, Sacramento, CA 95817

(916) 325-1630

valleyvision.org

February 10, 2026

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Sacramento Metropolitan Air Quality Management District
777 12th Street, Suite 300
Sacramento, CA 95814

RE: CERP Public Comment Letter

Dear Sacramento Metropolitan Air Quality Management District,

Valley Vision is writing to provide comments about the Draft South Sacramento-Florin Community Emissions Reduction Program (CERP) Plan.

Since 2019, Valley Vision has worked to execute a series of three AB 617 Community Air Grants building capacity for the work that the AB 617 Community Steering Committee (CSC) is doing in impacted neighborhoods of Sacramento County. We are currently working directly with the AB 617 CSC through our most recent Community Air Grant to conduct outreach and engagement activities that increase the visibility, participation, and impact of the South Sacramento-Florin AB 617 process.

- Portable Air Monitor Distribution Program (Strategy UM-7) - In addition to residents, consider including community based organizations and local businesses in the air monitor distribution program. Valley Vision has had experience distributing and installing portable air monitors through our previous community air grants. We think CARB would be supportive of this strategy given their desire to expand their air monitoring network and eligibility of funding for air monitoring equipment through previous community air grants. Valley Vision may be able to partner on this strategy by pursuing future CARB funding in alignment with this goal.



3400 3rd Avenue, Sacramento, CA 95817

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valleyvision.org

- Residential Lawn and Garden (Strategy R-2) - Consider collaborating with the Sacramento Public Library for the battery electric lawn equipment check out program. The library has an existing "Library of Things" program where residents with an active library card can check out our various equipment. This could be a potential partnership and expansion of their existing program. Valley Vision worked with the City of Sacramento and the Sacramento Public Library as part of their EV Blueprint Phase II e-Bike lending pilot program and would be able to provide input.
- Air Filters in Indoor Public Spaces (Strategy R-4) & Portable Air Purifier (Strategy R-5) - Consider partnering with the Sacramento County Department of Public Health and health agencies that offer Asthma remediation services to households suffering from asthma related health issues.
- Participate in Outreach Events (Strategy O-1) - Through our current community air grant, Valley Vision has funding to host 5 in-person workshops in 2026. These events will be opportunities to conduct outreach and air quality education to targeted audiences within the AB 617 boundary contributing to early action implementation of this strategy. We are willing to explore partnering on these planned outreach events.
- Outreach Through Traditional and Social Media (Strategy O-2) - Through our current community air grant we will be contracting in 2026 with a graphic and web designer to create templates, social media kits, website improvements and assisting the CSC in setting up systems for online engagement. Our hope is that these systems and materials can be established and used as ongoing resources by the CSC beyond the lifetime of the grant.
- Promote Air Quality Education in Schools (Strategy O-3) - Through our current community air grant we will be contracting with an educational consultant to create/refresh educational curriculum and deploy in school programs over summer and fall 2026. This can be an evergreen resource to use for ongoing school engagement.



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valleyvision.org

If you need further information or context please do not hesitate to reach out to Laurel Smith at laurel.smith@valleyvision.org. Thank you!

Sincerely,

Evan Schmidt
CEO

Submission #15, received from Rachel Patten, City of Sacramento, on 2/13/2026:

Good afternoon,

The City of Sacramento strongly supports the Air Districts efforts to improve air quality and reduce exposure to harmful pollutants in the South Sacramento – Florin AB 617-designated community. Thank you for the opportunity to participate in the Community Steering Committee meetings as an agency partner and for the opportunity to provide feedback on the Draft South Sacramento – Florin Community Emissions Reduction Program (CERP).

Please find agency staff comments and requested edits to the Draft CERP attached. Thank you in advance for your consideration.

Attached PDF (City of Sacramento_Draft CERP comments):

MEMORANDUM

DATE: February 13, 2026

TO: Sacramento Metropolitan Air Quality Management District (Sac Metro Air District)
Attention: AB 617 Clerk (AB617clerk@airquality.org)

FROM: Rachel Patten, Sustainability Program Manager (rpatten@cityofsacramento.org), Sarah Kolarik, Sustainability Program Specialist (skolarik@cityofsacramento.org), Department of Public Works; Remi Mendoza, Principal Planner (rmendoza@cityofsacramento.org), Amy Yang, Senior Planner (asyang@cityofsacramento.org), Department of Community Development, City of Sacramento

CC: Jennifer Donlon Wyant, Mobility and Sustainability Division Manager (JDonlonWyant@cityofsacramento.org), Greg Sandlund, Planning Director (GSandlund@cityofsacramento.org)

SUBJECT: Comments from the City of Sacramento on the Draft South Sacramento – Florin Community Emissions Reduction Program (CERP)

Dear Sac Metro Air District staff,

The City of Sacramento (City) strongly supports the Sac Metro Air District's efforts to improve air quality and reduce exposure to harmful pollutants in the South Sacramento – Florin AB 617-designated community through a community-driven process. We would like to thank the Sac Metro Air District for the opportunity to participate in the South Sacramento – Florin Community Steering Committee meetings as an agency partner and for the opportunity to provide feedback on the Draft South Sacramento – Florin Community Emissions Reduction Program (CERP).

We are writing to provide important context regarding how the City can best partner with the Sac Metro Air District in the implementation of the CERP and to request revisions to CERP strategies that identify local jurisdictions as responsible for implementation actions.

Context for City partnership on CERP implementation:

- The City recognizes the importance of addressing historical gaps in infrastructure and resources within higher-need neighborhoods while maintaining high levels of service for its entire jurisdiction. The AB 617 community represents a high-need neighborhood but is also a small geographic area within the City; there are other neighborhoods with significant needs that also require attention with limited City

resources. **City efforts to advance CERP strategies must align with Council-adopted priorities and existing work plans to ensure consistency and equity in City investment across neighborhoods.**

- The Council-adopted plans that guide and prioritize City actions related to the CERP include the 2040 General Plan, Climate Action and Adaptation Plan, Transportation Priorities Plan, and Sacramento Urban Forest Plan. These plans have existing frameworks to equitably prioritize City efforts. For example:
 - Citywide street safety and infrastructure investments are prioritized through the [Transportation Priorities Plan \(TPP\)](#). The TPP, which was developed through extensive community engagement, guides funding for transportation infrastructure improvements based on community values including metrics for equity, safety, and air quality, which align with the priorities identified in the CERP strategies for “Safe and Resilient Streets.” The TPP includes over 700 projects throughout the City, which are estimated to cost over \$5 billion. The City actively seeks funding to advance these City Council approved transportation infrastructure projects following the citywide TPP project prioritization framework, which ranks projects based on how well they meet the community values. TPP-identified High Priority projects in the AB 617-designated community may be good candidates for investment to advance the CERP. However, City transportation funding is limited and must be implemented according to the Council-adopted prioritization framework to ensure fairness and consistency. **The City cannot re-order or bypass established priorities to accelerate projects in one area. Additionally, City transportation funding is limited and supportive funding through grants or incentive programs will be necessary to advance High Priority TPP projects within the AB 617 community.**
 - City investments in tree canopy are prioritized through the [Urban Forest Plan](#), which includes a Priority Intervention Areas map to guide City investments in new tree planting efforts. There is extensive overlap between the City’s “Very High” priority intervention areas and the AB 617-designated community.
- Community engagement is a vital part of planning and project development, and we would like to emphasize the importance of community-led efforts in shaping priorities. We acknowledge the valuable feedback already provided through previous engagement processes and recognize the need for continued dialogue with community members and partners to ensure projects reflect community needs. We are also mindful of engagement fatigue in high-need neighborhoods and the community’s desire to see requested projects implemented rather than prolonged planning discussions. To help address this, the City is committed to sharing

resources and coordination efforts to streamline feedback across projects, reducing duplication and alleviating engagement fatigue. Extensive community engagement has fed into the development of the TPP and its prioritized projects, as well as the Urban Forest Plan Priority Intervention Areas. ***Building on that community-informed foundation, the City encourages the use of existing jurisdiction prioritization metrics to advance project implementation while continuing to engage the community in meaningful and efficient ways.***

- While the City is eager to secure outside funding to advance critically needed transportation and sustainability projects, there is a limitation to the number of projects that can be delivered with finite staff resources. ***Funding sources that are flexible and able to fund the full cost of staff time (including all indirect and overhead costs, in addition to labor and benefit costs) can streamline the project administrative process.***
- The City is responsible for approximately 3,100 lane miles of roadway across its jurisdiction. Since 2000, City Council has approved over 700 transportation plans and projects to improve the City's multimodal network that are estimated to cost approximately \$5 billion dollars. This is in addition to the estimated \$1.5 billion in unfunded deferred citywide street maintenance costs. Funding for transportation projects is limited and primarily comes from gas and sales tax revenue as well as competitive grants. To implement the City's responsibilities under the Urban Forest Plan, staff estimate the City will need \$12+ million annually in addition to the \$8+ million the City expends annually to care for its current inventory of approximately 100,000 trees. The financial and staff resources necessary to fully deliver all these projects exceed the City's currently available resources. While the additional State funding that will be available through the CERP will provide meaningful investment in the South Sacramento-Florin community, it will not provide the scale of funding needed to improve the air quality to the level that may be expected by community members in the timeframe that may be desired. Consequently, the City highlights the importance of setting realistic expectations with our South Sacramento-Florin community and has identified the following requested strategy revisions to support continued trust building and productive collaboration between community members and agencies.

Additional context and comments on CERP Strategies identifying jurisdiction responsibilities:

Increase Tree Canopies (Strategy UM-3)

- The City is working on ongoing implementation of the Urban Forest Plan, which includes efforts to increase tree canopy in the identified Priority Intervention Areas.
- The City applauds the CERP for emphasizing the importance of engaging business owners, private property owners, and residents in tree planting and care, as these efforts are critical for success since approximately 90 percent of trees in Sacramento are located on private property. Recognizing this, the City has committed to including the Community Steering Committee in our Urban Forest Plan Implementation Working Group and in efforts to update standards and expand tree canopy. Through collaboration we can ensure that tree canopy strategies deliver benefits and advance our shared climate and health goals.
- Comments on strategy language and jurisdiction responsibilities:
 - The City supports the goal of prioritizing projects that increase the canopy coverage of project areas. While the CERP Strategy UM-3 includes a goal to prioritize projects that provide at least 50% tree canopy within 15 years, the City recommends adjusting the goal to align with the Sacramento Urban Forest Plan target of 35% canopy cover by 2045. The recommendation reflects the ecological and land use constraints within the AB 617-designated community, where achieving 50% canopy is likely not feasible due to existing development patterns and environmental conditions. The City encourages that any funding programs consider the land use context and existing tree canopy when prioritizing projects to ensure goals are both ambitious and achievable. For example, the Sacramento Urban Forest Plan establishes a goal of an average tree canopy of 35% with more specific targets for different land use types, including:
 - Residential neighborhoods: 40%
 - Streets, sidewalks, and shared-use paths: 50%
 - Parking lots: 50%
 - Commercial and mixed-use areas: 25%
 - Industrial areas: 20%
 - Public facilities and parks: maximize tree canopy based on usable space

Safe and Resilient Streets: Quick Builds (Strategy UM-4a)

- The City is establishing a Transportation Safety Team that will implement citywide quick-build and interim safety projects. This Team will identify priority locations for these projects using crash data, the City’s high-injury network—from the existing Vision Zero Action Plan (VZAP) and ongoing VZAP update—and Transportation Priorities Plan to advance projects that are appropriate for implementation as quick-builds.
- The City is committed to reviewing opportunities for improved safety within the AB 617-designated community through quick-build and interim safety projects, but these efforts must be balanced with adherence to Council-approved work plans and the equitable implementation of safety improvements across the City. Collaboration with partners, such as the Sac Metro Air District and the CSC, will be essential for identifying funding to advance projects that align with these priorities.
- Comments on strategy language and jurisdiction responsibilities:
 - The City suggests clarifying the language in the “Safe and Resilient Street” strategies UM-4a and UM-4b to more clearly distinguish between the Quick Builds strategy and the Standards strategy, since the description of actions and jurisdiction responsibilities for each are substantially the same, even though these are two distinct strategies.

Safe and Resilient Streets: Standards (UM-4b)

- The City is initiating an update to the Street Design Standards to improve transportation safety, support climate goals, and expand urban tree canopy.
- Comments on strategy language and jurisdiction responsibilities:
 - The City suggests clarifying the language in the “Safe and Resilient Street” strategies UM-4a and UM-4b to more clearly distinguish between the Quick Builds strategy and the Standards strategy, since the description of actions and jurisdiction responsibilities for each are substantially the same, even though these are two distinct strategies.

Reduce Idling at Schools and Sensitive Receptors (Strategy UM-6)

- Code Enforcement can cite vehicles that idle for more than 5 minutes under SCC 8.116.040 and Parking Enforcement can cite vehicles that overstay time restrictions and loading zones. Increased enforcement is the primary mechanism available to the City to meaningfully reduce idling; however, current enforcement activities are limited by staff capacity and are conducted citywide.
- Comments on strategy language and jurisdiction responsibilities:

- Because current enforcement activities are limited by staff capacity and are conducted citywide, the City requests removing jurisdiction responsibilities for this strategy and instead focusing on engagement and education with schools, hospitals, businesses and their patrons.

Industrial and Warehouse Uses/Zoning (Strategy UM-9a)

- Comments on strategy language and jurisdiction responsibilities:
 - The City requests an update to the estimated timeline for the City of Sacramento Environmental Justice (EJ) performance standard study and zoning updates to reflect:
 - “2026-2029” as the overall timeframe.
 - Remove specific years from the sub-bullets for the EJ performance standard and zoning updates.
 - Replace the zoning overhaul language to say “Update the Planning and Development Code to implement the 2040 General Plan.”
 - The City encourages the CSC prioritize funding to implement AB 98 such that it is aligned with the implementation timeline that is required of jurisdictions.

Industrial Warehouse Uses/Zoning: Truck Route Study (Strategy UM-9b)

- Comments on strategy language and jurisdiction responsibilities:
 - The City requests clarifying that staff will “Conduct truck route study, as grant funding is available for priority locations to the extent feasible per jurisdiction capacity and procedures.”

Community Input on Truck Routes (Strategy UM-10)

- Many factors determine the designation of truck routes within Sacramento, including adjacent land uses, roadway vehicle capacity and weight load, state designations, among others. There will always be situations where trucks travel through neighborhood streets to make deliveries to neighborhood destinations (e.g., neighborhood schools).
- Comments on strategy language and jurisdiction responsibilities:
 - The City requests that Strategies UM-9a and UM-10 be consolidated into a single strategy focused on AB 98 implementation.
 - The City suggests revising the Sac Metro Air District jurisdiction responsibility to reflect that all truck route processes involve the CSC “to the extent feasible per agency procedures.”

Electrification of Household Appliances: SMUD Energy Saver Bundle (Strategy R-3a)

- Comments on strategy language and jurisdiction responsibilities:
 - The City suggests editing the sub-action of “Assist with conversion and infrastructure (electric panels) upgrades” to include providing education to avoid unnecessary panel upgrades through the use of power saving appliances and controls (smart switches, etc.).

Electrification of Household Appliances: Electric Fireplace Insert (Strategy R-3b)

- Comments on strategy language and jurisdiction responsibilities:
 - The City suggests editing the sub-action of “Assist with conversion and infrastructure (electric panels) upgrades” to include providing education to avoid unnecessary panel upgrades through the use of power saving appliances and controls (smart switches, etc.).
 - The City suggests clarifying that this would be an incentive program for conversion from gas to electric fireplaces.

Air Filters in Indoor Public Spaces (Strategy R-4)

- The City is supportive of efforts to improve indoor air quality at community-oriented locations and has pursued grant opportunities to fund such upgrades at City facilities, including a recently completed project at the Pannell Community Center that enables this facility to operate as a Clean Air Center during poor air quality days.
- Comments on strategy language and jurisdiction responsibilities:
 - No suggested changes.

The City thanks the Sac Metro Air District for the review and recognition of the many City plans that contain strategies that align with and further the goals of this CERP. **The City requests the revisions noted below in red text to the summarized goals and initiatives for these local plans in section 5.4.1 of the CERP:**

Local Agency Efforts	Goals and Initiatives
City of Sacramento – 2040 General Plan	<ul style="list-style-type: none"> • Commits to collaborating with the Air District to expanding expand air quality monitoring in north and south Sacramento • Prioritizes investments in transit, walking, biking, and zero-emission vehicles over car-centric development. Prioritizes mobility and connectivity for active and shared transportation modes.

	<ul style="list-style-type: none"> • Supports AB 617 implementation, indoor filtration systems, and urban tree canopy expansion.
City of Sacramento – Climate Action & Adaptation Plan (2024)	<ul style="list-style-type: none"> • Requires full electrification of existing buildings by 2045. • Sets <u>targets for building electrification</u>, mode-shift, EV adoption, <u>urban tree canopy cover</u>, and emissions reduction targets across transportation sectors. • Invests in urban greening and tree canopy expansion in heat-vulnerable, lower-income neighborhoods.
City of Sacramento – Fruitridge/Broadway Community Plan (2024)	<ul style="list-style-type: none"> • Encourages land uses that support transit ridership and walkability in mixed-use development. • Relocates <u>Supports relocation of</u> heavy industrial uses away from Stockton Boulevard to reduce local exposure to air pollution. • Supports corridor revitalization through business assistance, tree planting, and heat-reduction strategies.
City of Sacramento – South Area Community Plan (2024)	<ul style="list-style-type: none"> • Improves <u>Encourages</u> high-frequency transit, biking, and walking connections throughout the South Area. • Expands street-level tree canopy and traffic safety improvements. Supports addressing public safety issues and streetscape improvements such as street tree plantings. • Integrates AB 617 priorities into community planning and future development.
City of Sacramento – Stockton Boulevard Corridor Plan (2021)	<ul style="list-style-type: none"> • Redesigns crossings, bikeways, and transit stops along the corridor to eliminate traffic fatalities. • Recommends <u>Adds</u> pedestrian amenities, trees, and heat-relief landscaping along key segments. • Developed <u>all improvements with community input and corridor-level engagement.</u>
City of Sacramento – Streets for People Plan (2025)	<ul style="list-style-type: none"> • Expands <u>Identifies recommendations for new and enhanced</u> walking, biking, and rolling infrastructure citywide. • <u>Developed recommendations through focused engagement in areas that lack basic transportation infrastructure and are under-resourced.</u> • Prioritizes safety upgrades in high-injury and historically underserved neighborhoods.

	<ul style="list-style-type: none"> • Shifts transportation investment toward lower emission, people-first travel corridors.
City of Sacramento – Urban Forest Plan (2025)	<ul style="list-style-type: none"> • Targets tree planting in high-heat, low-canopy neighborhoods. • Identifies goals and policies for maintenance and protection. Maintains and protects of existing urban forest assets. • Uses equity-based mapping to guide canopy investment and long-term care.
City of Sacramento - Transportation Priorities Plan (2022)	<ul style="list-style-type: none"> • Strategy for prioritizing transportation investments, directing infrastructure funding toward projects that improve equity, air quality, climate, health, accessibility, safety, and infrastructure integrity. • Directs infrastructure funding toward equitable, community-identified transportation needs. • Identifies Prioritizes citywide projects, including many pedestrian, bicycle, and transit upgrades in South Sacramento-Florin. • Implements corridor safety improvements, signal upgrades, and separated bikeways.

The City of Sacramento deeply appreciates the leadership and dedication of the Sac Metro Air District and the Community Steering Committee in advancing the CERP. The commitment to equity, sustainability, and community-driven solutions aligns with the City’s priorities and vision for a healthy, resilient Sacramento. We look forward to continued partnership, leveraging shared resources and expertise and implementing strategies to meaningfully improve air quality in the AB 617-designated community.

Thank you in advance for consideration of our comments. If you have further questions regarding the City’s comments, please do not hesitate to contact Sarah Kolarik, Sustainability Specialist, at skolarik@cityofsacramento.org and Amy Yang, Senior Planner, at asyang@cityofsacramento.org.

Submission #16, received from Joelle Inman, Sacramento County, on 2/15/2026:

Dear SMAQMD Staff,

Thank you for the opportunity to provide comments on the Draft South Sacramento–Florin Community Emissions Reduction Program (CERP), and for your continued coordination with Sacramento County and the AB 617 Community Steering Committee.

Attached please find Sacramento County’s comments on the Draft CERP strategies and Chapter 5 (Regional and Local Plans Section). Our comments are intended to clarify County roles and timelines, align implementation with adopted County plans and programs, and support equitable, coordinated advancement of CERP strategies.

We appreciate the collaborative partnership and look forward to continued coordination as the CERP is finalized and implementation moves forward.

Please let us know if any clarification would be helpful.

Attached PDF (CERP Section 5.4.1 Local Plans):

**Sacramento County Comments on Draft CERP – Chapter 5: Regional and Local Plans
February 2026**

1. Section 5.3 Regional Level Plans and Initiatives
 - Please remove “County of Sacramento – Environmental Justice Element (2019)” from Table 5-2 and incorporate it into Section 5.4, Table 5-3, as the County’s General Plan governs only the unincorporated area and should not be characterized as a regional document.
2. Section 5.4 Local-Level Plans and Initiatives
 - Please add the following (noted in the table below) County of Sacramento plans that contain strategies that align with and further the goals of the CERP

Local Agency Efforts	Goals and Initiatives
County of Sacramento – Climate Action Plan (2024)	<ul style="list-style-type: none"> • Identifies GHG emissions reduction targets and actionable measures for target achievement • Establishes climate adaptation and resilience strategies to address local impacts from extreme heat, flooding, sea level rise, wildfire, and drought • Defines ongoing monitoring and reporting framework to track progress
County of Sacramento – General Plan of 2030	<ul style="list-style-type: none"> • Commits to improving air quality monitoring capabilities and to establish better air standards, including reduction in tailpipe emissions, vehicle idling, and promoting active transportation in new development • Identifies South Sacramento as an Environmental Justice community • Supports AB 617 implementation and objectives
County of Sacramento – South Sacramento Neighborhood Preservation Areas	<ul style="list-style-type: none"> • Creates additional buffering between adjoining residential and commercial and industrial areas along Stockton Boulevard • Requires increased landscaping and screening from commercial and industrial uses in NPAs to preserve and protect residential uses and residents

<p>County of Sacramento – Stockton Boulevard Special Planning Area</p>	<ul style="list-style-type: none"> • Encourages denser, mixed-use development along Stockton Boulevard to reduce VMT • Restricts more intense, noxious commercial uses that are incompatible with residences such as used tire sales, auto repair, and storage
<p>County of Sacramento – Active Transportation Plan (2022)</p>	<ul style="list-style-type: none"> • Recommends infrastructure improvements for people who walk, bike and roll to increase active transportation and reduce reliance on automobiles • Includes 55 pedestrian spot improvement locations, 32 miles of sidewalk gap closures, and 185 miles of bicycle facilities
<p>County of Sacramento – Local Road Safety Plan (2022)</p>	<ul style="list-style-type: none"> • Identifies high-level safety needs and strategies to address those needs • Identifies high-injury corridors and areas for further study to prioritize safety improvements • Provides tools and strategies to increase pedestrian and bicycle facilities and reduce VMT

Attached PDF (CERP Strategies – Comments and Suggested Language):

**Sacramento County Comments on Draft CERP Strategies and Actions
February 2026**

Strategy	Comments	Suggested Language
<p>UM-3. Increase Tree Canopies</p>	<p>1. Sacramento County is completing a GIS analysis of existing tree canopy in the County's EJ communities (i.e., South Sacramento). This analysis is slated to be completed mid-2026 and the County can provide recommendations for tree planting sites by 2027 to assist with any tree planting programs AQMD creates.</p> <p>The County requests that this language be added to the timeline section of Strategy UM-3.</p> <p>2. The County supports the Strategy's emphasis on outreach and engagement with businesses and private property owners, recognizing that the majority of tree canopy is located on private property and is not directly controlled by the County. Successful canopy expansion will therefore rely on voluntary participation, incentives, and partnerships rather than regulatory approaches alone.</p> <p>3. While the County supports ambitious canopy goals, achieving a uniform 50 percent tree canopy target may not be feasible in all areas. The County will conduct an analysis through the Urban Forest Management Plan and will share results with the CSC as that work progresses.</p>	<p>Estimated Timeline(s)</p> <ul style="list-style-type: none"> Mid-end 2026: County of Sacramento – share tree canopy analysis with CSC and provide recommendations for priority areas for tree plantings <p>Implementing Agency – Responsibilities: County of Sacramento</p> <ul style="list-style-type: none"> Share results of tree canopy analysis with CSC Expand on tree canopy analysis to develop an Urban Forest Management Plan, and incorporate the CSC into community outreach efforts or advisory groups for the plan development.
<p>UM-4a. Safe & Resilient Streets – Quick Builds</p>	<p>Within the last five years Sacramento County has adopted a Local Road Safety Plan (LSRP) and an Active Transportation Plan (ATP), both with the goal of improving the volume and safety of pedestrian and bicycle infrastructure.</p> <p>The ATP designates various "study corridors" where additional protected or enhanced facilities should be considered. Since adoption, three of these corridors (including Stockton Blvd) have been designated for Class IV separated bikeway installation.</p> <p>Clarity requested: Is the CERP requesting that Sacramento County renew these efforts? The County</p>	<p>Estimated Timeline(s)</p> <ul style="list-style-type: none"> 2027-2031: County of Sacramento – Continue implementation of the County's Active Transportation Plan (ATP) and Local Road Safety Plan (LSRP) <p>Implementing Agency – Responsibilities:</p> <ul style="list-style-type: none"> County of Sacramento – <ul style="list-style-type: none"> Continue implementation of Class IV bicycle facilities on Stockton Blvd Implement safety enhancements previously identified in the ATP and LSRP

Strategy	Comments	Suggested Language
	<p>used extensive community feedback and quantitative data to identify high-injury corridors and appropriate countermeasures.</p> <p>If new studies are not requested, we request including implementation of the County's ATP and LRSP as responsibilities for the County specifically for UM-4a and UM-4b.</p>	
UM-4b. Safe & Resilient Streets - Standards	Same comment as UM-4a above.	<p>Estimated Timeline(s)</p> <ul style="list-style-type: none"> • 2027-2031: County of Sacramento – Continue implementation of the County's Active Transportation Plan (ATP) and Local Road Safety Plan (LRSP) <p>Implementing Agency – Responsibilities:</p> <ul style="list-style-type: none"> • County of Sacramento – Continue to prioritize street standards that focus on pedestrian and cyclist safety in compliance with the ATP and LRSP
UM-5a. Increase Clean Mobility Options with Zero Emissions Vehicles and Charging Infrastructure	<p>The County has already committed to increasing ZEV infrastructure and the availability of ZEV chargers through CAP Measure GHG-07. GHG-07 directs the County to amend its local codes to require EV chargers in new and existing developments and include new EV charging infrastructure projects in the Capital Improvement Plan (CIP).</p> <p>The County requests that language be added to the estimated timeline and responsible agency sections to include the County's implementation of CAP Measure GHG-07 for this strategy.</p>	<p>Estimated Timeline(s):</p> <p>County of Sacramento</p> <ul style="list-style-type: none"> • 2027: Ordinance requiring EV charging capability in new and existing developments. • 2027-2031: Expand public EV charging at County-owned buildings/facilities, including those within the CERP boundary • 2027-2031: Plan for expanded EV charging through the County's CIP. <p>Implementing Agency - Responsibilities:</p> <p>County of Sacramento</p> <ul style="list-style-type: none"> • Implement CAP Measure GHG-07 and include feasibility of code amendments requiring EV charging in new and existing developments available to the public.
UM-6. Reduce Idling at Schools and Sensitive Receptors	Clarity requested: Are the curb regulations intended to be specific to idling? Or is the intent to use existing curb regulations such as no stopping, no parking, 15-minute parking, etc. A County Ordinance amendment	No specific language suggested but recommend more specificity regarding "curb regulations" in the Estimated Timeline and Responsible Agency sections.

Strategy	Comments	Suggested Language
	<p>may be required for the former, while careful consideration is needed for the latter as that could have an impact on local parking availability for residents and businesses based on the proposed location of the curb regulations.</p>	
<p>UM-8. Increase Public Ridership on Public Transportation</p>	<p>The Department of Transportation provides dial-a-ride (DAR), fixed route, and commuter services throughout the eastern and southern portions of Sacramento County. In the south County, Sacramento County partners with the City of Galt to manage a bus transit program known as South County Link (SCT Link) with four bus routes. In 2023-2024, the Department of Transportation expanded service on Dial-a-Ride for extended hours on weekdays and the Highway 99 route to include Saturday service. Sacramento County also contracts with Amador Transit to provide one commuter route to Sacramento for those living in Rancho Murieta in east Sacramento County.</p> <p>Working with the Department of Planning and Environmental Review and Special Districts, the Department of Transportation provides input on long range plans for future transit service in plan areas. For Community Service Area 10 Zone 3, an approved plan area, the Department is currently reviewing the transit start-up plan for implementation.</p> <p>As part of the FY 24-25 budget, the Department of Personnel Services was funded to expand the County's Transportation Management Association (TMA) membership from just the downtown complex to County-wide and all employees now have access to TMA benefits. This includes emergency rides home for registered commuters using alternative modes of transportation, carpool matching services, and transit assistance. The TMA also provides the County outreach and educational services by tabling important employee events, hosting bicycle rides and</p>	<p>Estimated Timeline(s)</p> <ul style="list-style-type: none"> ● County of Sacramento <ul style="list-style-type: none"> ○ 2027-2031: Work with AQMD to expand funding for Dial-A-Ride, South County Link, and County Transportation Management Association (TMA) transit services to County employees and residents of unincorporated Sacramento County and the City of Galt. <p>Implementing Agencies – Responsibilities:</p> <ul style="list-style-type: none"> ● County of Sacramento: Work with TMA and SMAQMD to expand transit programming for County employees and residents through outreach campaigns, participant raffles, and enhanced website and app platforms.

Strategy	Comments	Suggested Language
<p>UM-9a. Industrial and Warehouse Uses/Zoning</p>	<p>repair events, and conducting employee commute surveys. New employee orientation is being revised to highlight the TMA services.</p> <p>Sacramento County anticipates bringing forward a comprehensive amendment to the South Sacramento industrial neighborhood preservation areas in 2027 with outreach starting in 2026.</p> <p>Sacramento County has Special Planning Areas (SPA) and Neighborhood Preservation Areas (NPA) throughout South Sacramento that impose additional setbacks, screening, and buffering between commercial/industrial and residential development. The County plans to comprehensively update these SPAs and NPAs to create a scattered overlay zone mandating the same landscaping and vegetative screening requirements in all of these industrial/residential interface areas.</p> <p>The County will commit to including the CSC in its outreach efforts and considering the CSC's recommendations in its proposal.</p> <p>Suggestion: Include the County's SPA/NPA update effort in the timeline and responsibility actions for the strategy.</p>	<p>Estimated Timeline(s)</p> <ul style="list-style-type: none"> • 2027: County of Sacramento – Zoning Code Update to South Sacramento Industrial SPAs and NPAs (simplification, evaluation of existing setback and landscape buffering standards) <p>Implementing Agencies – Responsibilities:</p> <ul style="list-style-type: none"> • County of Sacramento: Engage the CSC during the zoning code amendment process addressing industrial property landscaping requirements in the South Sacramento SPAs and NPAs.
<p>UM-9b. Industrial and Warehouse Uses/Zoning – Truck Route Study</p>	<p>Sacramento County DOT and PER have retained a consultant to complete a truck route study as part of its AB 98 implementation. Please include the completion of Sacramento County's truck route study in the timeline for Strategies UM-9b and UM-10. The County anticipates completing its truck route study necessary for AB 98 implementation by the end of 2026 or early 2027, with extensive community outreach beginning in 2027.</p> <p>Any truck route study outside the scope of AB 98 would be subject to available funding and implemented in a manner that ensures Countywide</p>	<p>Estimated Timeline(s):</p> <ul style="list-style-type: none"> • 2026/2027: County of Sacramento – Complete truck route study and share results with CSC • 2027: County of Sacramento – Public outreach and comment on County AB 98 truck routes

Strategy	Comments	Suggested Language
	equity for all environmental justice and unincorporated communities.	
UM-10. Community Input on Truck Routes	Same comment as UM-10 above.	<p>Estimated Timeline(s):</p> <ul style="list-style-type: none"> • 2026/2027: County of Sacramento – Complete truck route study and share results with CSC • 2027: County of Sacramento – Public outreach and comment on County AB 98 truck routes
UM-11. Commercial Vehicle Replacement Program	CAP Measure GHG-07 identifies strategies that align with UM-11: (1) Conduct a feasibility study on a County program (rebates, tax credits, buyback, etc.) to encourage early retirement of internal combustion vehicles and replacement with electric vehicles. The County can align these efforts with the CERP.	<p>Estimated timeline(s):</p> <ul style="list-style-type: none"> • The timeline and the following associated milestones will be established once additional funding becomes available: <ul style="list-style-type: none"> ○ Execute incentive solicitation to forward program goals. ○ Deliver projects within the AB 617 community. ○ <u>Coordinate with County of Sacramento on regional vehicle replacement program.</u>
R-2. Residential Lawn and Garden	Measure GHG-06 of the County's CAP directs the County to establish a landscaping equipment trade-in program. A former County Sustainability Manager initiated discussions with SMAQMD and the Department of Waste Management and Recycling to stand up this program. The County would like to support the Air District in expanding its commercial lawn equipment trade-in program to include residential equipment. The Air District and County communicated with SMUD to explore a potential partnership in such a program so that it could serve the region. The above agencies and departments will continue to coordinate on program opportunities. Budget limitations for FY 25-26 and the on-going cuts to federal and State grant programs impacted funding availability for incentives.	<p>Implementing Agency – Responsibilities:</p> <ul style="list-style-type: none"> • County of Sacramento: Partner with SMAQMD to identify new funding sources to implement Measure GHG-06 of the County's CAP that establishes a landscaping equipment trade-in program
R-3a and R-3b. Electrification of Household Appliances	The County has established an internal working group to begin the process of determining the feasibility of establishing a reach code for existing single-family and low-rise residential units. As part of this effort, the County is exploring its reach code options relative to AB-306 (Schultz) which limits CA	<p>Update action below to also reference County of Sacramento:</p> <ul style="list-style-type: none"> • Engage and educate homeowners and renters to share information on the benefits of using carbon-free appliances and available resources.

Strategy	Comments	Suggested Language
	<p>jurisdictions' abilities to adopt new reach codes between June 1, 2025, and June 1, 2031.</p> <p>Furthermore, CAP action GHG-04-j directs the County to develop an outreach program that provides education strategies that enable and encourage energy conservation and gas-to-electric conversions in residential and commercial buildings. The County would like to partner with SMAQMD to develop this outreach program.</p>	<ul style="list-style-type: none"> Share local/regional programs, if available (e.g., SMUD-Appliance Rebate Programs, City of Sacramento, County of Sacramento.) <p>Implementing Agency – Responsibilities: County of Sacramento:</p> <ul style="list-style-type: none"> Continue regional coordination efforts through the Building Electrification MOU signed by SMUD, City of Sacramento, City of Elk Grove, and Sacramento County
C-4c. Incentives for Small Businesses – Landscaping (Lawn and Garden)	Same as R-2 above.	<p>Implementing Agency – Responsibilities:</p> <ul style="list-style-type: none"> County of Sacramento: Partner with SMAQMD to identify new funding sources to implement Measure GHG-06 of the County's CAP that establishes a landscaping equipment trade-in program
O-1. Participate in Outreach Events		<p>Implementing Agency – Responsibilities:</p> <ul style="list-style-type: none"> County of Sacramento: Post educational materials on the Green Sacramento County website in partnership with SMAQMD and help distribute other outreach/educational materials through County communication channels
O-2. Outreach Through Traditional and Social Media		<p>Implementing Agency – Responsibilities:</p> <ul style="list-style-type: none"> County of Sacramento: Post educational materials on the Green Sacramento County website in partnership with SMAQMD and help distribute other outreach/educational materials through County communication channels
O-4. Build Relationships with Stakeholders and Community Members	The County has a permanent Climate Emergency Mobilization Task Force (CEMTF) that advises the County on CAP implementation. To improve its relationship with stakeholders and community members, the County will coordinate with the CSC when recruiting for vacancies on the CEMTF, and consider opportunities to update CEMTF by-laws to include a CSC member as one of the Task Force's assigned environmental justice positions.	<p>Implementing Agency – Responsibilities: County of Sacramento</p> <ul style="list-style-type: none"> Coordinate with CSC when recruiting for vacancies on the Climate Emergency Mobilization Task Force (CEMTF) Evaluate opportunities to update CEMTF by-laws to include a CSC member as one of the Task Force's assigned environmental justice positions



Submission #17, received from Luz Lim, Environmental Council of Sacramento (ECOS), on 2/15/2026:

Good evening,

Please accept the attached comments on behalf of the Environmental Council of Sacramento, in response to the South Sacramento – Florin Community Emissions Reduction Program draft plan.

Thank you for your consideration.

Attached PDF (20260215 ECOS Comments re South Sacramento – Florin CERP):



ECOS
ENVIRONMENTAL
• COUNCIL •
OF SACRAMENTO

Post Office Box 1526 | Sacramento, CA 95812-1526

February 15, 2026

TO: Sac Metro Air District via email: AB617clerk@airquality.org

RE: ECOS Comments re South Sacramento-Florin Community Emissions Reduction Program Plan (<https://bit.ly/3NqBDNp>)

Dear Sac Metro Air District,

The Environmental Council of Sacramento (ECOS) is a 501c3 non-profit corporation, a coalition of community-based organizations and individuals from throughout the Sacramento region that helps drive conversation and action for good planning.

ECOS is very supportive of this plan and applauds the Sac Metro Air District and the Community Steering Committee (CSC) for their extensive work to create multi-scale strategies that include and reflect the South Sacramento – Florin community. We appreciate the opportunity to submit the following comments on the South Sacramento – Florin Community Emissions Reduction Program (CERP) Draft Plan.

Executive Summary

1. **Funding Plan:** The Executive Summary, the District Feasibility Analysis, and various individual Strategies indicate that the implementation of all 28 strategies depends on available District funding and capacity. While it is great to see that implementation is guaranteed for half of the strategies – including early-action and top-priority strategies – it is unclear if other potential funding sources are identified for the remaining fourteen strategies, and if there is a strategy for future funding identification. Funding details, and their reliability, would be appreciated to assess the feasibility of strategy implementation.
2. **Emission Projections:** We understand and appreciate the disclaimer that the CERP assumes the continued implementation of California's Clean Air Act waive authorities. If possible, it would be helpful to see potential emission projections in the case that the Clean Air Act were reduced or eliminated.

Community Profile

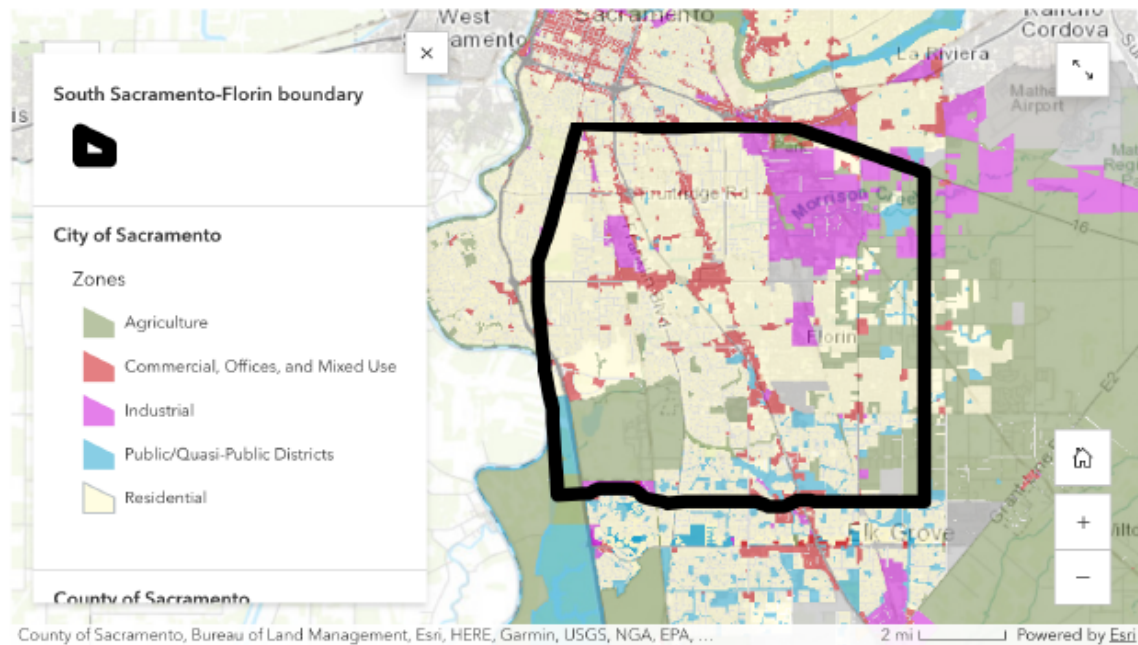
3.3.1.3 Median Household Income

Figure 3-7 is helpful to understand the income levels of particular neighborhoods, and disparities across the County. However, it is unclear how the census data and resulting map consider public areas, such

as the American and Sacramento Rivers. Could you provide additional information regarding the ownership/income interpretation for public/natural areas, or add a mapping layer (e.g., Figure 3-10) to distinguish these areas from areas with reportable household income? Do these areas skew the median income profile for the selected South Sacramento – Florin community?

Technical Foundations

Land Use and Zoning (Material from the Story Map)



Zoning in the South Sacramento-Florin community

Sources: City of Sacramento, County of Sacramento, City of Elk Grove

1. This is a fantastic map that demonstrates the geographic relation between residential and industrial zones, and between commercial and heavy traffic routes. The impact of land use planning on a community's air and health quality should be explicitly stated throughout the CERP to encourage strategic land planning and reorganization.
2. It would be helpful to include the geographic models and land use plans of other areas that have less air pollution. Explicitly correlating the geographic distributions of land uses with air quality, and providing a comparative model, would not only highlight the importance of prioritizing land use improvements to reduce emissions in the South Sacramento – Florin area, but also provide a working land use model to strive towards. Of course, the intention is not to turn South Sacramento – Florin into another existing neighborhood, and great care should be taken to avoid gentrification and cultural erasure. However, it is clear that the sprawled, car-centric layout of the area fosters high emission levels. To change it, we must look at realistic, comparative models, such as the work being done around the Marysville-Del Paso Blvd Plan.

4.4.4.2 Forecasted Emissions Inventory 2031/2036: A look at the baseline emissions inventory during CERP implementation period

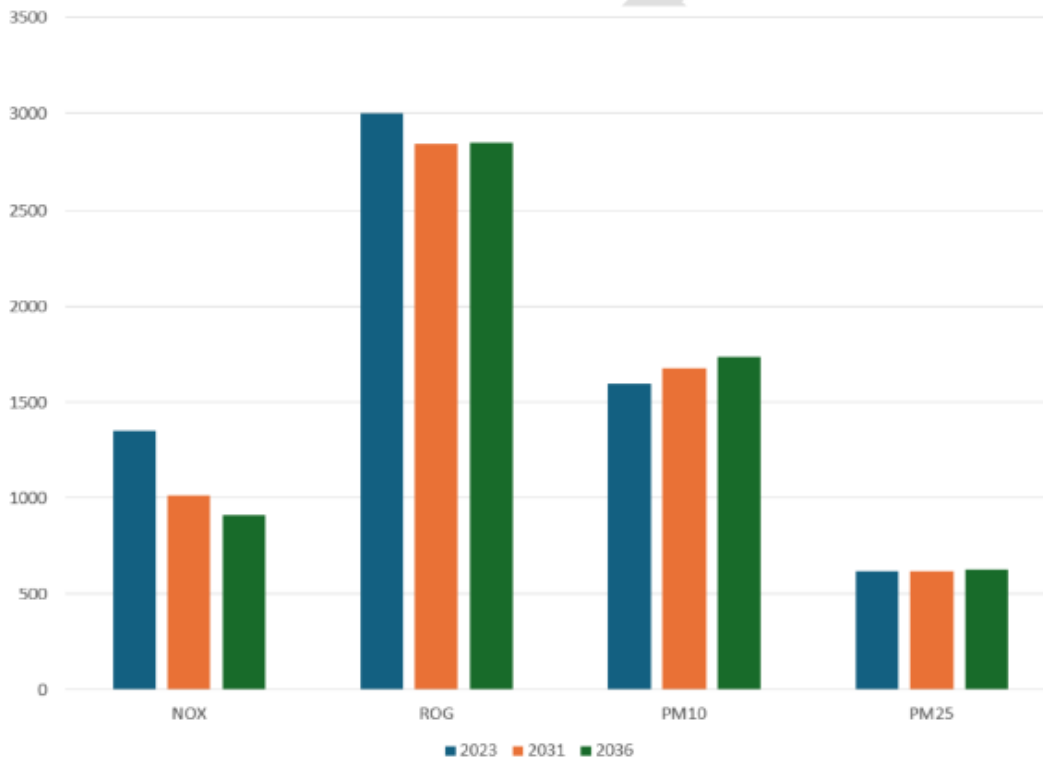


Figure 4-24 Total Emission Trends in tons per year for NO_x, ROG, PM₁₀ and PM_{2.5} for 2023, 2031, and 2036 (tons per year).

1. It's great to see that NOx and ROG emissions are projected to drop in the next 10 years, as a result of air quality regulations related to mobile sources. However, it is unclear what kind of health impacts these reductions would translate to. While the projected NOx emissions appear to be reduced by what appears to be roughly a quarter to a third, the ROG emissions are not anticipated to be reduced by nearly as much. Please provide perspective to correlate the change in these values with real impact values, particularly when circulating updated emission data at public outreach events.
2. While the draft CERP correlates the anticipated rise of PM10 and PM2.5 values to emission sources such as construction and demolition activities, the Story Map explains this projection as a result of "probable economic growth and population growth." Please clarify the overlap of these two explanations or address the discrepancy. Additionally, please outline the foundation to anticipate economic and population growth, as indicated in the Story Map. Are there plans that would point to such trends? If so, then we recommend providing the CERP and other related plans to the project developers/environmental review team to encourage low-emission, higher-density development.

Strategies and Actions

We support all strategies identified in the CERP Plan. We strongly support the following strategies and provide additional comments and suggestions.

Strategies	Comments
UM-1, UM-2	The biggest air pollution problem in the area is from diesel trucks - due to their cancer-causing fine particulates. It would be incredible and highly impactful if portable monitors were used to identify high emitters and led to citations for non-compliance.
UM-3	<p>Trees and tree canopy are incredibly helpful to reduce heat and to trap fine particulates.</p> <p>Funding and maintenance strategies are important for urban forestry plans. We applaud the strategy's plan to fund the South Sacramento Tree Alliance project related to the South Sacramento – Florin area, as the project and organization would provide structure to the initial planting of trees and outreach in the community. Would the South Sacramento Tree Alliance continue to maintain the trees they plant? Similarly, who would be responsible for the maintenance of the 300+ trees distributed to the South Sacramento – Florin Community in partnership with Color the Block? We recommend clearly outlining the funding, planting, maintenance, and outreach responsibilities involved in each sub-strategy for expanding the urban tree canopy. We also recommend providing transparency regarding the projected availability and reliability of new funding sources and programs related to tree planting/vegetative barrier projects.</p> <p>Lastly, what kinds of trees will be planted? Are there requirements or guidelines for the kinds of trees that are planted through the various tree planting and distribution programs that may be involved in this strategy? We recommend consulting local experts (e.g., Sacramento Chapter of the California Native Plant Society, amongst many others) regarding the trees that are more suitable to expand Sacramento's urban canopy.</p>
UM-4a, UM-4b	<p>We support the use of multi-scale strategies to create safe streets. Partners for both strategies should include local NGOs that often collect qualitative data surrounding transportation, user experience, and public health (e.g., La Familia and Strong SacTown (if Strong SacTown has membership in South Sacramento)).</p> <p>Tracking metrics:</p>

	<p>UM-4a: Tracking metrics for quick builds should include collecting data on accidents, the amount of car vs pedestrian vs cycling traffic, and qualitative input on the comfort and safety levels experienced and perceived related to pedestrian and cycling options.</p> <p>UM-4b: Tracking metrics for Safe and Resilient street standards include the "Number of VMT reduced in specific routes, where changes were in effect." How will this data be tracked?</p>
<p>UM-6</p>	<p>It is difficult to limit the impacts of idling on sensitive receptors when idling is so frequently tied to pickups and drop offs in such locations. One of the identified actions include working with public works departments to ensure loading zones are away from sensitive receptors. Are these loading zones referring to loading of heavy duty vehicles, such as trucks, or do these zones also include passenger pickup/drop off? If the latter is true, then it seems that it would be difficult and reduce accessibility to move loading zones further from the sensitive receptor locations.</p> <p>Additionally, signage may be helpful to create grounds for anti-idling enforcement, but signs alone generally do not stop people from idling in areas where they have historically been able to, or where they know they will not face repercussions. We encourage an action item that involves working with schools to ensure that there are security/monitoring resources dedicated to anti-idling policy enforcement.</p>
<p>UM-7</p>	<p>We strongly support the distribution of portable air monitors and recommend partnering with local NGOs that have already done outreach work on the topic of air quality and portable air monitors and air filters (e.g., United Latinos). Such partnerships, along with educational support and potential incentives, could be key to engaging community members.</p>
<p>UM-8</p>	<p>We strongly support investments into public transit and ridership, and applaud partnership with SacRT for this plan. We recommend re-designing and relocating shade structures so that they are large enough to provide shade for the number of riders, positioned in ways that offer realistic (i.e., directional) protection from sun and rain during different times of the year/day, make use of existing buildings and tree canopies that already provide effective shelter, and increase the occurrence of benches/rest features.</p> <p>In your consultations with SacRT, we also recommend re-evaluating the bus stop structure. There have been many studies between European bus service and North American bus service showing that the latter has too many stops on bus lines, which result in decreased efficiency and speed of service. From a cost perspective, a push to reduce the number of stops on lines while investing</p>

	in more robust shade structures may be a fiscally (and operationally) responsible solution.
UM-9a, UM-9b	Warehouses are the main source of heavy-duty truck traffic through the Florin area. Buffer zones and vegetative barriers are especially effective for reducing exposure to fine particulate matter (PM), especially the ultrafine particles that cause many health problems (e.g., cancer, low birth-weight babies, decreased lung development in children, increased cardiovascular disease).
R-4	We strongly support the installation of more air filters in public indoor spaces. This would reduce exposure to infectious diseases from those present, and would be especially good for community spaces impacted by PM, as stated (e.g., schools near freeways). MERV-13+ and HEPA is the way to go.
C-2	We strongly support the creation of a public records portal. Public education is empowering and may lead to future community leaders!
C-3	Potential Partner Agencies/Organization Responsibilities should include providing program requirements and educational materials to new/applying business owners. The communication of resources and requirements early in the planning process can streamline air quality improvement efforts and reduce the need for retrofitting later on.
O-1	What feedback have you received from past outreach events? Have they been effective? Are there ways that have been identified to be more effective?

Thank you for considering our comments. We look forward to the successful implementation of the South Sacramento – Florin CERPI!

Sincerely,

Luz Lim
 Policy Analyst
 Environmental Council of Sacramento

Public Comments Received via the AB 617 Clerk Email

After February 15, 2026

Submission #18, received from Herman Barahona, Sacramento Environmental Justice Coalition (Sac-EJC), on 2/16/2026:

Good afternoon Leaders of the Sacramento Air Quality District and elected officials,

On behalf of the board and allies of the Sacramento Environmental Justice Coalition (Sac-EJC), I am writing in response to the proposed CERP plan under the AB617 piece of legislation that was awarded for the public health benefit of the people of South Sacramento at approximately **\$16,053,333**.

We are very concerned that after years of advocating for innovations and a higher standard of living for the residents of South Sacramento, this plan shows that we will have more of the same. These "low-hanging fruit" initiatives, while important, do not offer concrete, measurable, and high standard solutions to reduce air pollutants in our neighborhoods.

Please take a look at the slides below, for instance. **Why steer \$783,333 of AB617 EJ dollars for planting trees that will not help pollution emissions effectively in south Sacramento?** Sac-EJC leadership loves and advocates for a better tree canopy. But we are very concerned about this proposed idea, because we already have a city forestry department, SMUD and other public resources spending millions on this problem, and they are failing to help trees reach maturity in our neighborhoods due to lack of proper irrigation systems and maintenance.

This proposed CERP AB617 initiative will not have the impact we desperately need to improve air quality in south Sacramento. The initiatives of the Sacramento Air Quality District show timidity and lack of imagination. AB617 legislation is very specific on targeting cumulative effects of air pollution in South Sacramento. We do not believe that these Community Emissions Reduction Plans will have a meaningful impact on the **public health** challenges of our neighborhoods. **We ask the Sacramento AQMD Board and officials to go back to the drawing board and have a community input process that is not a rubber-stamp for business as usual.**

CERP Incentive Funding Targets

- Based on known 1 year funding: \$2.35 million

Strategy	Funding Targets
Increase Tree Canopy	\$783,333
Safe & Resilient Streets – Quick Builds	\$685,417
Lawn and Garden	\$489,583
Zero Emissions Vehicles – CC4A (light duty/cars)	\$146,875
Zero Emissions Infrastructure – Infrastructure	\$195,833
Commercial Vehicle Replacement	\$48,958

■ New Program
 ■ Existing Program

Public comments received by February 15, 2026, but sent to the Junk inbox

Submission #19, received from Carrie Whitlock, City of Elk Grove on 2/13/2026:

Hi All,

I am providing comments from COEG on the draft CERP document. We appreciate all of the hard work and effort that you have put into the document. The comments that we have are focused on strategies where we think that there are opportunities to align and/or coordinate efforts with ongoing or upcoming actions that the City will be doing. We are happy to have discussions following CERP adoption on how that coordination can best work.

Let me know if you have any questions.

CERP Strategy	Climate Compass Action (if applicable)	Notes
Strategy UM-3 tree canopy	RA-5.3	Work with the CSC/SMAQMD on appropriate locations within the EG AB 617 boundaries to plan additional trees on public ROW though the City's partnership with STF.
Strategy UM-4a – quick builds		Work with the CSC/SMAQMD on any quick build projects within the EG AB 617 boundaries.
Strategy UM-4a (quick builds) & 4b (standards)		Work with the CSC/SMAQMD on any updates to street standards to incorporate additional safety and cooling strategies.
Strategy UM-5a ZEV infrastructure	TR-2.1, TR-2.2, TR-2.4	Actions in our Climate Compass include adopting higher EV charging requirement for new commercial development & EVSE requirements for gas stations. Both are developer requirements.

		Work with the CSC/SMAQMD on study related to EV charging locations.
Strategy UM-5c e-bike vouchers	TR-1.4	Continue to support e-bike vouchers for EG residents and promote voucher programs with residents in EG AB 617 boundaries.
Strategy UM-6 idling		Review MC and adopt ordinance around idling at sensitive receptors with the SB 415 work that needs to be done by 1/1/2028.
Strategy UM-8 public transit ridership	TR-1.2	Implement a seniors ride free program to increase transit ridership.
Strategy UM-9b truck routes study/UM-10 truck route input		Involve the CSC as we update City ordinances required by AB 98/SB 415 related to truck routing.
Strategy O-2 outreach through traditional/social media	CA-1	Work with the CSC/SMAQMD to share materials via city social media, bi-monthly newsletter, weekly email message, etc.
Strategy C-4c small business landscaping equip	TR-3.3	Work with the CSC/SMAQMD to transition commercial landscape equipment with zero-emission alternatives.
Strategy R-3a electrification of household appliances	CA-1.4, BE-1.3, BE-1.4, BE-4.2, BE-4.3	Work with the CSC/SMAQMD on efforts to decarbonize existing buildings, particularly looking at low-income homeowners to make the switch to electric appliances more affordable.
Strategy R-6 masks and air purifier during poor air quality	RA-3.1, RA-3.2	Work with CSC/SMAQMD related to wildfire smoke events to support distribution of masks and public awareness campaigns.