



DRAFT SOUTH SACRAMENTO - FLORIN

COMMUNITY EMISSIONS REDUCTION PROGRAM

Developed In Partnership with:
South Sacramento - Florin Steering Committee



JANUARY 16, 2026

SAC METRO AIR DISTRICT
CLEAN AIR FOR ALL

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Acknowledgements

The South Sacramento-Florin Community Emissions Reduction Program Community Steering Committee and the Sacramento Metropolitan Air Quality Management District extend their appreciation and recognize the many individuals and organizations whose support and contributions made this effort possible.

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The Community Steering Committee (Steering Committee or CSC) are individuals who live, work, own/represent a business and/or community-based organization operating within the South Sacramento-Florin community. The Steering Committee members, past and present, have devoted significant time and effort to advance this program for their community. Their contributions and commitment are what made this plan possible.

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James Allison	Power Inn Alliance
Laurie Walker	Self (Resident)
Malea Wallace	Self (Resident)
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We would also like to recognize the many people who contributed to this effort, even if they were not named here. We express our sincerest gratitude to all participants, including community members, organizational partners, subject-matter experts, and agency staff, whose contributions were invaluable to this plan.

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Executive Summary

Assembly Bill (AB) 617 (C. Garcia, 2017) recognized that although California's air quality has improved over time, some communities continue to experience disproportionately high pollution burdens. In response, the California Air Resources Board (CARB) created the Community Air Protection Program (CAPP), which focuses on monitoring air quality and reducing pollution exposure and emissions in the most affected communities through a community-led and community-focused approach.

The South Sacramento-Florin community was selected in 2018 as one of the first ten AB 617 communities in California to develop a Community Air Monitoring Plan (CAMP). Working closely with the Community Steering Committee (CSC), comprised of residents, workers, business owners, and local organizations, the Sacramento Metropolitan Air Quality Management District (Sac Metro Air District or District) developed and implemented the CAMP to gather valuable air quality data and promote air quality education and awareness. In July 2024, CARB selected the South Sacramento-Florin community to develop a Community Emission Reduction Program (CERP), a plan to reduce emissions and/or exposure to harmful pollutants. This CERP reflects extensive community engagement and is tailored to the community's needs and priority concerns.

Community members' lived experiences, along with the community air monitoring data, community emissions inventory, and other data from tools such as the California Communities Environmental Health Screening Tool (CalEnviroScreen 4.0), were shared and reviewed with the CSC to help them identify key pollution sources and concerns that they would like to address with specific actions or strategies. Once the key concerns were identified, the CSC explored existing strategies and actions implemented in other AB 617 communities throughout California, learned about the existing Sac Metro Air District and partner agency efforts, and initiated dialogue around potential strategies to address community priorities. These discussions helped build a shared understanding of current air quality efforts and challenges and highlighted opportunities for collaboration and improvement through the CERP.

Over 10 months, through 29 meetings, the CSC collaborated with District, CARB, and local jurisdiction staff and developed 28 strategies, some with multiple components. These strategies align with the 11 community-driven goals, addressing challenges such as land-use issues, mobile emissions, indoor air quality, business pollution reduction, and community education. Each strategy includes actions, timelines, responsible agencies, potential partners, and tracking metrics, with built-in flexibility for adjustment during the implementation phase.

Successful implementation of all 28 strategies depends on available District funding and capacity. Four early action strategies have already begun, and based on current available funding, the District commits to implementing these along with ten additional top-priority strategies. As more funding becomes available, the District will continue to collaborate with the CSC to advance the next set of priority strategies.

The CERP also establishes emissions and exposure reduction targets linked directly to available funding. CSC prioritization and funding decisions guided these targets, and funding allocations will be updated as additional resources become available.

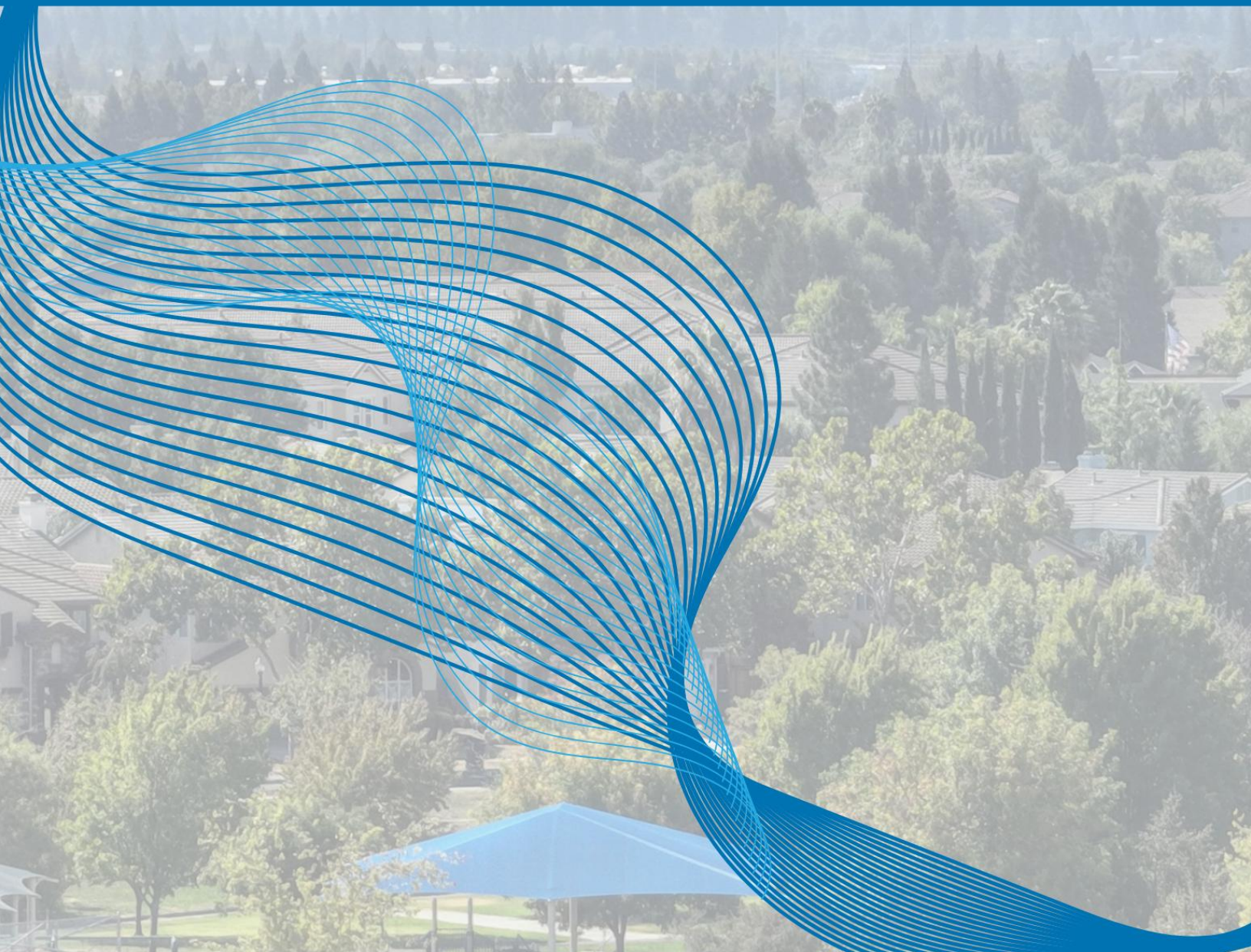
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This community-led and community-focused approach used to develop the CERP provides a solid foundation for meaningful and lasting air quality improvements in the South Sacramento-Florin community. Continued collaboration among the CSC, Sac Metro Air District, partner agencies, and community members will be essential during implementation to ensure strategies are effectively carried out, funding is allocated where it can achieve the greatest benefit, and progress is transparently shared. By maintaining this inclusive and adaptive approach, the community can continue to refine strategies, respond to emerging needs, and advance toward cleaner air and healthier living conditions for all residents in the South Sacramento – Florin community.

It is important to note that state and federal actions will affect emissions trends, which must be considered in future evaluations. The forecasted emissions inventory in this CERP reflects current adopted state and local control programs and assumes continued implementation of California's Clean Air Act waiver authorities. The projections do not account for potential changes in federal policy that could limit or eliminate California's ability to enforce more stringent mobile-source emissions standards. Loss or curtailment of California's clean air waivers could result in higher future emissions from on-road and off-road mobile sources than those shown in the forecasted inventory. As a result, the projected emissions reductions presented in this plan should be interpreted as conditional on the continuation of California's existing regulatory authority and may underestimate future emissions under alternative federal policy scenarios.

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Chapter 1
Introduction



1.1 Community Air Protection Program

Assembly Bill (AB) 617 is a state law enacted in July 2017 as a community-focused framework to improve air quality in communities affected by high cumulative exposure burdens of air pollution (C. Garcia, Chapter 136, Statutes of 2017). AB 617 recognizes that while air quality in California has improved in recent decades, local communities can still be burdened by poor air quality. This law was built upon existing air quality legislation and programs and was intended to provide additional resources to communities disproportionately impacted by air pollution. In response to AB 617, the California Air Resources Board (CARB) established the Community Air Protection Program (CAPP) to conduct community air monitoring and reduce air pollution exposure and emissions in the most impacted communities with a community-led, community-focused approach. In 2018, the first year of the AB 617 program, CARB designated 10 AB 617 communities statewide to provide funding for the development of a Community Air Monitoring Plan (CAMP), a Community Emissions Reduction Program (CERP), or both.

1.2 South Sacramento-Florin Community Selection

The Sacramento Metropolitan Air Quality Management District (Sac Metro Air District or District) conducted analyses to determine which communities within the county should be considered for participation in the Community Air Protection Program. The District identified and recommended to CARB 10 communities in Sacramento that are most vulnerable to pollution and socioeconomic burdens for consideration for the CAPP. The analysis is summarized in the Final Assessment of Proposed Monitoring Locations for AB 617 Community Air Protection Action[1] (Technical Assessment). It describes the criteria the District used to develop its priority communities.

Communities were evaluated based on their exposure to air pollution and its associated health risks, the presence of sensitive populations, and socioeconomic factors. The Technical Assessment supported prioritizing community air monitoring in the South Sacramento-Florin community to better understand community air quality and exposure burdens. CARB ultimately selected the South Sacramento-Florin area to develop a CAMP as one of the first 10 communities in the state to participate in the CAPP due to the combination of cumulative pollution burden and socioeconomic vulnerability experienced by the community.

1.2.1 Community Air Monitoring Plan Background

The CAMP[2] was developed in partnership with the South Sacramento-Florin Community Steering Committee (CSC or Steering Committee), comprised of community members who live, work, or own/represent a business or community-based organization within the community. More information on the development of the Steering Committee and community engagement throughout CAPP implementation is discussed in Chapter 2. The CAMP was formed through community-led decisions, grounded in the community's lived experiences and priority air pollution concerns. These concerns were

[1] Sacramento Metropolitan Air Quality Management District. (2018, July 31). *Final Assessment of Proposed Monitoring Locations for AB 617 Community Air Protection Action*. https://ww2.arb.ca.gov/sites/default/files/2018-08/SMAQMD_Community%20Recommendations.pdf

[2] Sacramento Metropolitan Air Quality Management District. (2020, July 1). *South-Sacramento – Florin Community Air Monitoring Plan.* https://www.airquality.org/AB617/Documents/Final%20Community%20Air%20Monitoring%20Plan%20July%202020%20(1).pdf

explored in depth during the CAMP development process and during CERP development discussions. The CAMP was finalized and adopted by the CSC on July 1, 2020. The CAMP outlined a three-phase air monitoring approach for the community that addresses the community members' priority air quality concerns.

The following were the community-identified objectives for the CAMP to address air quality concerns in South Sacramento-Florin:

1. Monitor for traffic-related air pollutants (criteria pollutants and air toxics).
2. Determine the spatial distribution of pollution from traffic on Highway 99 and whether these emissions are significant at schools and hospitals.
3. Determine which source categories the emissions are coming from and whether the emissions from the sources contribute significantly to poor air quality in nearby areas.
4. Determine the air quality at sensitive receptor locations and whether air quality changes by season and location for these sensitive locations.
5. Increase air quality awareness in the community by making air quality information readily accessible and easy to understand.

The CAMP also aimed to fill monitoring gaps within the community to gain a better understanding of air quality and the most prevalent air pollutants in the community. Furthermore, the CAMP enabled the collection of baseline data to support and develop emission-reduction and mitigation strategies that may be incorporated into a future CERP. The CAMP data is discussed in further detail in Chapter 4.

1.2.2 Community Emissions Reduction Program Background

On March 25, 2024, the CSC voted during its meeting to transition the community from a CAMP to both a CAMP and a CERP community. On July 25, 2024, CARB approved the South Sacramento-Florin area for this transition. During the transition to a CAMP and CERP community, the CSC decided to expand the boundary to include adjacent neighborhoods to the original boundary affected by air pollution. The community profile within the expanded boundary is discussed in further detail in Chapter 3.

Like the CAMP, this CERP was developed in partnership with the Steering Committee. The Steering Committee was vital in ensuring the CERP development process was community-led. The Steering Committee was also crucial in identifying priority community air quality concerns, desired outcomes and goals, preferred strategies to reduce emissions and exposure, and methods to increase air quality awareness.

This CERP provides background on the South Sacramento-Florin community, including environmental, health, and socioeconomic factors impacting community members, as well as the locations of sensitive receptors such as hospitals, schools, and childcare centers. It addresses the community's priority air pollution concerns. The CERP also provides a blueprint for planned strategies and actions chosen for implementation to reduce emissions and exposure, including funding incentives, public engagement and outreach efforts, enforcement actions, and collaborative initiatives with partner agencies and organizations. These strategies reflect community input from engagement during the development process. The strategy development process and the final strategies are explained in Chapter 6.

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1.3 Health-based Air Quality Objectives

CERPs are designed to reduce emissions and/or exposure of air pollutants that have adverse health impacts on public health. Each CERP is tailored to the specific characteristics and needs of its community, just as this CERP was designed for the South Sacramento-Florin community. Community members' lived experiences, along with air monitoring data collected from the South Sacramento-Florin CAMP implementation, were reviewed to identify local priority areas, specific air pollutants of health concern, and the primary sources of air pollution in the community. To provide a broader context, the CAMP results were evaluated alongside data from the Sacramento Region Air Monitoring Network to compare community monitoring trends, distinguish local from regional influences, and support decision-making to develop targeted strategies with the most significant impact in the community. This analysis is discussed further in Chapter 4.

As a result of that analysis and consistent with CARB's Community Air Protection Blueprint 2.0,[3] the broad health-based air quality objectives of this CERP are to maximize reduction of emissions and exposure to toxic air contaminants[4] and criteria air pollutants[5] that contribute to the cumulative community exposure burden.

1.4 CERP Development Timeline

The following timeline outlines the major discussion items and key milestones in the development of the CERP. It highlights the critical phases of the process, including community engagement, data education, strategy formulation, goal development, and plan adoption. Each stage reflects collaborative efforts between the Steering Committee, members of the public, the District, CARB, and partner agencies to ensure an effective and equitable approach to reducing emissions and improving air quality. This timeline also includes discussion items for the ongoing CAMP, such as reviewing data from the three phases of monitoring (as detailed in the CAMP) and identifying a new location for the portable monitoring laboratory. Once a community has been selected to develop a CERP, the plan must be completed and submitted within two years from the date of selection per CARB requirements.

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[3] California Air Resources Board. (2023, October). *Community Air Protection Program Blueprint 2.0: Final*. https://ww2.arb.ca.gov/sites/default/files/2024-04/BP2.0_FULL_FINAL_ENG_2024_04_09.pdf

[4] California Air Resources Board. *CARB Identified Toxic Air Contaminants.* https://ww2.arb.ca.gov/resources/documents/carb-identified-toxic-air-contaminants

[5] United States Environmental Protection Agency. *Criteria Air Pollutants.* https://www.epa.gov/criteria-air-pollutants

June 2024	• All-Electric Bus Tour to identify areas to include in an expanded boundary
July 2024	•Voted to expand boundary •Official designation as a CERP community
August 2024	• Discussion of AB617 Budget • Education, Engagement, and Recruitment discussion
September 2024	• Introduction to CERP presentation • CERP Panel Discussion from Members in other AB 617 Communities
October 2024	• CAMP data presentation • Recommendations for potential new air monitoring locations for the portable laboratory presented
November 2024	• Ranking of new monitoring locations for the portable laboratory
December 2024	• Co-lead Elections • 2024 Review, Looking ahead in 2025 presentation

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January 2025	• Introduction to CERP presentation • Voted on CERP timeline • Community Emissions Inventory presentation
February 2025	• Prioritization of Air Pollution Concerns • Introduction to Strategies presentations • Strategy Brainstorming Workshops
March-August 2025	• CERP Goal Development, Strategy Development • Deeper dive into specific topics and strategies of interest
September 2025	• Feasibility Discussion
October 2025	• Strategies prioritization
November 2025	•Incentive Funding Allocation prioritization •Implementation Timeline Discussion
December 2025	• CSC to review and approve Draft CERP Strategies
January-February 2026	• Public Comment period open for Draft CERP in January • Public Comments addressed and incorporated
March 2026	• CSC to approve Final CERP
April 2026	• District to post Final CERP for District Board Approval
May 2026	• District Board Meeting to adopt final CERP
June 2026	• District submits Final CERP to CARB

1.5 Plan Organization

This Community Emissions Reduction Plan incorporates the requirements outlined in the CAPP Blueprint 2.0 prepared by CARB. These elements are organized into the following chapters.

Chapter 1: Introduction

Chapter 1 provides an overview of the Community Air Protection Program, outlines the objectives of this Plan, introduces the South Sacramento-Florin CAMP and CERP community, and provides a timeline of CERP development.

Chapter 2: Community Partnerships and Public Engagement

Chapter 2 describes public engagement and the new and ongoing community partnerships during the CERP development process. It discusses the CSC and subcommittees; the CSC meetings; and the Charter that outlines CSC objectives, roles and responsibilities, eligibility, recruitment, and onboarding procedures. This chapter also describes community and public involvement in the CERP development process.

Chapter 3: Community Profile

Chapter 3 describes the South Sacramento-Florin community and community-specific concerns, the pollution impacts experienced by the community, the types of pollutants most prevalent within the community, a characterization of current public health data and socioeconomic indicators, and an overview of land use in the area.

Chapter 4: Technical Foundation

Chapter 4 outlines the Technical Foundation and includes a community-level emissions inventory that identifies the relative contributions of toxic air contaminants and criteria pollutant emissions from mobile, stationary, and area-wide source categories impacting the community. It includes highlights from CAMP air monitoring data and special monitoring projects in the community.

Chapter 5: Statewide, Regional, and Local Efforts

Chapter 5 highlights ongoing and upcoming initiatives in the South Sacramento-Florin community, led by the District, CARB, local jurisdictions, business associations, and regional partners aimed at supporting community needs and goals.

Chapter 6: Strategies and Actions

Chapter 6 outlines the strategy development process and the specific strategies and actions that will be used to reduce air pollution emissions and community exposure related to community air pollution concerns. Each strategy will discuss the strategy type, the proposed actions, goals, metrics to track progress, implementation timeline, and responsible parties for each component of the strategy.

Chapter 7: Enforcement Plan

Chapter 7 describes the four-year enforcement history and ongoing compliance and enforcement activities at both the local and state level. This chapter includes the compliance mechanisms that will be used to support achieving emissions and exposure reduction targets.

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Chapter 8: Targets and Early Action Accomplishments

Chapter 8 discusses the estimated emissions and exposure reduction targets to be achieved through the implementation of the strategies as described in Chapter 6. This chapter also shares the early action accomplishments thus far.

Chapter 9: CEQA

Chapter 9 discusses the California Environmental Quality Act Analysis of the CERP.

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Chapter 2
Community Partnerships and Public Engagement



State and local air agencies have historically focused their efforts to improve air quality at the regional scale, using a top-down approach to implement air quality strategies. AB 617 shifted that framework and provided a pathway to address air quality challenges by using a bottom-up approach, where policy discussions are initiated at the community level. To support and provide guidelines to local air districts implementing AB 617, CARB developed the Community Air Protection Blueprint in 2018 and the Blueprint 2.0 (Blueprint)[6] in 2023, an updated blueprint to reflect the experiences and lessons learned since the beginning of CAPP. The Blueprint emphasizes forming partnerships with members of the selected community, including the formation of a Community Steering Committee to assist in the development of CAMPs and CERPs. Community members who live or work in the community have valuable experience with local air quality concerns, and their participation serves a critical role in the success of the CAPP. These community-led efforts are necessary to ensure the development of community strategies to improve local air quality is aligned with community priorities and needs.

2.1 Community Steering Committee



Fostering community engagement is essential for creating meaningful change. During the CAMP development process starting in 2018, the District reached out to members of the South Sacramento-Florin community to initiate this collaboration and form the South Sacramento-Florin Community Steering Committee. As part of the Steering Committee, members serve as advocates for air quality and provide valuable insight into the community's concerns and priorities from their lived experiences.

During the CAMP Steering Committee selection process, the District solicited applications from individuals who live, work, and are community leaders, represent an agency, or own/represent a business and/or community-based organization within the community boundary who might be interested in serving on the CSC. District staff contacted local elected officials, local community-based organizations, and CARB for their assistance in identifying potentially interested members. The District also participated in neighborhood association meetings and community events to present its AB 617 efforts, including the opportunity to serve on the Steering Committee. Additionally, the District used online mapping software and business directories to help identify potentially interested groups in the selected community area. The District prepared a Steering Committee invitation that was made available online and around 200 invitations were mailed or emailed to key stakeholders including, but not limited to, local elected officials, medical facilities, schools, local businesses, elderly facilities, day care facilities,

[6] See *Community Air Protection Program Blueprint 2.0* (CARB, 2023).

and community organizations on October 22, 2018. Additionally, the District hosted an evening public meeting on November 1, 2018, at the Southgate Public Library to provide general information on the District's AB 617 efforts and the Steering Committee's general goals for the South Sacramento-Florin community.

The Community Steering Committee member selection process is ongoing as membership changes. The District continuously evaluates applications for the Community Steering Committee. The District accepts applications, determines eligibility, and uses appointment and application review guidelines as described in the most up-to-date charter[7] agreed upon by the CSC to ensure a wide range of voices are represented. The eligible applicants are moved to the Co-Leads of the Steering Committee, those who chair the committee meetings and work with the District and Facilitator in planning the Steering Committee meetings, for review. If the Co-Leads agree on the applicants' eligibility, the applications are transferred to the Committee for a vote of recommendation. The District considers this in its final decision and offers a formal onboarding orientation for the selected applicants. This selection process occurs each time an application is submitted for a vacant position on the committee. If an application is received and there are no vacancies available for the potential candidate, the application is retained until a vacancy becomes available.

The first cohort consisted of 12 members who lived, worked, owned/represented a business and/or community-based organization operating within the community. The CSC charter requires that a majority of Steering Committee members reside within the community boundary to ensure that the Steering Committee is centered on the experiences of those living in the community. Each term is for two years, and members may renew their membership. By forming this partnership with the CSC and creating a forum for discussion, the District gains understanding of the community's local air quality concerns and can incorporate their input, feedback, and direction in the development of the CAMP and CERP. Since the inaugural team in 2018, CSC membership has evolved. The Steering Committee amended its charter in 2024 to increase the potential size of the Steering Committee from 15 voting members to 21. This increase was made in part to increase capacity in anticipation of CERP selection and the CERP development process. Once the South Sacramento-Florin Community was selected to transition into both a CAMP and a CERP community on July 25, 2024, a new expanded community boundary was established using community input. Subsequently, efforts were made to identify and recruit additional Steering Committee members from the expanded area to ensure that the new community boundary was well represented. The community boundary is further discussed in Chapter 3. District staff remain dedicated to conducting outreach to share Community Air Protection efforts and engaging with all potential new members.

Table 2-1 lists the current Steering Committee members and their affiliations as of January 16, 2026. Past members who have also contributed to the CAPP efforts and are listed previously in the Acknowledgements section. Figure 2-1 is a photo of the Steering Committee members taken at the April 28, 2025, Steering Committee meeting.

[7] AB 617 South Sacramento-Florin Steering Committee. (2024, February 26). *AB 617 South Sacramento-Florin Steering Committee Charter Amended on 2/26/2024*. https://www.airquality.org/AB617/Documents/Charter%202024%20Amended%2002_26_2024%20updated.pdf

Table 2-1 List of active Steering Committee members as of December 31, 2025.

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Barry Boyd Arturo Arroyo (alternate)	Sacramento Environmental Justice Coalition (SacEJC)	
Bishop Chris Baker	Self (Resident)	
De Ajanaè Gunn	Self (Resident)	
Jacob Smalls	Self (resident)	
Jamallah Green	Self (Resident)	
James Allison	Power Inn Alliance	
Laurie Walker	Self (Resident)	
Malea Wallace	Self (Resident)	
Michael Swanson (emxa Swan)	Self (Resident)	
Morgan Brown*	Self (Resident)	Color The Block
Richard Falcon	Self (Resident)	
Richard Lincoln Ward Winchell (alternate)	Southgate Recreation and Park District	
Roberto Rizo*	Self (Resident)	
Sarina Rodriguez	Self (Resident)	
Stephanie Williams	Self (Resident)	
Tido Thac Hoang	Vietnamese American Community of Sacramento (VACOS)	
Vincent Valdez	United Latinos	

*2025 Co-leads for the Steering Committee

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Figure 2-1 South Sacramento-Florin Steering Committee. Photo taken April 28, 2025.

2.2 Charter and Participation Agreement

The AB 617 South Sacramento-Florin Steering Committee charter[7] defines the roles and responsibilities of the District, Steering Committee, and Facilitator. It also specifies the selection processes for steering committee members, committee membership agreements, meeting processes, voting agreements, and codes of conduct. The charter is evaluated annually by the Steering Committee to determine whether any revisions are necessary. The charter was most recently revised and approved by the Steering Committee on February 26, 2024, following discussion and review among all parties involved. In addition to increasing the total number of CSC members, the amendments detailed additional clarifications on terms of appointment, membership renewal, stipends, recruitment, and vacancies. Steering Committee members who commit to serving on the committee are expected to sign a participation agreement, accepting the charter's conditions. A copy of the amended charter and agreement of participation form is available on the District website.[7]

2.3 Steering Committee Meetings

Currently, the Steering Committee meets at least once a month (unless otherwise determined and agreed upon by the Steering Committee and the District) in the evening at a location in or near the community. Meeting locations may be rotated monthly to increase accessibility and encourage participation, unless the Steering Committee agrees to meet at a set location. Additional meetings are held on an as-needed basis as agreed by all parties. Meetings are also typically offered in a hybrid format in English with Spanish translation services available to increase accessibility and encourage participation. The date, time, and location of the meetings can be found on the District's Community Air Protection webpage in English and Spanish.[8] The District secures the meeting locations and notifies the

[8] Sacramento Air Quality Management District. *Community Air Protection*. https://www.airquality.org/Air-Quality-Health/Community-Air-Protection

Steering Committee of the meeting dates, times, and locations. Meeting materials, including agendas, presentation slides, and notices, are available in both English and Spanish. Live Spanish interpretation and translation services have been made available at each meeting since February 2024. The District attempts to secure additional live interpreter services for any additional languages requested. If the District is unable to secure these services, the requester is notified prior to the meeting. Steering Committee meeting agendas are released to Steering Committee members at least seven days before the meeting for their input and feedback. All Steering Committee meetings are public, and the public is encouraged to attend. A public comment period is offered at each meeting if time allows. The Steering Committee meeting agenda, meeting minutes, presentation materials, recordings of hybrid meetings, and translated materials are posted on the District's dedicated CAPP webpage. See Section 0 for more information. Records of meeting attendees are included in the meeting minutes for each meeting.

A professional and impartial facilitator (Facilitator) is used to help the Steering Committee moderate discussions and assist in reaching consensus. The Facilitator works with the Co-Leads and the District to coordinate meeting agendas, helping ensure meetings run smoothly.

Steering Committee meetings also allow for public comment. The District has worked with the Steering Committee, CARB, and Facilitator to determine the best methods to allow for public comments while keeping Steering Committee meetings on schedule and on topic.

2.4 Subcommittees

The development of the CERP, and previously the CAMP, is a complex process involving a variety of topics. Subcommittees help streamline decision-making, improve productivity, and enhance communication and collaboration. Providing this space for focused conversations encourages deeper discussions among members. By dedicating time and effort to specific topics, subcommittees can proactively identify challenges and develop solutions before presenting them to the full Steering Committee, leading to informed, well-supported decisions. To facilitate more focused discussions and address specific areas in greater detail, the CSC recommended forming subcommittees so the CSC could focus on broader responsibilities. As a result, subcommittees have been formed and approved by the CSC as necessary per the process outlined in the charter agreement. The current subcommittees are described in the following sections.

2.4.1 Outreach Subcommittee

Upon completion of the Community Air Monitoring Plan, the CSC expressed a commitment to increase outreach to share the plan and information about the Community Air Protection Program with their community. The Outreach Subcommittee was formed in February 2021 to meet that commitment. The Outreach Subcommittee focuses on public engagement and outreach, including participating in community events and neighborhood association meetings, and producing informational flyers to educate and engage the public on air quality issues and work in the community. Outreach Subcommittee meetings have been held online monthly via Zoom.

During the CERP strategy development process between March and August 2025, the Outreach Subcommittee dedicated its meetings to developing strategies addressing outreach, health, and

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education concerns. Once the strategies were developed, these subcommittee meetings became a platform for discussing their implementation. These Outreach strategies are discussed in Chapter 6.

2.4.2 CERP Subcommittee

The CERP Subcommittee was established in 2023 to help prepare for the possibility of designation as a CERP community. While the CSC has guided the overall CERP development process, the CERP Subcommittee provided a platform for more in-depth discussions on specific topics. The subcommittee developed detailed recommendations for strategies to include in the CERP. CERP Subcommittee meetings have been held monthly online via Zoom.

During the CERP strategy development process between March through August 2025, the CERP Subcommittee dedicated time during their meetings for attendees to work on strategies in breakout sessions. More information about the strategies developed in these breakout groups is available in Chapter 6 – Strategies and Actions. Following strategy development, subcommittee meetings were dedicated to discussing strategy feasibility and how to implement each strategy.

2.5 Community Involvement in Plan Development

The Steering Committee guided the District throughout the CERP development process for each of the following functions:

- Prioritization of community air quality concerns
- Identification of community-specific emissions and exposure reduction goals
- Identification of specific strategies and actions to reduce emissions and exposure
- Determination of tracking metrics and an implementation timeline for each strategy
- Establishment of roles and responsibilities
- Determination of emissions and exposure targets
- Helping the District communicate results to support action
- Promoting awareness of the CAPP through community events

2.6 Community Education and Outreach

Before the official designation as a CAMP and CERP community, District staff and Steering Committee members actively participated in a range of educational and outreach activities to build community awareness around air quality and the goals of the CAPP as a CAMP community. Following the formal CERP designation, these efforts have continued and expanded, with District staff and Steering Committee members attending a variety of community events to disseminate information about the CAPP, provide updates on air monitoring activities, and promote opportunities for community involvement. Table 2-2 lists each of the community events or neighborhood association meetings that the District or Steering Committee has participated in since the end of 2024.

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Table 2-2 Community events.

Date	Event/Meeting	Notes
January 17, 2024	Meadowview Neighborhood Association Meeting	District and Steering Committee attended to provide a presentation on community concerns survey
January 18, 2024	Deerfield Mesa Grande Neighborhood Association Meeting	District and Steering Committee attended to provide a presentation on community concerns survey
January 25, 2024	Mangan Park Neighborhood Association Meeting	District and Steering Committee attended to provide a presentation on community concerns survey
February 8, 2024	North Laguna Creek Valley Hi Community Association Meeting	District and Steering Committee attended to provide a presentation on community concerns survey
February 10, 2024	Lunar New Year Festival	Organized by Vietnamese American Community of Sacramento (VACOS) at Elk Grove Regional Park. Provided community concerns survey in multiple languages (English, Farsi, Hmong, Spanish, and Vietnamese)
April 13, 2024	Dia de La Tierra	Organized by United Latinos and hosted at La Familia Maple Neighborhood Center. Collected information on areas of concern.
April 21, 2024	Sacramento Earth Day	Organized by Environmental Council of Sacramento (ECOS) at Southside Park. District tabled at this event
April 29, 2024	Mangan Park Neighborhood Association Meeting	District and Steering Committee attended to provide a presentation
June 22, 2024	County of Sacramento Vehicle Emissions Project (VEP) Event	VEP team hosted event at the North Laguna Valley Hi Library. District and Steering Committee presented and tabled at event to collect information on areas of concern
July 2, 2024	La Familia Senior Activity	District tabled at this event hosted at the La Familia's Maple Neighborhood Center
August 6, 2024	North Laguna Creek Valley Hi National Night Out	District tabled at this event hosted at Shasta Community Park
August 6, 2024	Meadowview National Night Out	District tabled at this event hosted at 49 Coral Gables
August 6, 2024	Hollywood Park National Night Out	District tabled at this event hosted at Centennial Methodist Church
August 14, 2024	SacSewer Permit Workshop	District and SacSewer hosted in-person workshop with remote option at North Laguna Valley Hi Library

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September 29, 2024	Meadowview Farmers Market Clean Air Day Event	District and City of Sacramento collaborated with Meadowview Farmers Market for this event. Tabling included CAPP materials.
November 2, 2024	Sacramento Water Festival	District tabled at this event hosted at Discovery Park
December 8, 2024	Meadowview Farmers Market	District and Steering Committee tabled
January 3, 2025	Tabling at Carniceria Lopez grocery store	Steering Committee tabled
January 25, 2025	Color the Block Green Leaf Swap Meet and Plant Celebration	District tabled at this event at Rainbow Mini Park
March 22, 2025	Sweet Potato Festival	Steering Committee tabled at this event hosted at the Samuel and Bonnie Pannell Community Center
March 26, 2025	Mangan Park Neighborhood Association Meeting	District attended to provide presentation
May 7, 2025	Heritage Festival	Hosted by Color the Block in Partnership with Rex and Margaret Fortune Early College High School. District tabled at this event
May 21, 2025	Meadowview Neighborhood Association	District attended to provide presentation
August 5, 2025	North Laguna Valley Hi National Night Out	District tabled at this event hosted at Shasta Community Park
August 5, 2025	Supervisor Phil Serna's South Oak Park / Fruitridge Pocket Neighborhood National Night Out	District tabled at this event hosted at Jack Davis Park
August 5, 2025	Franklin Boulevard Business District National Night Out	District tabled at this event hosted at La Familia Maple Neighborhood Center
August 5, 2025	Deerfield Mesa Grande National Night Out	District tabled hosted at Willie Caston Park
August 16 & 17, 2025	14th Annual Banana Festival	Steering Committee tabled at this event hosted at William Land Regional Park
August 23, 2025	South Sacramento Festival	Steering Committee and District tabled at this event hosted at Meadowview Park
September 7, 2025	Excelsior Market	Steering Committee tabled at this event hosted at Estate Farms
September 13, 2025	Latino Book Festival	Steering Committee and District tabled at this event hosted at Valley High School
October 4, 2025	Color the Block Salsa and Chilies Festival - A Clean Air Celebration	Steering Committee members tabled at this event at Rainbow Mini Park
October 15, 2025	AB617 Community Event The Air We Share: A Community Conversation	Steering Committee members and District collaborated to create this event for sharing the CERP strategies developed with the community at large

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October 25, 2025	Trunk or Treat	Steering Committee attended
November 2, 2025	Grow the Block: The Great Tree Giveaway	Hosted by Color the Block at Rainbow Mini Park. District staff attended and provided info on the CERP timeline. Color the Block gave away trees as part of early CERP action under strategy on tree canopies
November 22, 2025	Beyond the Court Community Resource Fair	Steering Committee attended
December 6, 2025	Christmas Maker Shop and Giveaway	Steering Committee attended

2.7 District Community Air Protection Program Website

Community engagement is essential to the CAPP. The District regularly updates and maintains a dedicated CAPP webpage to ensure public accessibility and transparency. The website provides all CAPP information in one place, such as an overview of the program, the Steering Committee application, community meetings updates, maps of the community, real-time air quality information, community air monitoring results, emission reduction plans and retrofit pollution control, program budgets and reports, incentives information, and key correspondence. The District uses the webpage as the principal tool to disseminate information. The District's CAPP webpage can be found at: http://www.AirQuality.org/Air-Quality-Health/Community-Air-Protection.

2.8 Community Steering Committee Website

The Community Steering Committee launched its Sac Clean Air website to share air quality information and resources with their community. This website provides information on how to apply to become a member of the Steering Committee, announces important updates, and periodically features surveys for community members to provide feedback and input to guide air quality initiatives. The webpage can be found at https://www.saccleanair.com.

2.9 Dedicated Contact Person

The primary contact to address questions for the CERP is:

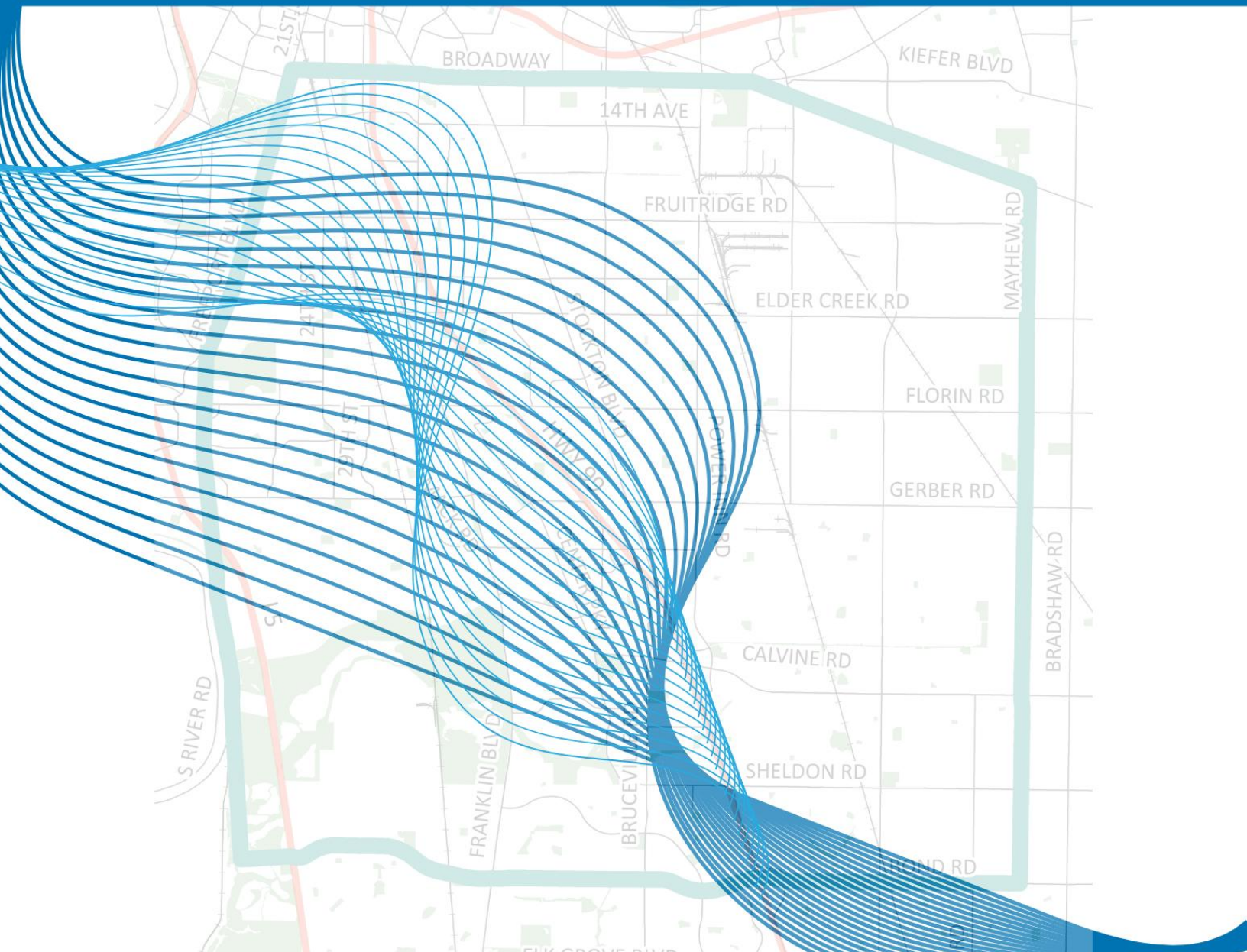
Janice Lam Snyder
Sacramento Metropolitan Air Quality Management District
Director of Community Air Protection
Phone: 916-491-0929
Email: jlam@airquality.org

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Chapter 3
Community Profile



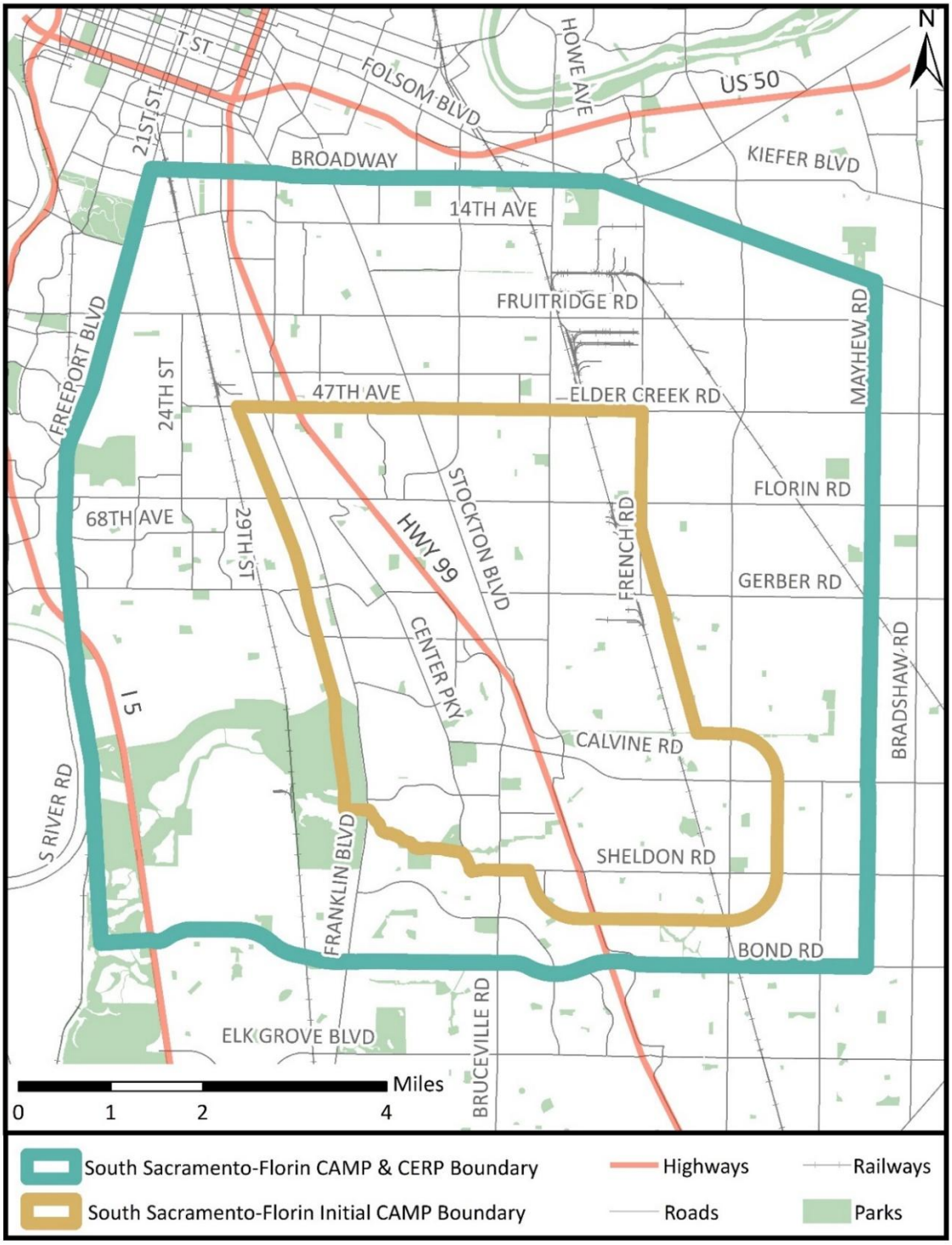


Figure 3-1 AB 617 community boundaries.

The South Sacramento-Florin CAMP and CERP community is bound by Freeport Boulevard on the west, Laguna Boulevard/Bond Road in the south, Mayhew Boulevard on the east, and Broadway in the north (teal line in Figure 3-1). This chapter discusses how the boundary was determined and the community's unique characteristics and concerns.

3.1 Community Boundary

The initial AB 617 CAMP boundary in 2018 was established through the analyses and recommendations provided in the Technical Assessment,[9] discussions with the Steering Committee, and public input. The Steering Committee identified potential priority air pollution sources and provided local knowledge of community issues and concerns. The CAMP boundary incorporated these concerns and is illustrated with the tan line in Figure 3-1.

In 2024, ahead of the official CERP designation, Steering Committee members explored expanding the AB 617 community boundary to a larger geographic area, including adjacent areas with high cumulative exposure burdens and areas that have been consistently nominated as AB 617 communities. The Steering Committee identified additional priority air pollution sources and provided local knowledge of issues and concerns in the new community boundary that were not captured in the original boundary. The expansion aimed to increase access to monitoring and emissions reduction opportunities in adjacent underserved areas that include additional sensitive receptors (schools, day care centers, licensed healthcare facilities) and neighborhoods near sources of concern.

To support the boundary determination process, District staff, with Steering Committee input, organized an All-Electric Community Bus Tour that highlighted potential neighborhoods and areas to consider (Figure 3-2). Steering Committee members, District staff, City councilmembers, County board members, California Air Resources Board (CARB) board members and staff, and District board members participated in the tour on June 24, 2024. The planned route for the bus tour, as shown in Figure 3-3, was carefully developed with input from the Steering Committee and the public to ensure coverage of key areas and roadways, industrial corridors, emission sources of interest, and neighborhoods near sources of concern. Aligned with the mission to promote clean air, this tour was also conducted on an all-electric school bus provided by A to Z Bus Sales.

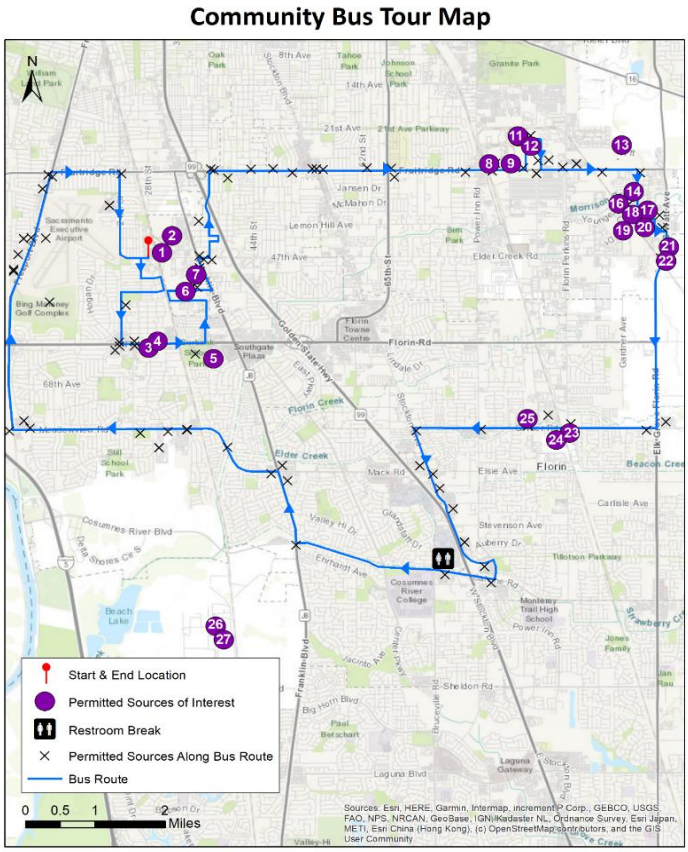
During the tour, participants were able to see and learn about sources of interest from District staff and Steering Committee members. At the same time, District, local, and state leaders were able to see and hear directly from community members about the community's concerns. Following the tour, the Steering Committee confirmed its recommendation to expand the CAMP boundary to include neighboring industrial areas, residential neighborhoods, and additional sources of interest.

[9] See *Final assessment of proposed monitoring locations for AB 617 community air protection action* (Sacramento Metropolitan Air Quality Management District, 2018).

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Figure 3-2 Photo of the bus tour attendees.



Permitted Stationary Sources of Interest

1	Campbell Power Plant
2	Silgan Can Company
3	Maaco Auto Painting
4	IRK, LLC
5	Elk Grove Toyota
6	Beauty Craft Furniture Corp
7	Wions Body Shop
8	Omega Products Corporation
9	Procter & Gamble
10	CEMEX Construction Materials
11	Procter & Gamble Power Plant
12	Air Products Manufacturing Corporation
13	L and D Landfill
14	Strategic Materials Inc.
15	D & T Fiberglass
16	Mitsubishi Chemical Carbon Fiber & Composites Inc
17	Balanced Body, Inc.
18	Black Diamond Blade Company
19	Safety Kleen Corporation
20	MI Windows and Doors, LLC
21	SGL Materials
22	River City Waste Recyclers, LLC
23	Parker Hannifin Corporation
24	Huhtamaki, Inc
25	The Pepsi Bottling Group
26	Sacramento Area Sewer District
27	Carson Power Plant

Figure 3-3 Bus tour route map with key permitted sources of interest along the route highlighted.

In the July 22, 2024, Steering Committee meeting, the CSC voted on the new community boundary. The CAMP and CERP boundary were expanded from approximately 22 to 70.1 square miles and now consists of 77 census tracts that are either fully or partially within the new boundary according to the 2020 U.S. Census. This increases the population served from 200,900 to approximately 355,000 persons[10] (U.S. Census Bureau 2021). Figure 3-1 illustrates the updated CAMP and CERP boundary and includes the initial CAMP boundary in tan as well as the new boundary that extends to the area outlined in teal.

3.2 Community Air Pollution Concerns

Recognizing community air pollution concerns is a critical component of understanding the community's profile when addressing community environmental and public health challenges. The District worked with the Steering Committee to identify local air pollution concerns within the new boundary as an essential first step in developing practical, community-driven strategies. The Steering Committee built upon concerns previously identified through the CAMP process and incorporated additional concerns affecting the expanded boundary, drawing on public input to ensure that strategies reflected the community's priorities. A community concerns survey was made available in five different languages and was circulated at community events to gather public input (see Chapter 2). Throughout the process, committee members continued to emphasize the importance of raising awareness of air pollution impacts through education and outreach, especially in neighborhoods near sources of concern and sensitive receptors such as schools, parks, and other community spaces. The individual concerns were organized into six categories of concerns: Industrial Sources, Commercial Sources, Mobile Sources, Health and Education, Residential Sources, and Urban Planning — each representing a key aspect of the community's environmental priorities and lived experience (Table 3-1). The Steering Committee and members of the public then prioritized these categories to identify the most important concern categories to address. These prioritized concerns formed the core framework guiding the Steering Committee's development of targeted strategies to mitigate community-specific emissions and exposure risks. The resulting strategies, detailed later in Chapter 6, were explicitly designed to address the identified community air pollution concerns listed in Table 3-1.

[10] This is an approximation as the population calculated may differ if using census tracts as opposed to block groups that intersect with or are partially or completely within the community boundary.

Table 3-1 Steering Committee air pollution concerns compiled for the February 19, 2025 Steering Committee meeting.

Industrial Sources	Commercial Sources	Mobile Sources

Industrial facilities
• Old Campbell Soup area
  • Future trucks and traffic?
  • Biodigester?
• Recycling and junk processing sites (1 Facility)
 	
Utilities
• Power Plant (3 Facilities)
  • Power substations
  • Voltage lines/transformer stations
• Wastewater treatment plants (1 Facility)
 	
Construction and dust
 	
Warehouses
	Autobody paint shops (27 Facilities)
	  • Gas fumes
	  • Dust
	
	Drive-thru
	  • Idling
	
	Truck yards
	  • By Costco
	  • Diesel Trucks
	
	Cremation facilities (6 Facilities)
	Nail salons
	Gas stations (83 Facilities)
	Chrome platers (2 Facilities)
		Highway traffic and high-traffic roadways (e.g. Franklin Blvd, Stockton Blvd, Mack Rd)
		
		Trains
		
		Idling vehicles
		• Light rail and train crossings
		• Near residential areas
		
		Sacramento Executive Airport
		• Lead emissions
		
		City Corporation Yard
		• Emissions from trucks
		• Fueling stations

Health and Education	**Residential Sources**	**Urban Planning**
Increased education and outreach **Wildfire education and outreach** **Asthma and respiratory problems**	**Indoor air quality** **Wood burning (wintertime)** **Landscaping equipment** • Gas-powered	**Near residential areas** • Truck idling • Impacts on sensitive receptors • Communities sandwiched between freeway and industrial area • Truck routes **Construction projects that have emissions** **Lack of EV infrastructure** **Lack of trees and greenspaces**

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3.3 Population Characteristics

According to the 2020 U.S. Census, approximately 355,000 people live in census tracts that are fully or partially in the CAMP & CERP community boundary. The following sections discuss the characteristics of the individuals living in these census tracts.

3.3.1.1 Age Profile

Sensitive receptors are individuals or areas with greater vulnerability to the impacts of air pollution. Individuals considered sensitive receptors include children, senior citizens, and those with preexisting respiratory or cardiovascular conditions, while sensitive receptors are places where these individuals congregate. Figure 3-4 shows the spatial distribution of schools, licensed healthcare facilities, and parks within the South Sacramento-Florin boundary. Sensitive receptors in respect to age are young children and adults 65 years and older. The South Sacramento-Florin community's age profile is composed of 13.6% of the population under age 10, 73.5% aged 10-64 years, and 12.9% aged 65 years and older (U.S. Census Bureau 2020). The community age profile is compared to the age profile of Sacramento County and of the state of California in Figure 3-5. There is a higher percentage of young children under the age of 10 in the South Sacramento-Florin community compared to the county and the state.

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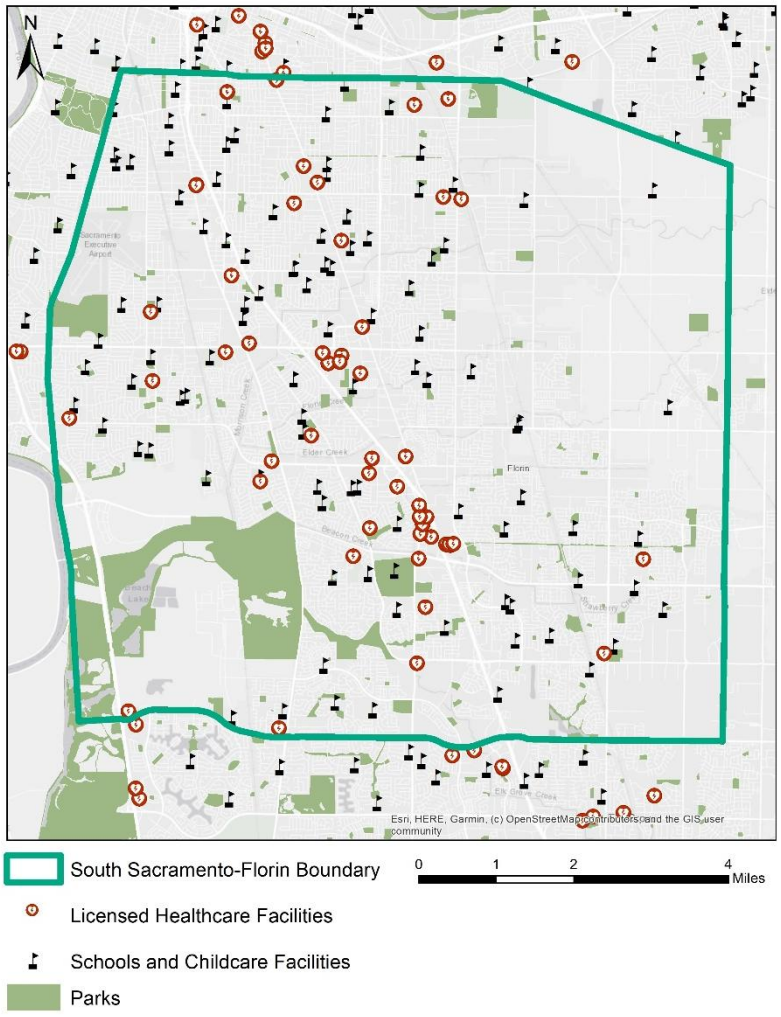


Figure 3-4 Sensitive receptor locations within South Sacramento-Florin.

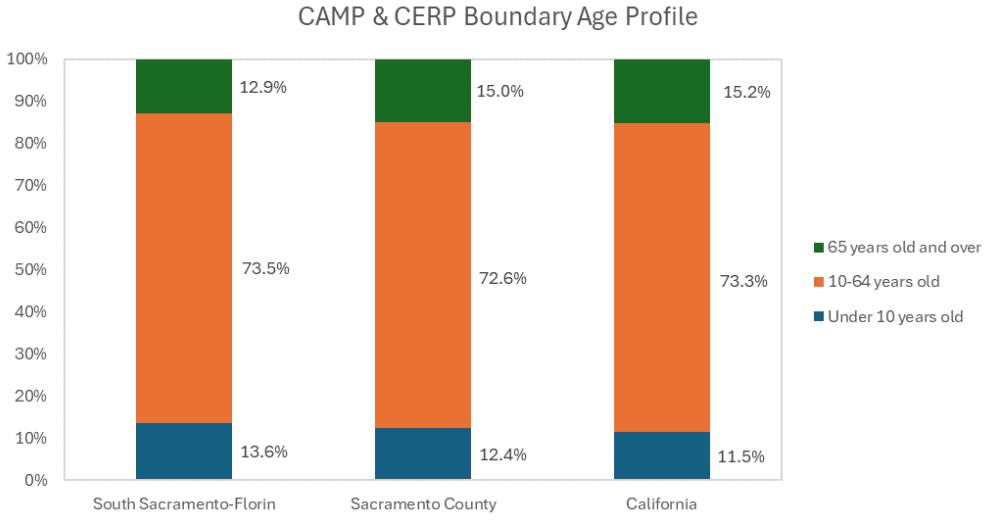


Figure 3-5 Age profiles of the South Sacramento-Florin community, Sacramento County, and the State of California based on the 2020 U.S. Census (data.census.gov).

3.3.1.2 Race Profile

According to the 2020 United States Census, the racial composition of the South Sacramento-Florin community has a higher percentage of individuals who identify as a person of color compared to the population of Sacramento County as well as California, as shown in Figure 3-6. Within the South Sacramento-Florin community boundary, approximately 80.8% identify as a person of color, whereas this percentage is 59% in Sacramento County and 65.3% in California (U.S. 2020 Census).

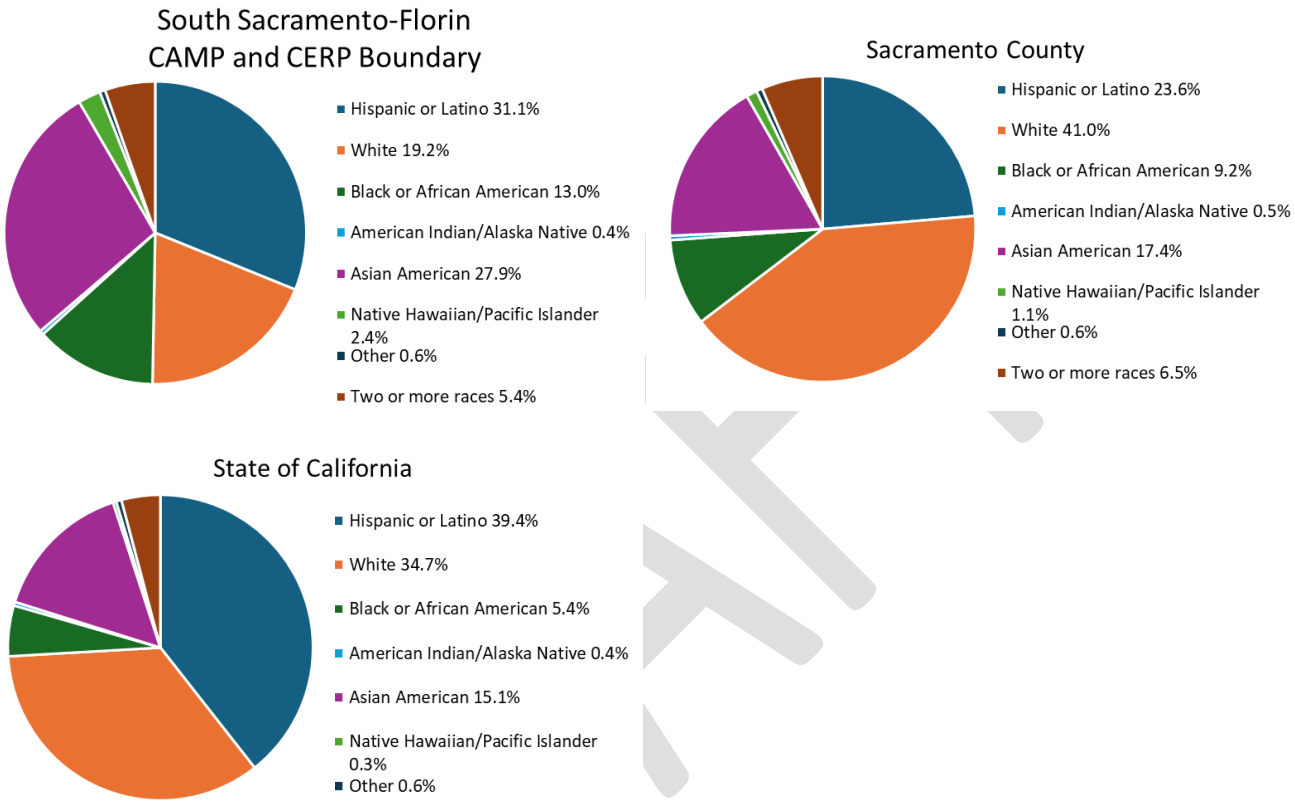


Figure 3-6 Race composition of the South Sacramento-Florin community, Sacramento County, and the State of California based on the 2020 U.S. Census Demographic and Housing Characteristics (data.census.gov). Please note that different queries produce different results such as using census tracts versus block groups.

3.3.1.3 Median Household Income

The median household income represents the midpoint of income distribution within an area of interest where half of all households earn less, and half earn more. This is a tool used to better understand a community's economic well-being, often applied in evaluating social access to resources and economic vulnerability. Figure 3-7 presents the median household income for the South Sacramento-Florin community, based on data from the American Community Survey (2019–2023), reflecting income reported over the 12 months preceding the 2023 survey.

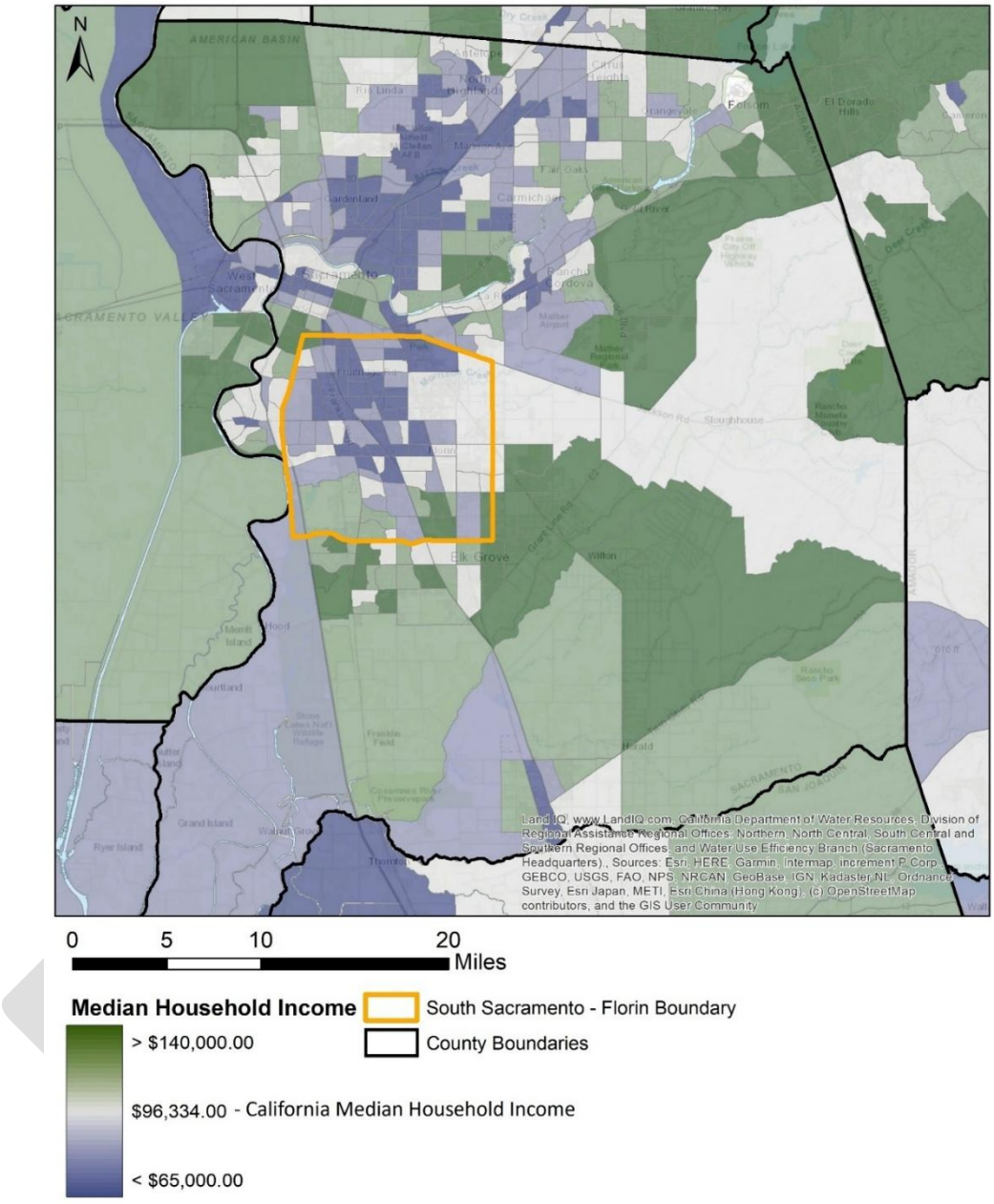


Figure 3-7 Median household income distribution based on most current available 5-year geographical mapping data (2019-2023) as of December 2025. Median income reflects income received in the past 12 months of the survey period. Source: U.S. Census Bureau's 2019-2023 American Community Survey (ACS) 5-year Estimates.

To provide context, the 2023 median household income is $88,724 for Sacramento County and $96,334 for the State of California according to the U.S. Census Bureau's American Community Survey.

3.4 Cumulative Environmental and Socioeconomic Impacts

The California Communities Environmental Health Screening Tool: CalEnviroScreen 4.0[11] (CalEnviroScreen or CES4) is a mapping and screening tool developed by the California Office of Environmental Health Hazard Assessment (OEHHA) that helps identify California communities most affected by pollution, other environmental stressors, and social stressors. Note that this is the fourth and latest version of the tool, released in October 2021, and based on the 2010 U.S. Census data. As a result, some differences may appear when compared with the 2020 U.S. Census data, which reflect changes in population, urban development, and updated geographic features. CalEnviroScreen assigns a score for each individual pollution burden and population characteristic indicator for each census tract in the state. The tool then combines these individual scores to produce an overall Pollution Burden score and a Population Characteristics score. These two indicator scores are then combined to produce a cumulative impact score, which is the overall CalEnviroScreen score. More information on how these scores are calculated can be found in the CalEnviroScreen Report (California Office of Health Hazard Assessment 2021). The pollution burden and population characteristics indicators evaluated in this tool are listed in Table 3-2.

Table 3-2 CalEnviroScreen 4.0 Pollution Burden and Population Characteristic Indicators.

Pollution Burden Indicators	Population Characteristics Indicators
1. Ozone 2. $PM_{2.5}$ 3. Diesel Particulate Matter 4. Drinking Water Contaminants 5. Children's Lead Risk from Housing 6. Pesticide Use 7. Toxic Releases from Facilities 8. Traffic Impacts 9. Cleanup Sites 10. Groundwater Threats 11. Hazardous Waste 12. Impaired Waters 13. Solid Waste Sites	1. Asthma 2. Cardiovascular Disease 3. Low Birth Weight 4. Education 5. Housing Burden 6. Linguistic Isolation 7. Poverty 8. Unemployment

CalEnviroScreen scores are reported as percentiles in comparison to all the census tracts within California. For example, a census tract with a cumulative score of 70 means that the census tract ranks higher than 70% of all census tracts in California in terms of cumulative pollution burden and population vulnerability. Similarly, a score of 70 for an individual indicator also indicates a ranking higher than 70% of all census tracts in California. Of the 67 census tracts (using the 2010 U.S. Census data) in the South Sacramento-Florin community, 26 census tracts have a cumulative score of 70 and higher (Figure 3-8).

[11] Office of Environmental Health Hazard Assessment. (2021). *CalEnviroScreen 4.0*. https://oehha.ca.gov/calenviroscreen

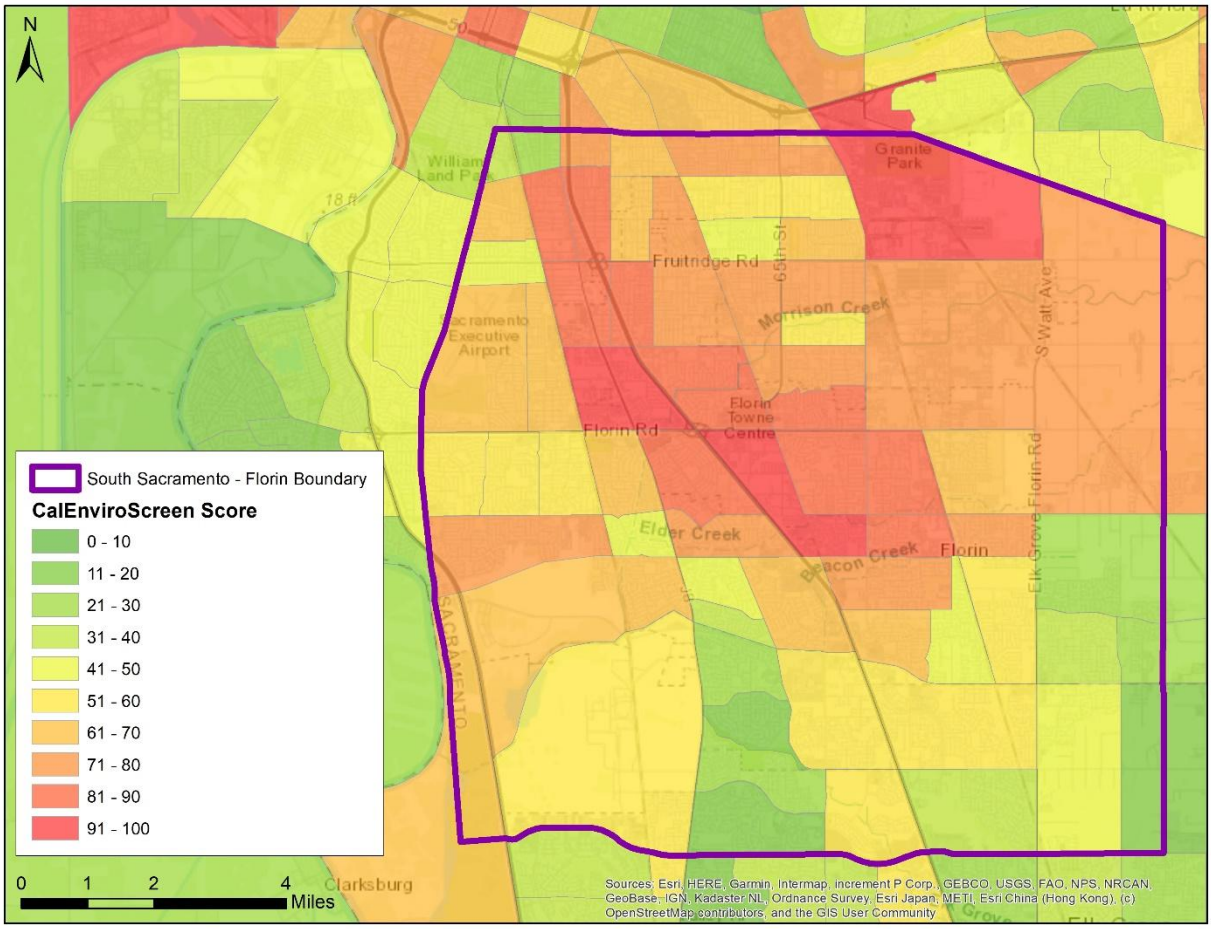


Figure 3-8 Cumulative CalEnviroScreen 4.0 scores for the South Sacramento-Florin community.

3.4.1 Population Characteristics Indicators

The individual Population Characteristics indicators that are evaluated in CalEnviroScreen are Asthma, Cardiovascular Disease, Low Birth Weight, Education, Housing Burden, Linguistic Isolation, Poverty, and Unemployment as listed in Table 3-2. Combining the individual indicator scores generates an overall Population Characteristics score. Further evaluating the overall Population Characteristics score revealed that out of the 67 census tracts represented in the South Sacramento-Florin community, 52 produced a score of 70 percent or greater than all census tracts in California (Figure 3-9). This highlights the population's vulnerability to health risks and compounded socioeconomic burdens.

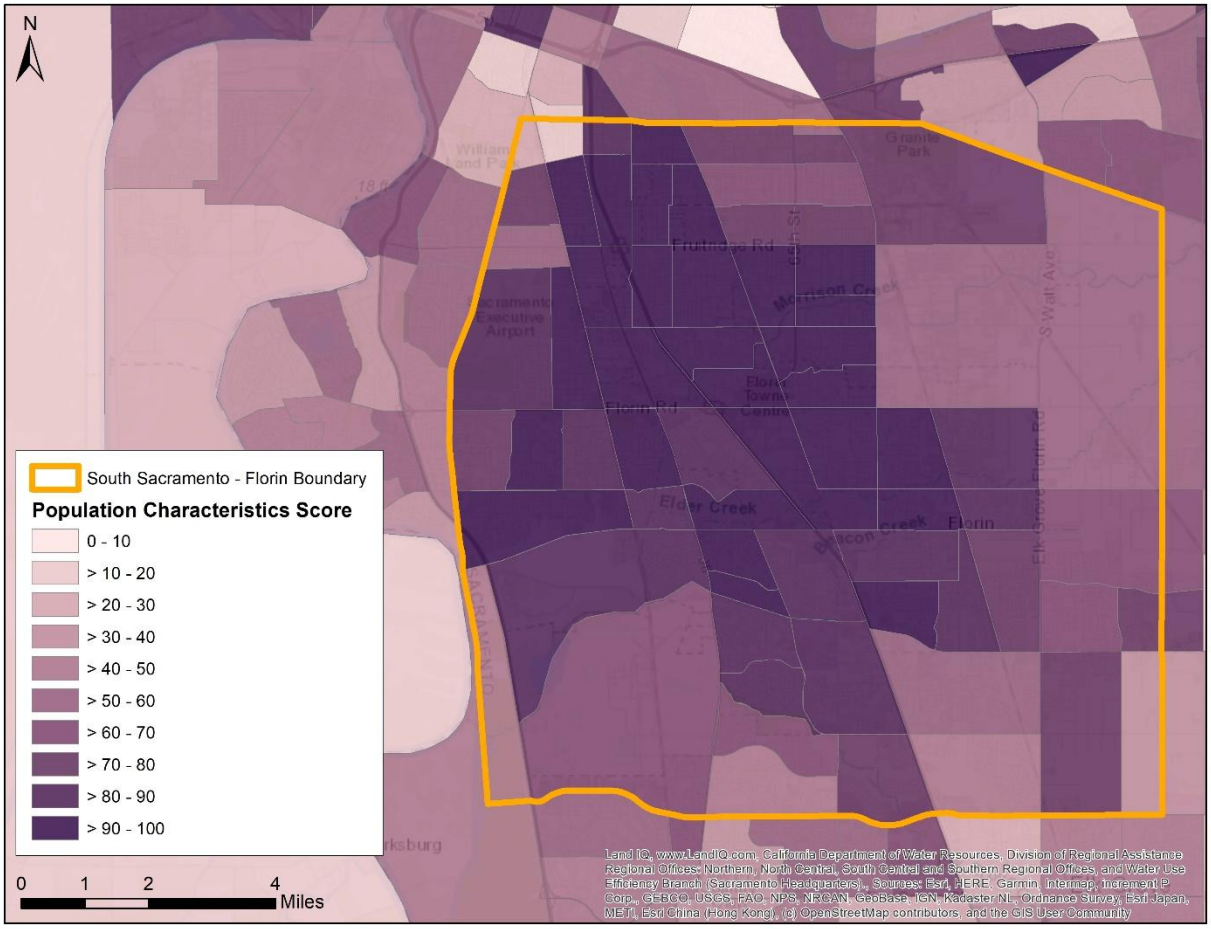


Figure 3-9 CalEnviroScreen Population Characteristics scores in South Sacramento-Florin.

3.5 Land Use Profile

3.5.1 Land Use Zoning

The South Sacramento-Florin community boundary spans approximately 70.1 square miles and includes land designated for urban, residential, industrial, and commercial use. According to Figure 3-10 and Figure 3-11, residential land use is the largest zoning category, occupying almost half of the community area at 47%. This category type includes all forms of housing, which include, but are not limited to, single-family homes, duplexes, and multi-unit dwellings. The proportion of renter-occupied and owner-occupied housing in the South Sacramento-Florin community is similar to Sacramento County overall. Approximately 43.2% of housing in the community is renter-occupied and 56.8% owner-occupied, compared to 42.9% and 57.1% in Sacramento County, respectively (2020 U.S. Census). Agricultural land use is the second-largest category at 27%, followed by industrial land use at 12%, and Commercial,

Office, and Mixed land use at 7%. Air quality permitted sources within Sacramento County and within the CAMP and CERP boundary are discussed further in Chapter 7.

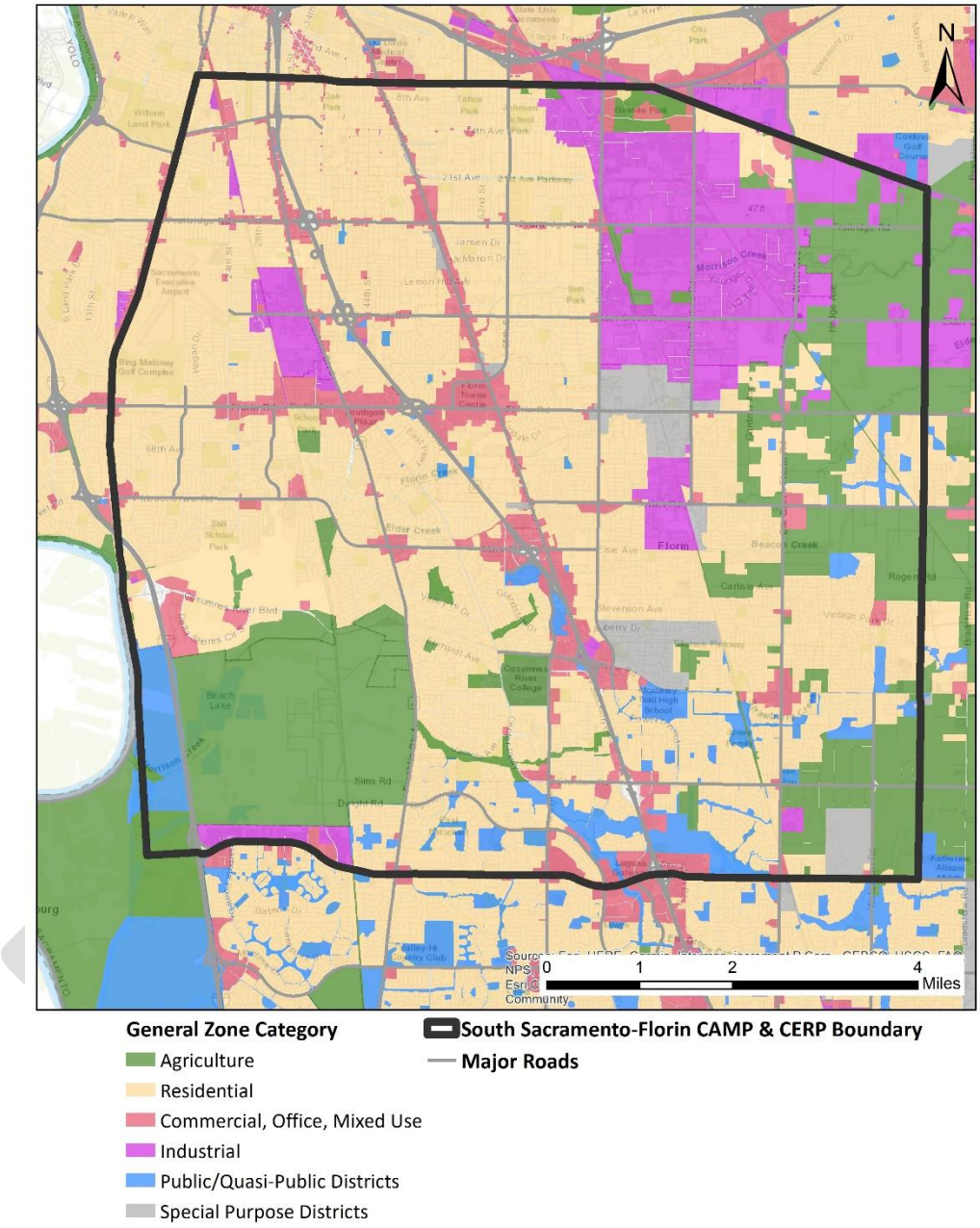


Figure 3-10 Land use profile in South Sacramento-Florin by general zone category (Source: SACOG, City of Sacramento, Sacramento County, City of Elk Grove).

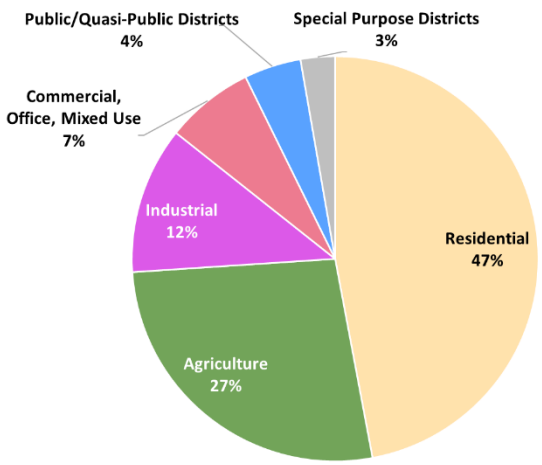


Figure 3-11 Land use in South Sacramento-Florin community.

3.5.2 Tree Canopy Cover

The tree canopy cover was also evaluated for the South Sacramento-Florin community as tree canopies play an essential role in enhancing urban air quality by acting as natural filters for air pollutants and helping to mitigate the urban heat island effect. This describes the effect when urban areas have higher temperatures compared to nearby rural areas due to the larger number of dark, heat-absorbing surfaces (pavements and building materials), heat-generating machines (cars and appliances), and the lack of vegetation (Figure 3-12). More information about the urban heat island effect and the ongoing mitigation project in Sacramento County is available at: https://urbanheat-smaqmd.hub.arcgis.com/.



Figure 3-12 Infographic showing the urban heat island effect. Source: Lawrence Berkeley National Laboratory.

Analysis of the tree cover was used to help inform potential CERP exposure reduction strategies. The Sacramento Tree Foundation Planting Opportunities Map[12] shows an average of less than 13% Tree Cover amongst the South Sacramento-Florin community census tracts. The spatial distribution of this coverage is presented in the Tree Canopy Cover Map, as shown in Figure 3-13, derived from the National Land Cover Database (NLCD) by the Multi-Resolution Land Characteristics Consortium (MRLC). This map shows the percent of tree cover represented by the different shades of green overlayed with urban land cover within the community boundary. This assessment highlights the limited tree canopy coverage across the community and underscores the need for targeted greening strategies. Urban greening strategies will be discussed later in Chapter 6.

[12] Sacramento Tree Foundation. *Planting Opportunities Map.* https://www.arcgis.com/apps/dashboards/f8260ca9931e40b9956c5eba9202df7d

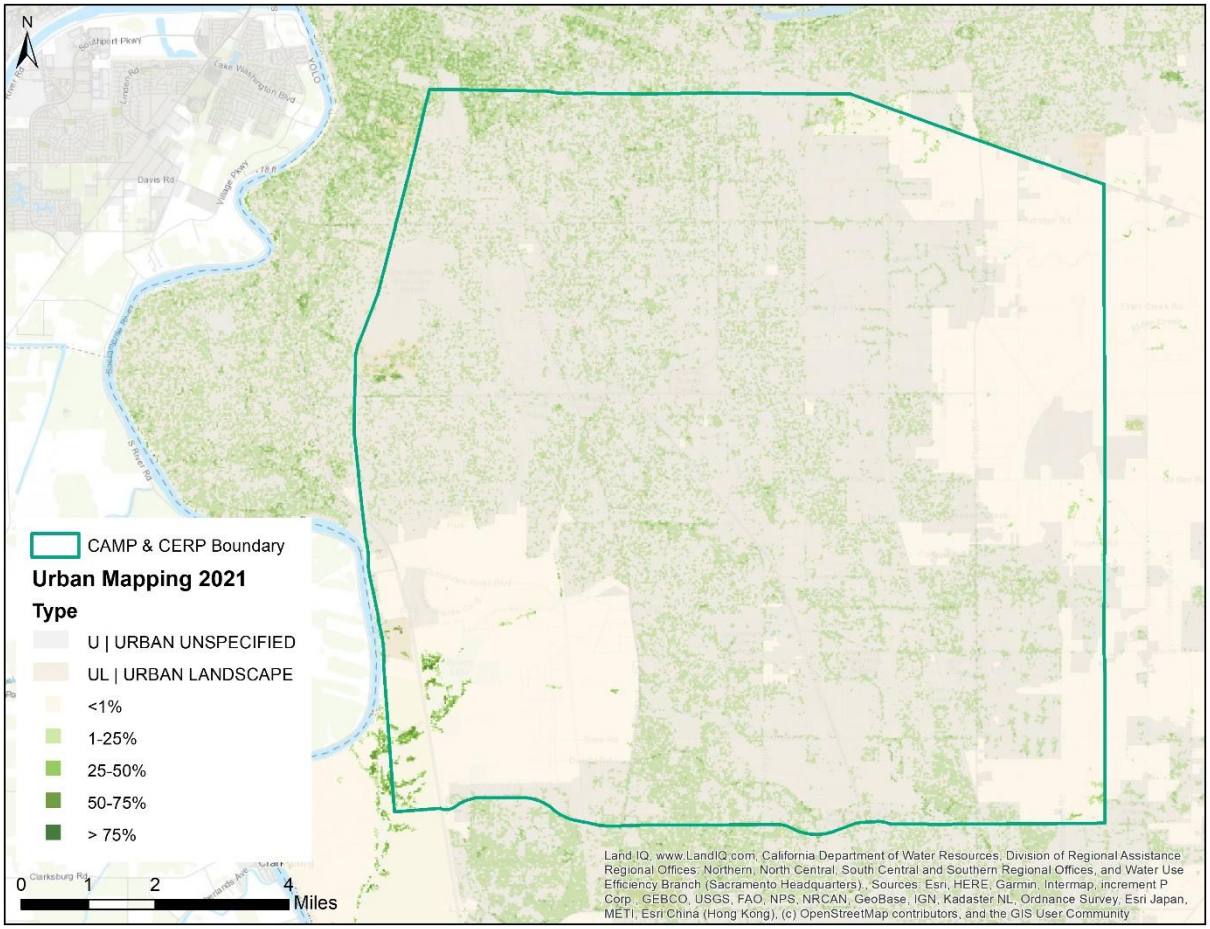


Figure 3-13 Tree canopy cover (2021). Source: National Land Cover Database (NLCD) by the Multi-Resolution Land Characteristics Consortium (MRLC).

3.6 Community Member Voices

Steering Committee member and public member voices contribute valuable insights to the community profile, reflecting the lived experiences of the community. These personal accounts provide context that may not be fully captured by data alone. Integrating lived experiences shapes more responsive and equitable air quality strategies that reflect the conditions experienced by community members. The following quotes were provided by Steering Committee members, sharing what the future they would like to see for their community is as a result of the efforts from this CERP.

Sarina Rodriguez
Steering Committee Member, Resident

"As a public health student, I know that the air we breathe is connected to the ZIP code we live in. Programs like AB617 offer communities to push back against decades of redlining, environmental injustice, and housing and health inequities. Promoting public health in our community means promoting better air quality for all."

Richard Lincoln
Steering Committee Member, Southgate Recreation & Park District

"We hope that CERP will bring cleaner air to the South Sacramento/Florin community by reducing the heavy traffic, diesel emissions, and industrial pollution that have long impacted residents' health and daily lives. By expanding zero-emission transportation, planting trees and improving the tree canopy, investing in clean energy, and reinvesting cap-and-trade funds into frontline neighborhoods, we look forward to both outdoor and indoor air becoming safer for families in our community. Ultimately, we hope CERP delivers the meaningful, community-centered improvements that allow us to breathe easier and thrive."

Jennifer Holden
Community Member, Mangan Park Neighborhood Association

"AB617 is an opportunity to improve the health and quality of life for the people living in industrialized urban areas. AB617 provides the funding to reduce emissions from mobile sources, industrial facilities, and other local sources, as well as implementing projects like indoor air filtration and tree plantings. We will all live better and longer with wise implementation of the AB617 funds."

"AB 617 matters to me because I've seen how the air quality in my neighborhood impacts people's health, especially kids and elders. Living here, I want to be part of the solution to make our air cleaner and our community stronger. AB 617 gives us the opportunity to create real change right where we live."

Jamallah Green
Steering Committee Member, Resident

3.7 References

Sacramento Metropolitan Air Quality Management District. (2018, July 31). *Final Assessment of Proposed Monitoring Locations for AB 617 Community Air Protection Action*. https://ww2.arb.ca.gov/sites/default/files/2018-08/SMAQMD_Community%20Recommendations.pdf

United States Census Bureau. (2021). *2020 Census*. https://www.census.gov/programs-surveys/decennial-census/decade/2020.html

United States Census Bureau. (2024). *American Community Survey, 2019–2023*. https://data.census.gov/

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Chapter 4
Technical Foundation



This chapter discusses the technical foundation of the community air quality to provide a baseline understanding of air pollutants, air pollution sources, and air quality challenges in the community. The technical foundation is built upon:

Key Air Pollutants

The key air pollutants impacting air quality in the greater Sacramento region, as well as within the community boundary, include both criteria pollutants – air pollutants with established federal health standards, and toxic air contaminants – chemicals or particles in the air that can impact public health.

Monitoring Data

Monitoring data collected from the CAMP, the Sacramento Regional Air Monitoring Network, and supplemental air monitoring projects play a critical role in providing valuable, location-specific insights into pollutant sources, concentrations, and trends.

Emissions Inventory

The community emissions inventory (EI) provides information on the community's emissions profile, including the distribution of emissions and enabling source attribution. Assessing emissions from stationary, mobile, and area sources helps prioritize strategies with the most significant impact on reducing emissions and community exposure.

Lived Experiences

Lived experiences offer valuable firsthand insights into how air quality issues directly affect community members. These personal accounts provide context that may not be fully captured by monitoring data or emissions inventories alone. Integrating lived experiences complements technical data, guides the placement of monitoring equipment, and shapes more responsive air quality strategies that reflect conditions experienced by residents. Some Steering Committee member testimonials are shared in Chapter 3 Community Profile.

4.1 Key Air Pollutants

4.1.1 Criteria air pollutants

The United States Environmental Protection Agency (U.S. EPA) sets National Ambient Air Quality Standards (NAAQS)[13] for six criteria air pollutants[14] that are harmful to public health and the environment. These include ground-level ozone (O_3),[15] fine and coarse particulate matter ($PM_{2.5}$ and PM_{10}),[16] nitrogen dioxide (NO_2),[17] carbon monoxide,[18] sulfur dioxide,[19] and lead.[20] Although air quality

[13] U.S. EPA NAAQS Table https://www.epa.gov/criteria-air-pollutants/naaqs-table
[14] U.S. EPA Criteria Air Pollutants https://www.epa.gov/criteria-air-pollutants
[15] U.S. EPA Ground-level Ozone Pollution. https://www.epa.gov/ground-level-ozone-pollution
[16] U.S. EPA Particulate Matter (PM) Pollution. https://www.epa.gov/pm-pollution
[17] U.S. EPA Nitrogen Dioxide (NO_2) Pollution. https://www.epa.gov/no2-pollution
[18] U.S. EPA Carbon Monoxide (CO) Pollution. https://www.epa.gov/co-pollution
[19] U.S. EPA Sulfur Dioxide (SO_2) Pollution. https://www.epa.gov/so2-pollution
[20] U.S. EPA Lead (Pb) Air Pollution. https://www.epa.gov/lead-air-pollution

has improved over the past few decades, $PM_{2.5}$ and O_3 continue to be the primary criteria pollutants of concern for the Sacramento region.

4.1.1.1 Particulate Matter

Particulate matter encompasses both coarse particulate matter and fine particulate matter. Coarse particulate matter, or PM_{10}, are inhalable particles or liquid droplets that are 10 micrometers in diameter or smaller. This category includes fine particulate matter, or $PM_{2.5}$, which are fine, inhalable particles or liquid droplets that are 2.5 micrometers or smaller that is small enough to penetrate deep into lung tissue and enter the bloodstream. Figure 4-1 shows a contextual representation of particulate matter. Particulate matter can impact respiratory and cardiovascular health, especially for sensitive populations including young children, adults age 65 and older, and those with preexisting health conditions like asthma or heart disease. $PM_{2.5}$ poses a greater health risk than coarser particles as its smaller size can penetrate deeper into the lungs and enter the bloodstream.

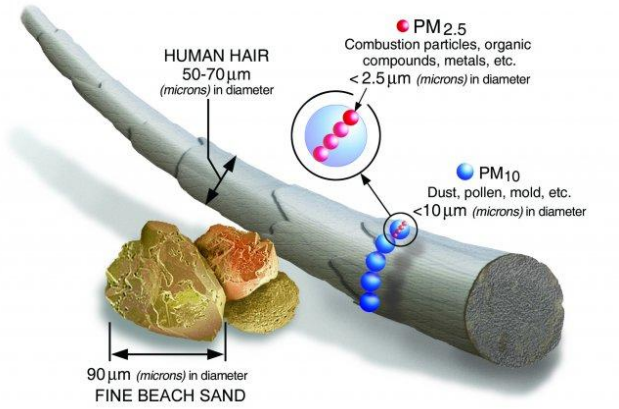


Figure 4-1 Particulate matter size comparisons. Source: U.S. EPA.

Particulate matter can be emitted from wood smoke, road dust, wildfires, agricultural activities, or construction/demolition activities. Fine particulate matter can also be formed by chemical reactions of gases in the atmosphere, which are commonly released by combustion and industrial processes. Residential wood burning contributes to about half of direct $PM_{2.5}$ emissions in the wintertime for the Sacramento region (CEPAM 2019).

The Sacramento region is designated as nonattainment for not meeting the 2006 24-hour $PM_{2.5}$ NAAQS; however, the data show that 24-hour $PM_{2.5}$ concentrations are at or below the standard since 2014[21].

4.1.1.2 Ground-level Ozone

Ground-level ozone (O_3) is a harmful gas produced from chemical reactions between nitrogen oxides (NO_X) and volatile organic compounds (VOCs) in the presence of sunlight. Major sources of NO_X include vehicle exhaust and other combustion sources, while sources of VOCs include vehicle exhaust, power plants, woodsmoke, gasoline vapors, paints, consumer products, and industrial processes. O_3 pollution is typically highest in the summertime, when sunlight and heat create a more favorable environment for O_3 formation. Similar to particulate matter, O_3 pollution can cause respiratory health impacts and poses the greatest risk for sensitive populations and those with preexisting health conditions such as asthma.

[21] AirNow. https://www.airnow.gov/

While the Sacramento region recently achieved attainment of the 2008 8-hour ozone standards[22] in August 2025, the Sacramento region is currently designated as a nonattainment area for the more stringent 2015 8-hour ozone standards. The District has developed the Sacramento Regional 2015 NAAQS 8-Hour Ozone Attainment & Reasonable Further Progress Plan.[23] This plan explains the steps being taken in the Sacramento region to achieve attainment of the ozone standard through enhanced ambient air monitoring, more robust control technology, control measures for target emissions sources, pollution mitigation methods, and contingency measures.

4.1.2 Toxic air contaminants

Toxic air contaminants (TACs), or air toxics, are a group of air pollutants with many different sources and characteristics that are known or suspected to cause cancer or other serious non-cancer health effects. The California Air Resources Board (CARB) has identified over 200 substances and groups of substances as toxic air contaminants, or TAC.[24] Air toxics can come from a variety of sources, including wildfires, industrial processes, vehicle exhaust, gas stations, residential wood smoke, painting operations, and consumer products. Some air toxics can also be formed through chemical reactions in the air. Air toxics such as diesel particulate matter (DPM), benzene, and toluene are directly emitted into the air from sources such as diesel vehicle exhaust. Air toxics such as acrolein and acetaldehyde can be emitted directly from sources like residential wood burning and mobile sources or be formed through photochemical reactions in the air.

4.2 Air Monitoring Data

4.2.1 Community Air Monitoring

The CAMP, developed in partnership with the Steering Committee, outlines the objectives, goals, and strategies for air monitoring in the South Sacramento-Florin community (Sac Metro Air District 2020). It served as the framework for collecting meaningful data to enhance public understanding, raise awareness, identify potential air pollution sources, establish a baseline for air quality in South Sacramento-Florin, and inform mitigation and emission-reduction strategies in a future CERP. The CAMP was also designed to help address air monitoring gaps in the community and characterize localized air pollution. The regional air monitoring network in Sacramento County focuses on capturing regional air quality information, which does not include monitoring stations within the South Sacramento-Florin boundary.

The CAMP was written with a focus on addressing air pollution concerns in priority areas identified by the Steering Committee, with the objectives to:

1. Monitor for traffic-related air pollutants, such as $PM_{2.5}$, PM_{10}, black carbon, NO_X, and some TACs.

[22] U.S. EPA. (2025). *Determination of Attainment by the Attainment Date; 2008 8-Hour Ozone Standards; California; Sacramento Metro Area.* https://www.airquality.org/ProgramCoordination/Documents/2008%20Ozone%20Determination%20of%20Attainment%20by%20the%20Attainment%20Date_08212025.pdf

[23] Sacramento Metropolitan Air Quality Management District. (2023). *Sacramento Regional 2015 NAAQS 8-Hour Ozone Attainment & Reasonable Further Progress Plan* https://www.airquality.org/ProgramCoordination/Documents/Sacramento%20Regional%202015%20NAAQS%208%20Hour%20Ozone%20Attainment%20and%20Reasonable%20Further%20Progress%20Plan.pdf

[24] CARB Identified Toxic Air Contaminants. https://ww2.arb.ca.gov/resources/documents/carb-identified-toxic-air-contaminants

2. Determine the spatial distribution of pollution from traffic on Highway 99 and whether these emissions are significant near sensitive receptors.
3. Determine which source categories the emissions are coming from and whether the emissions from the sources contribute significantly to poor air quality in nearby areas.
4. Determine the air quality at sensitive receptor locations and whether air quality changes by season and location for these sensitive locations.
5. Increase air quality awareness in the community by making air quality information readily accessible and easy to understand.

The CAMP's monitoring strategy comprises of three phases. Phases 1 and 2 served as initial air-quality screenings at different locations within the original boundary. The data collected from these two phases helped inform the monitoring location for Phase 3. Phase 3 consisted of deploying professional- and regulatory-grade air monitoring equipment in a portable laboratory. The locations of the monitors deployed during each phase, along with the initial CAMP boundary, are shown in Figure 4-2. These locations were determined, with guidance from the Steering Committee, to be near sensitive receptors, where air monitoring data gaps exist, and near sources of concern. Sensitive receptors include schools, hospitals, and senior housing. This section provides a summary overview of the CAMP and the data collected as discussed in the 2025 South Sacramento-Florin Community Air Monitoring Report (Sac Metro Air District 2025a). For a more in-depth discussion and analysis of the CAMP data, please refer to the report.

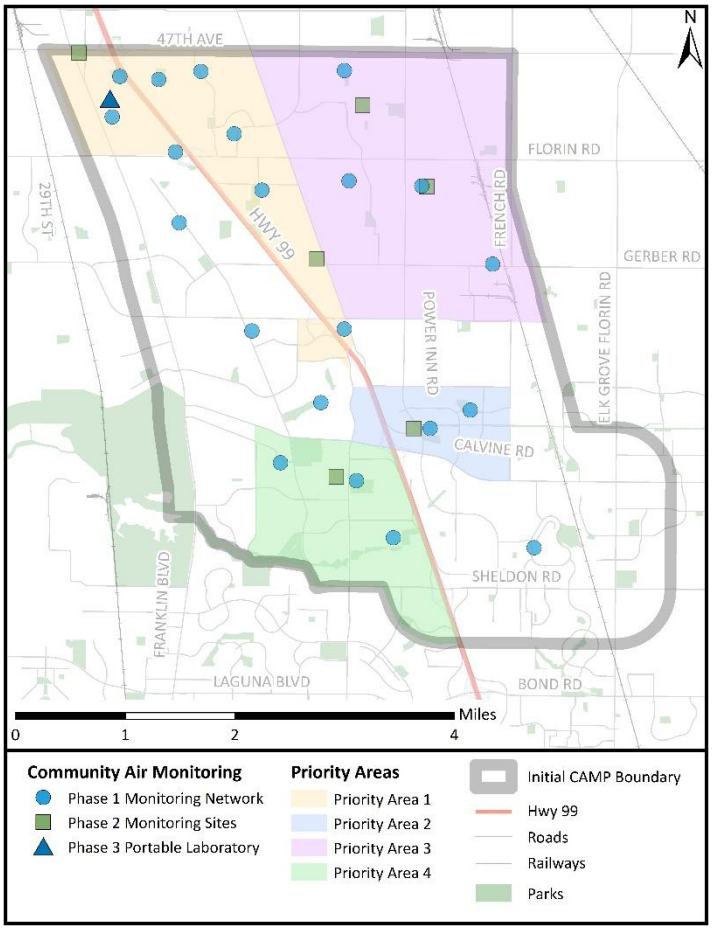


Figure 4-2 CAMP Phases 1, 2, and 3 air monitoring locations.

The Sacramento Regional Air Monitoring Network was used to evaluate how pollutants and their concentrations compare locally with regional levels. The regional network currently consists of seven regional ambient air monitoring stations (Figure 4-3). These monitors are primarily used to demonstrate compliance with regional air quality standards rather than to focus on air pollution at the local, community scale. The District's regulatory air monitoring stations are typically sited to capture the highest concentrations of criteria pollutants in the Sacramento Metropolitan Statistical Area and to ensure sufficient coverage of the entire county. The location of each station is determined by several factors, which are considered in the network design process and approved by the U.S. EPA. The 2025 Annual Network Plan (Sac Metro Air District 2025b) and the 2025 5-Year Air Monitoring Network Assessment (Sac Metro Air District 2025c) describe each monitoring location and its related programs and objectives.

As these regulatory monitoring sites are not located within the South Sacramento-Florin boundary, one of the CAMP's priorities was to increase air quality monitoring in the community by locating portable monitors in priority areas based on air quality data, community concerns, and community input. While there are no regulatory monitors situated directly in the community, this approach allows for comparisons with the regional network to identify potential differences in pollutant concentrations.

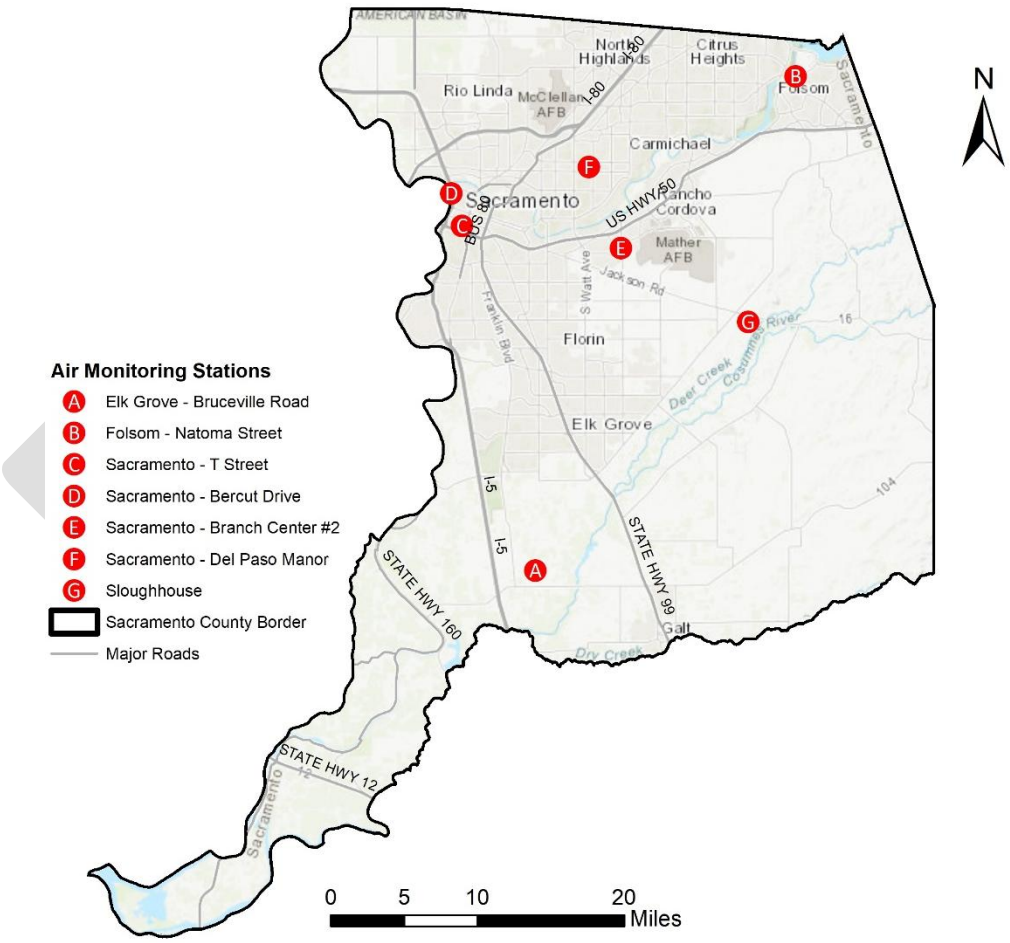


Figure 4-3 Regional air quality monitoring stations in Sacramento County.

CAMP Phase 1 (2019 – present)

The objective of Phase 1 was to conduct an initial screening of air quality with portable air sensors to increase spatial information and provide real-time air quality data to help residents make healthy choices during poor air quality periods. Many sensors were deployed at sensitive receptor locations, such as schools. Phase 1 deployed a network of portable air sensor sites measuring fine particulate matter ($PM_{2.5}$), which began operations in 2019. Sensors were originally deployed at 21 sites, and many are still operational. The map of the air quality sensors and real-time data can be found on the following website: https://www.airquality.org/Air-Quality-Health/Community-Air-Protection/Community-Air-Monitoring

Phase 1 monitoring data were evaluated for days with valid 24-hour $PM_{2.5}$ measurements from all 21 sites, enabling comparisons between sites. These days fell between October 2020 and October 2021, totaling 252 dates. Analyses conducted in the 2025 South Sacramento-Florin Community Air Monitoring Report (Sac Metro Air District 2025a) show that the highest levels of $PM_{2.5}$ were measured in the northwest corner of the initial CAMP boundary, near Highway 99, and in areas with heavy traffic, industrial activity, or residential wood burning. Figure 4-4 shows the average daily concentration for each of the monitoring locations in Phase 1 during this time.

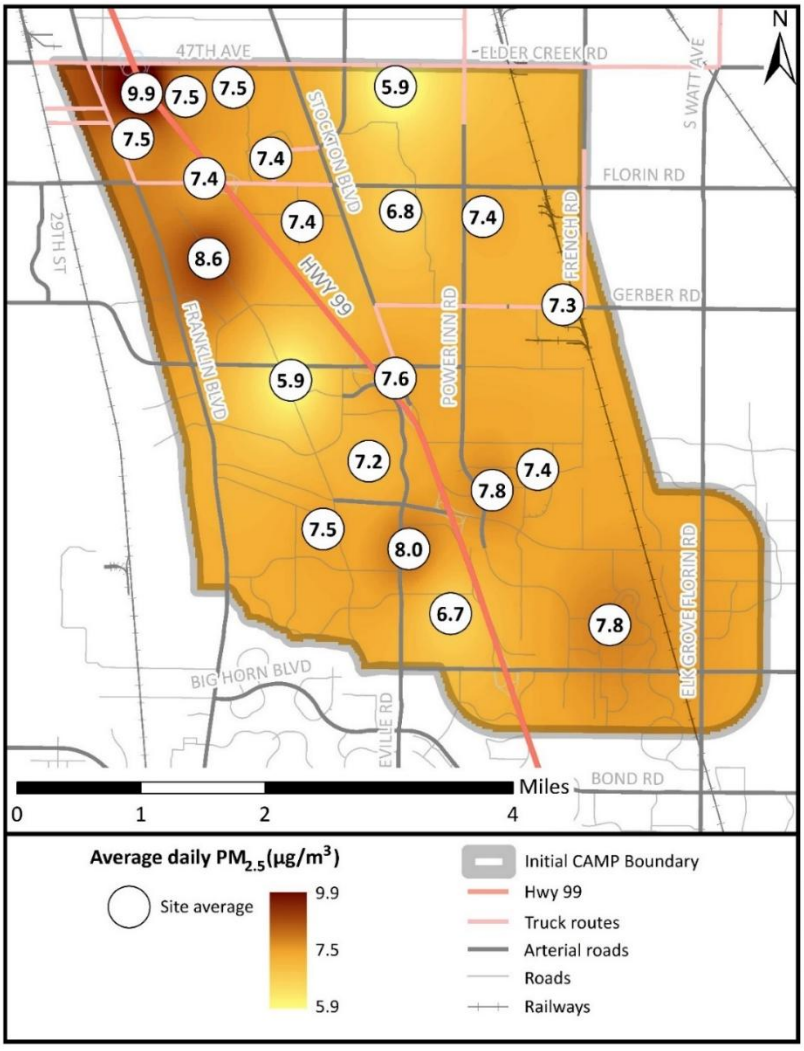


Figure 4-4 Site comparison of Phase 1 monitoring network average PM2.5 levels.

Phase 1 monitoring network data was also analyzed for trends. Monthly averages from 2020 to 2024 generally show consistent patterns year to year, except for months likely influenced by wildfire smoke, which are not representative of typical conditions. Overall, $PM_{2.5}$ concentrations tend to be greatest in the cooler months of November through February and lowest during late spring and early summer, with the exception of January 2023, which experienced more precipitation compared to January in the prior years[25] (Figure 4-5). This seasonal pattern is consistent with the historical trends from regional monitors (Sac Metro Air District 2014).

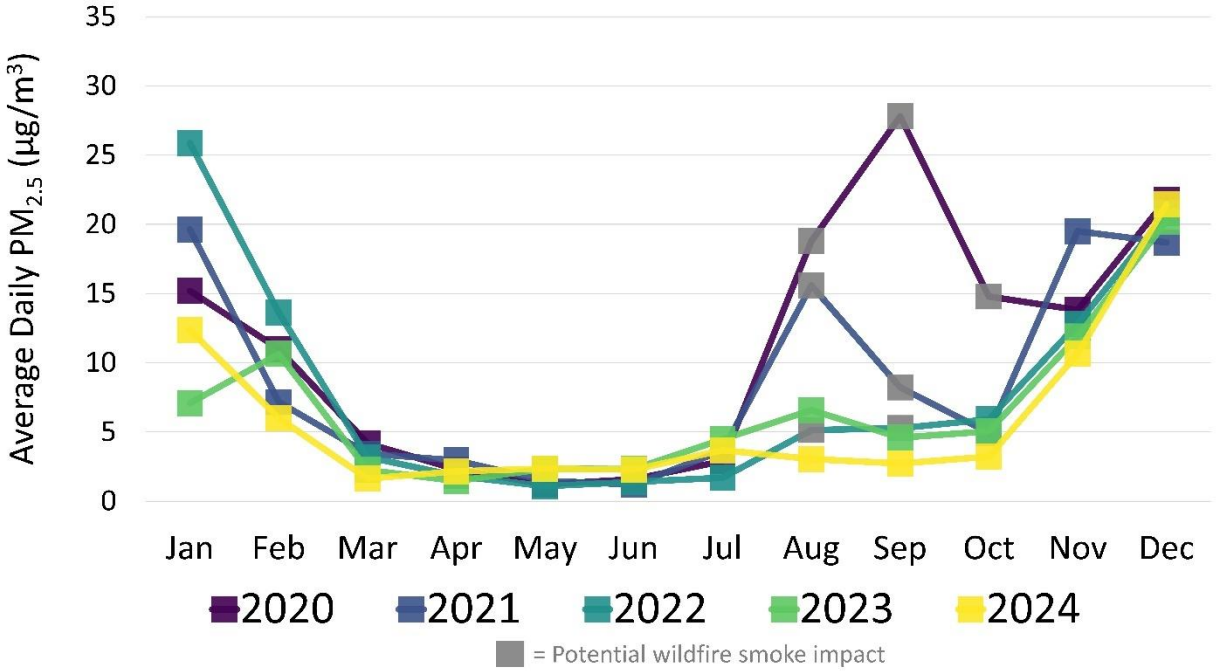


Figure 4-5 Monthly averages of Phase 1 monitoring network PM2.5 levels. Average of all valid 24-hour average PM2.5 concentrations reported by the Phase 1 monitoring sites in each month and year. Averages marked in gray had at least 10 days in the month with a potential wildfire smoke impact.

4.2.1.1 **CAMP Phase 2** (August 2020 – December 2021)

Phase 2's purpose was to perform enhanced screening of air quality using six stand-alone stationary monitors to measure black carbon (a component of $PM_{2.5}$ that can come from woodburning, wildfires, and vehicle exhaust), speciated fine particulate matter ($PM_{2.5}$ and its metals), speciated coarse particulate matter (PM_{10} and its metals), and volatile organic compounds. Some particulate matter metals and volatile organic compounds are air toxics. The monitoring locations are displayed in Figure 4-6.

[25] National Oceanic and Atmospheric Administration. *Observed Precipitation*. https://www.cnrfc.noaa.gov/rainfall_data.php#monthly

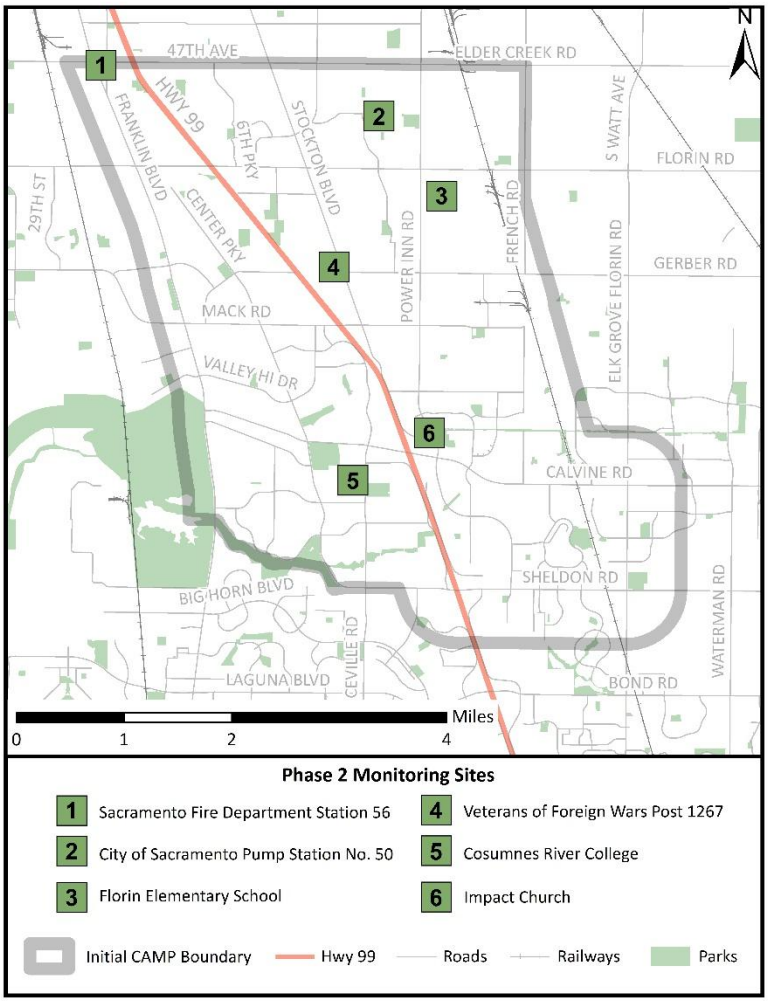


Figure 4-6 Phase 2 monitoring locations.

The average daily Phase 2 data for $PM_{2.5}$, PM_{10}, and black carbon were plotted by location for the six monitoring sites. The averages shown are based on days when all sites had a valid daily average for that pollutant during the monitoring period (August 2020 to December 2021). Both PM_{10} and black carbon site comparisons show the highest measurements collected at a monitoring site in the northwest corner of the initial CAMP boundary located near Highway 99, while $PM_{2.5}$ concentrations were highest at a monitoring site located north centrally in the initial CAMP boundary near Highway 99 (Figure 4-7, Figure 4-8, Figure 4-9). These results supported the decision to site the Phase 3 portable laboratory in the northwest corner of the initial boundary, near Highway 99.

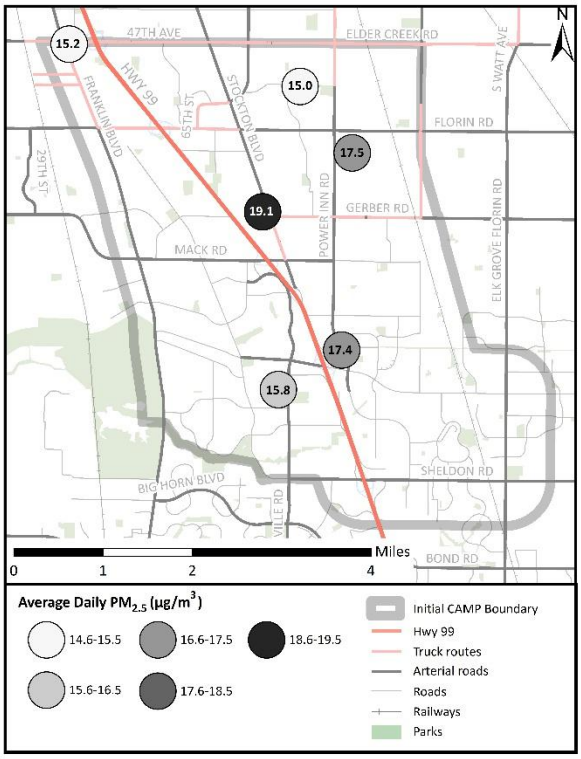


Figure 4-7 Site comparisons of average $PM_{2.5}$ levels.

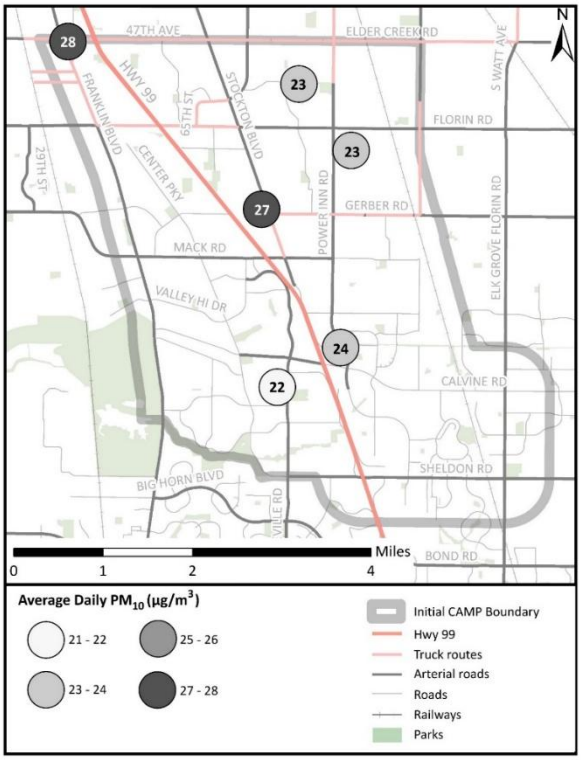


Figure 4-8 Site comparisons of average PM_{10} levels.

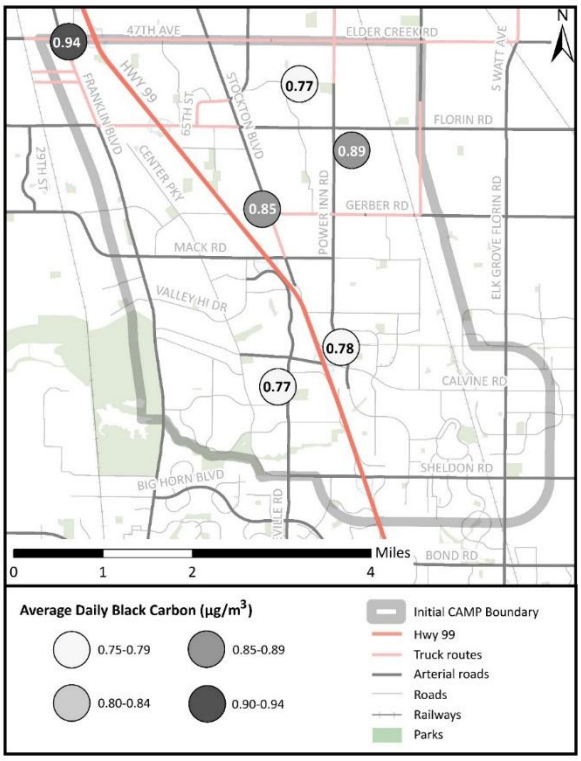


Figure 4-9 Site comparisons of average black carbon levels.

Based on the air toxics data collected during Phase 2, the most notable air toxics measured were acetaldehyde, acrolein, and benzene. Potential sources of these constituents include residential wood smoke, wildfire smoke, mobile sources, and stationary sources. While these pollutants were amongst the most prominent air toxics measured in this phase of monitoring, District, state, and local efforts already in place, as well as strategies included in this CERP, help mitigate and reduce emissions from key sources. Examples of existing efforts include the District's Check Before You Burn Program, which restricts or prohibits the use of woodburning devices when $PM_{2.5}$ is forecasted to be high, and the State's Clean Cars 4 All Incentive program, which helps low-income Sacramento County residents get a cleaner, new mobility option when they turn in an old vehicle for scrap. Examples of strategies in this CERP that target sources of these pollutants include electrification of household appliances, including replacement with an electric fireplace, commercial vehicle replacement with cleaner mobility options, and creating safe and resilient streets to encourage alternative modes of transportation.

For more details and discussion about CAMP Phase 2 data and analysis, see the 2025 South Sacramento-Florin Community Air Monitoring Report.[26] For more information on existing District efforts, please refer to Chapter 5 State, Regional, and Local Efforts and Chapter 7 Enforcement Plan. For more information on strategies included in this CERP, please refer to Chapter 6 Strategies and Actions.

[26] Sacramento Metropolitan Air Quality Management District. (2025, May 1). *2025 South Sacramento-Florin Community Air Monitoring Report.* https://www.airquality.org/AB617/Documents/Annual%20CAMP%20Report%202025_FINAL.pdf

4.2.1.2 **CAMP Phase 3** (April 2023 – March 2025, in process of relocation)

This phase featured the deployment of a portable air monitoring laboratory with professional-grade equipment that monitored for additional pollutants and parameters beyond those measured during Phases 1 and 2. The portable laboratory collected data at Fern Bacon Middle School in the northwest corner of the initial boundary from April 2023 – March 2025 as shown in Figure 4-2. The portable lab is in process of being relocated.

During Phase 3, the portable laboratory collected measurements for:

- **Particulate matter** ($PM_{2.5}$, speciated $PM_{2.5}$ – metals, inorganic ions, elemental carbon (EC), organic carbon (OC); speciated PM_{10}, - metals; black carbon; total carbon
- **Gaseous Parameters** (Ozone, NO_X/NO_2, VOCs)
- **Air Toxics** (some VOCs and particulate matter metals)
- **Meteorology** (wind direction, wind speed, ambient temperature, relative humidity, barometric pressure)

When compared to the Sacramento Regional Air Monitoring Network air monitoring data, $PM_{2.5}$ and O_3 data collected at Fern Bacon Middle School behaved similarly to all of the regional sites in the county, with peaks occurring around the same time and concentrations similar across the monitoring period (Figure 4-10 and Figure 4-11). Peaks of $PM_{2.5}$ across all monitoring locations typically occurred during wildfire events as well as during the winter months, which is characteristic of the Sacramento region (Sac Metro Air District 2025b). According to Figure 4-11, ozone concentrations at all sites behaved as expected, with higher concentrations during the warmer months when sunlight and heat promote photochemical reactions that produce ozone.

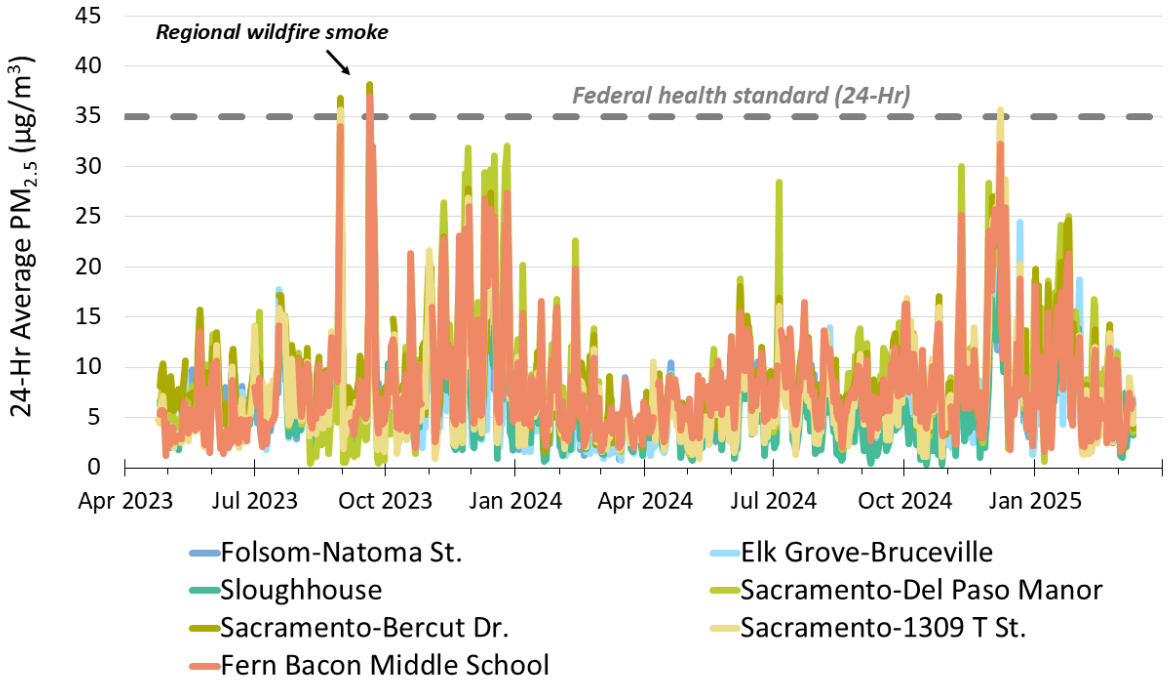


Figure 4-10 Daily Average $PM_{2.5}$ site comparisons with regional monitors.

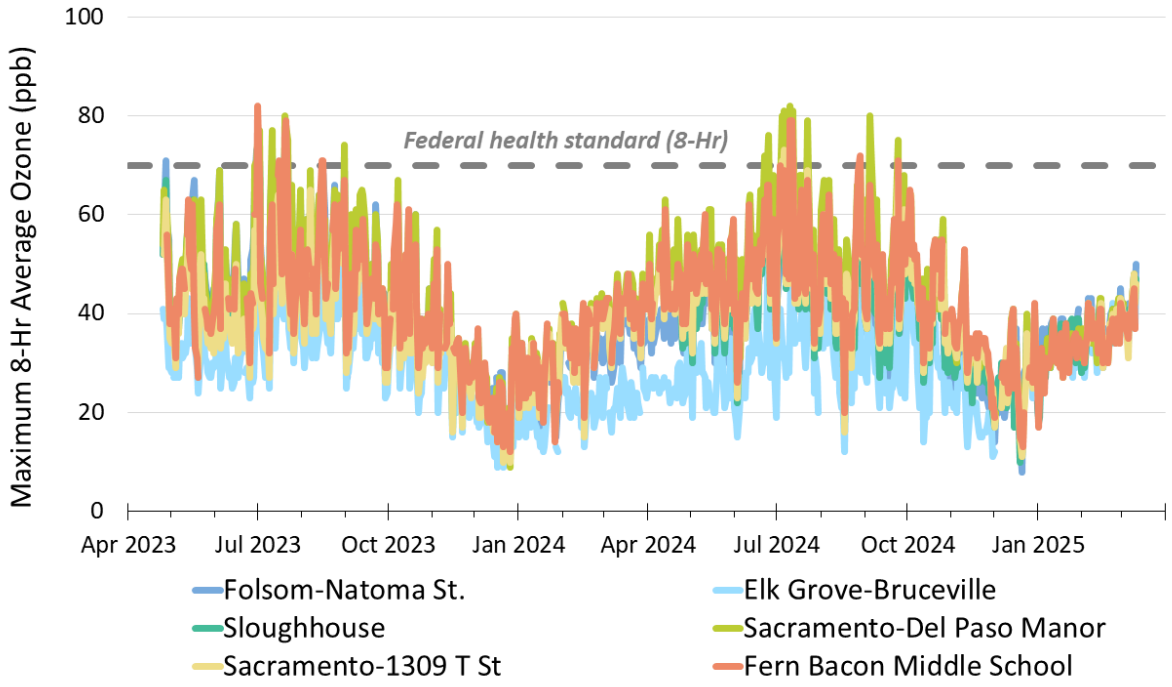


Figure 4-11 Daily Max 8-hour average ground level ozone site comparisons with regional monitors.

The air toxics data measured at Fern Bacon Middle School is currently being analyzed. The report will be released in 2026.

4.3 Additional Monitoring in the Community

Special monitoring projects were conducted in tandem with the community air monitoring efforts to help address monitoring gaps and collect localized information within the South Sacramento-Florin community. This information was used to supplement other ongoing community efforts.

4.3.1 Mobile Source Air Toxics

Traffic-related emissions along major roadways and highways, especially near Highway 99, and the potential air quality impacts near sensitive receptor locations were priority concerns raised by the South Sacramento-Florin Community Steering Committee during the CAMP development. In 2020, the U.S. EPA awarded funding to the District to quantify benzene and other mobile-source air toxics, helping address community concerns and enhance CAMP air monitoring. Under this grant, the District collaborated with Sonoma Technology, Inc. to conduct an extensive air monitoring campaign within the community boundary to assess local-scale pollutant variability.[27] This included:

1. Extending Phase 2 monitoring to complete a full year of toxics and black carbon (BC) monitoring at six community sites;
2. Expanding measurements to include high-time-resolution measurements of benzene, toluene, and xylenes (BTX) compounds at three Phase 2 sites; and
3. Synthesizing the analysis results to enhance the community-level Emission Inventory (EI).

[27] Sonoma Technology, Inc. (2024). *Quantification of Local-Scale Benzene and Other Mobile Source Air Toxics in Sacramento's Communities.* https://www.airquality.org/ProgramCoordination/Documents/SMAQMD%20MSAT%20Report-_FINAL.pdf

Data from this initiative were used to help refine the local EI, analyze spatial air toxics variability, assess impacts of mobile source emissions, evaluate meteorological patterns to determine direction of potential sources, and support existing monitoring to better understand and reduce pollutant exposure in South Sacramento-Florin.

Findings demonstrate intra-neighborhood variability in benzene and BC. Benzene varies across neighborhoods, and the current community-level emission inventory captures its spatial variation well. For BC, both mobile source emissions and wintertime residential wood burning were observed as important sources. A strong correlation was not observed between ambient BC and EI diesel particulate matter. The most prominent sources of BC in the South Sacramento-Florin community are likely wood burning and mobile source emissions. Different pollutants that serve as source markers, such as levoglucosan as a marker for wood burning, need to be measured to more thoroughly distinguish the impacts of these sources. Both BC and benzene generally exhibited higher concentrations at locations near large roadways and with winds from these directions. Toxic metal concentrations were similar across locations, and acetaldehyde was the largest risk driver among the air toxics measured.

This study helped inform strategies to address mobile source emissions, including replacing diesel-powered commercial vehicles with cleaner technologies, focused enforcement on idling vehicles, reducing idling near sensitive receptors, and increasing clean mobility options for residents including zero emission vehicles and charging infrastructure. See the report[27] for the full analyses.

4.3.2 Air Quality Monitoring Pilot Project in partnership with the City of Sacramento

The District partnered with the City of Sacramento on an Air Monitoring Pilot Project to provide real-time local air quality information in communities within the city of Sacramento, including part of the South Sacramento-Florin community. This project was supported by a one-time investment of the Sacramento City Council to advance the City's near-term climate action priorities, as outlined in the City's 2021 Climate Implementation Work Plan.[28] This project consisted of three components.

1. **Distribution of 200 Portable Air Sensors**

   The District distributed 200 portable air sensors to eligible residents and businesses in communities affected by air pollution, as well as schools within the city. Eligibility was determined by applicants' locations and prioritized for areas where there were air monitoring data gaps in the city. Figure 4-12 shows the PurpleAir map prior to deployment (purple circles) of the portable sensors to city recipients and after deployment (green triangles). The real-time particulate matter data collected from these sensors are also available on the AirNow Fire and Smoke Map at fire.airnow.gov. This provides the public with access to real-time data to help make informed personal and community health decisions, especially during poor air quality events.

[28] City of Sacramento. (2021). *Climate Implementation Work Plan*. https://www.cityofsacramento.gov/content/dam/portal/pw/mas/climate-action/2021ClimateImplementationPlan_DRAFT.pdf

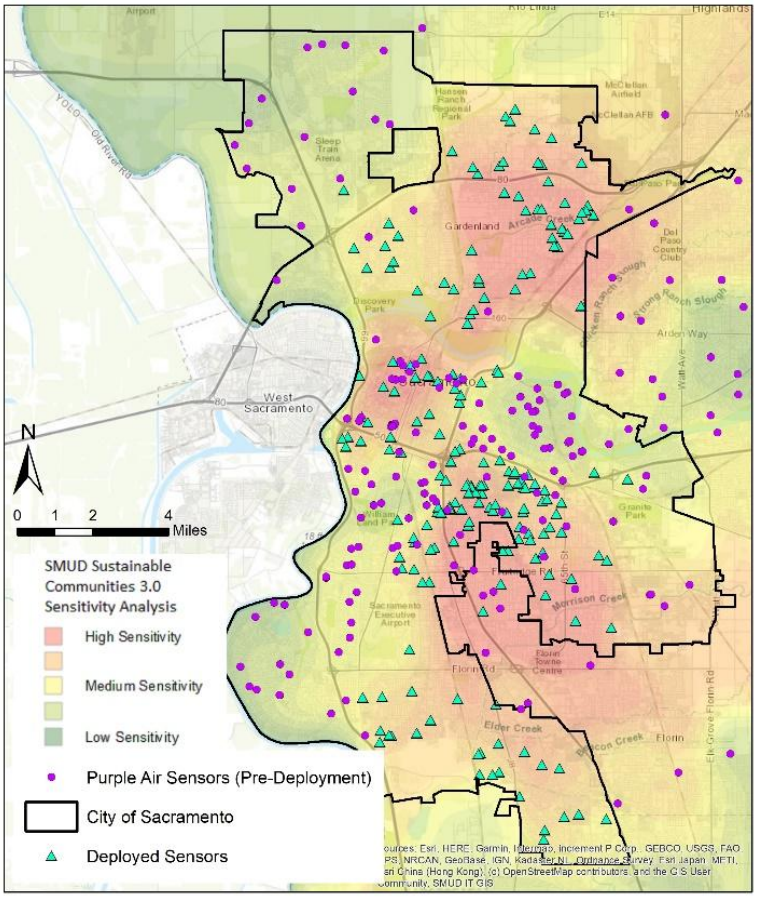


Figure 4-12 Portable air sensors before air sensor deployment (purple circles) and post deployment (green triangles).

2. Community Mobile Air Monitoring

The District collaborated with Sonoma Technology, Inc. to conduct street-level monitoring within nine neighborhoods in the city of Sacramento. Monitoring was performed with an on-road mobile monitoring van equipped with professional-grade air monitoring instruments. The monitoring van collected measurements in both North and South Sacramento neighborhoods from February to April 2023, monitoring $PM_{2.5}$, PM_{10}, ground-level ozone, NO_2, methane, carbon dioxide, black carbon, and three categories of VOCs: aromatics, dienes, and alkanes.

Monitoring routes were informed by environmental and socioeconomic burden screening tools and prioritized side roads and areas near schools. The monitoring van was driven along six routes that traversed each neighborhood (Figure 4-13), collecting air quality measurements in a rotating order and at different times of day and day of the week to capture a more comprehensive representation of air quality in the communities. The South Sacramento route traversed the South Sacramento-Florin community.

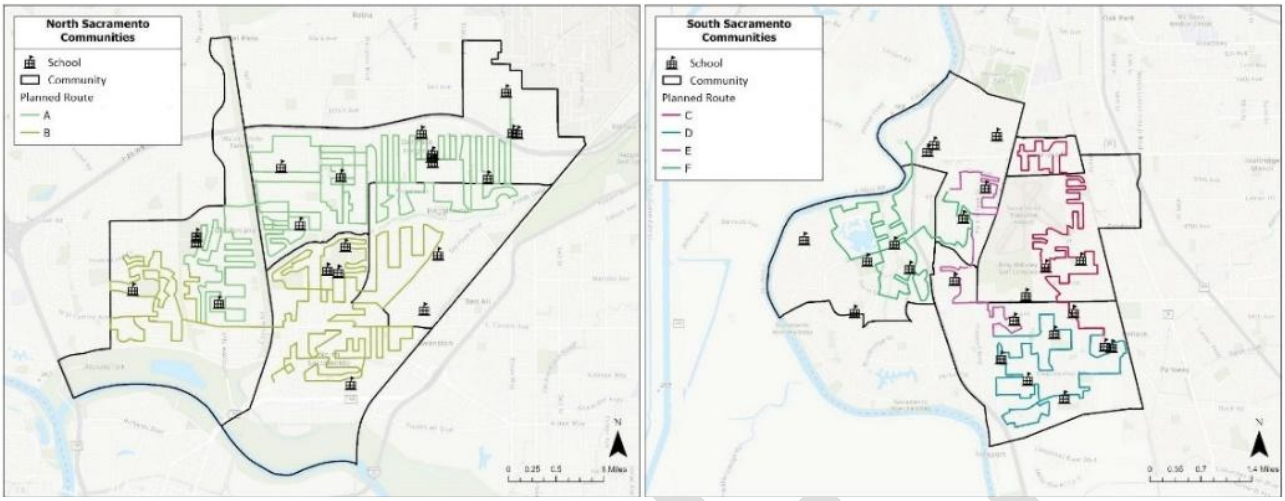


Figure 4-13 Community mobile monitoring routes in North (left) and South Sacramento Communities (right).

Monitoring results show that major roadways had higher concentrations of $PM_{2.5}$, PM_{10}, NO_2, and all VOCs. Concentrations of the remaining pollutants varied. A StoryMap summarizing the results with interactive maps can be found at: https://bit.ly/4ekFcgu

The full report can be found at: https://www.airquality.org/air-quality-health/air-monitoring/special-monitoring-projects

3. **Development of an air quality curriculum**

The District and the City of Sacramento worked in partnership with the Sacramento Academic and Vocational Academy (SAVA) to develop an air quality curriculum aligned with Career Technical Education Model Curriculum Standards. A semester-long high school course, Introduction to Air Quality Science and Policy,[29] and a two-year air quality course sequence[30] were developed.

4.4 Community Emissions Inventory (CARB)

This section discusses the main contributors to air pollution emissions and outlines the base year (today's available data on air pollution) and future-year emissions inventories for the South Sacramento-Florin community. CARB provided an emission inventory presentation of the community emission inventory[31] for the Steering Committee during the January 27, 2025 meeting to assist with strategy development.[32] An emissions inventory is a systematic listing of the sources of air pollution and the type and amount of pollutant emission estimates by source for a specific geographic area during a given time

[29] Sacramento Academic and Vocational Academy. (2025, Jan). *Final Air quality Curriculum Lessons (Units 1-6).* https://www.cityofsacramento.gov/content/dam/portal/pw/mas/climate-action/air-quality-pilot/Final%20Air%20Quality%20Curriculum%20Lessons%20(Units%201-6)%20Jan%202025.pdf

[30] Sacramento Academic and Vocational Academy. (2025). *Final Two Year Course Sequence: Air Quality Curriculum.* https://www.cityofsacramento.gov/content/dam/portal/pw/mas/climate-action/air-quality-pilot/Final%20Two%20Year%20Course%20Sequence_%20Air%20Quality%20Curriculum.pdf

[31] South Sacramento – Florin January 2025 Steering Committee Meeting Presentation available at: https://www.airquality.org/AB617/Documents/January%2027%202025%20Meeting%20Presentation%20(English).pdf

[32] The final inventory and descriptions in this document were provided by CARB on January 7, 2026.

period. Emissions inventories are one of the fundamental building blocks in the development of air quality plans (e.g., State Implementation Plan (SIP), CERP), and serve critical functions such as:

1. identify pollutants of concern and their sources;
2. determine the amount of emissions, distribution, trends;
3. input to air quality modeling and health risk assessments for determining air pollutant concentrations and health impacts;
4. help identify and prioritize control strategies; and
5. help track progress in meeting emission reduction commitments.

CARB developed the community level emissions inventory estimates using reported emissions data for permitted facilities, and best available methodologies and models for areawide (e.g., gas stations, fugitive dust, outdoor cooking) and mobile (e.g., cars, heavy-duty trucks, off-road equipment) sources that are within this community. The emissions inventory includes estimated emissions for criteria air pollutants and their precursors (oxides of nitrogen (NO_X), reactive organic gases (ROG),[33] and ammonia), and TACs (e.g., diesel particulate matter). While ammonia emissions are included in the full community emissions inventory, they are not presented in this chapter because ammonia is not identified as a significant chemical of concern for the South Sacramento-Florin community.

It is important to understand that emissions inventories are developed with the best available data and that the development process is continuous, iterative, and continually improving as science advances and more robust input data become available. There are inherent uncertainties and limitations in emission inventories, whether they are based on self-reported facility emissions or on estimates derived from methodologies and models.

4.4.1 Inventory Years Used in the CERP

The CERP uses the inventory effective (or base) year and future years consistent with CARB guidance[34] on inventory year(s) selection for AB 617 communities. The effective year or base year inventory presents an accounting of emissions in a recent year, serves as the basis for all future-year projections, and establishes the emission levels against which progress in emission reductions will be measured.

The South Sacramento-Florin community base year inventory is developed using the most recent available CARB emissions inventory tools and datasets applicable to each source sector. On-road mobile source emissions are based on CARB's Emission FACtors (EMFAC) 2021 model (EMFAC2021),[35] area and off-road source emissions are based on the California Emission Projection Analysis Model (CEPAM)[36] version 2022v101, and stationary source emissions are based on the 2023 California Emissions Inventory Data Analysis and Reporting System (CEIDARS)[37] data for facilities, along with District-supplemented data

[33] By federal approval and precedent, California's emission inventory uses Reactive Organic Gases (ROG) instead of U.S. EPA's Volatile Organic Compounds (VOC), although they are considered essentially interchangeable. ROG, in general, represent a slightly broader group of compounds than those in U.S. EPA's VOC list.
[34] California Air Resources Board. (2020). *AB 617 Community Planning Emission Inventory: Inventory Years.* https://ww2.arb.ca.gov/sites/default/files/2020-07/AB%20617%20Calendar%20Years%20for%20Community%20Planning%20Emission%20Inventories%202020-02-26.pdf
[35] California Air Resources Board EMFAC2021 documentation is available at: https://ww2.arb.ca.gov/our-work/programs/msei/emfac2021-model-and-documentation
[36] California Emission Projection Analysis Model information available at: https://ww2.arb.ca.gov/cepam
[37] California Emissions Inventory Data Analysis and Reporting System information is available at: https://ww2.arb.ca.gov/ceidars

on additional small permitted facilities. Together, these datasets are consistent with the versions used in the statewide SIP inventory development at the time of analysis and reflect CARB's best available emissions estimates for the base year.

In addition to a base-year inventory, CARB's AB 617 blueprint also requires future-year inventory projections for specific milestone years during CERP implementation (the 5th and 10th years after the District Governing Board adopts the CERP). Forecasted inventories are projections of the base-year inventory that reflect expected growth trends for each source category and emission reductions from already adopted control measures. CARB develops emission forecasts by applying growth and control profiles to the base-year inventory. Growth profiles for point and areawide sources are derived from surrogates such as economic activity, fuel usage, population, housing units, etc., that best reflect the expected growth trends for each specific source category. Growth projections were obtained primarily from government entities with expertise in forecasting specific sectors, or, in some cases, from econometric models. Control profiles, which account for emission reductions resulting from adopted rules and regulations, are derived from data provided by the regulatory agencies (e.g., air districts, CARB) responsible for the affected emission categories. Projections for mobile source emissions are generated by models[38] that predict activity rates and vehicle fleet turnover by vehicle model year. As with stationary sources, the mobile source models include control algorithms that account for all adopted regulatory actions.

The baseline emissions inventory for the South Sacramento-Florin community, developed based on existing emissions and their future projections, provides information on the current level of emissions and how the emissions change in the future in a "business as usual" scenario. In other words, where the community is starting their journey towards cleaner air. Additionally, it provides a reference to determine emissions reductions from actions and strategies included in the CERP. In other words, the baseline EI assists the District and the CSC to know if progress is being made to reduce pollution in the community and if so, how much pollution is being reduced.

4.4.2 Additional Air Pollutants



As mentioned in Section 4.1.1, there are six criteria pollutants for which U.S.EPA has established National Ambient Air Quality Standards (NAAQS). Additionally, volatile organic compounds (interchangeably ROG in California) and ammonia are considered precursor pollutants that can help form ozone and particulate matter in the atmosphere. CARB has set California Ambient Air Quality Standards[39] for the same six criteria pollutants, as well as for four additional pollutants (hydrogen sulfide,[40] sulfate,[41] vinyl chloride,[42]

[38] https://arb.ca.gov/emfac/
[39] https://ww2.arb.ca.gov/resources/common-air-pollutants
[40] https://ww2.arb.ca.gov/resources/hydrogen-sulfide-and-health
[41] https://ww2.arb.ca.gov/resources/sulfate-and-health
[42] https://ww2.arb.ca.gov/resources/vinyl-chloride-and-health

and visibility reducing particles[43]). These health-based ambient air quality standards[44] identify outdoor pollutant levels (pollutant concentrations in the atmosphere, not emissions) that are considered safe for the public - including those individuals most sensitive to the effects of air pollution, such as children and the elderly. While emissions estimates for these additional pollutants are included in the full community emissions inventory, they are not presented in detail in this chapter because they are not identified as priority pollutants for the South Sacramento-Florin community and are not the focus of the inventory discussion in this section. Although there is some variability among the health effects of the six criteria pollutants, each has been linked to multiple adverse health effects including, among others, cardiovascular or pulmonary conditions, hospitalizations and emergency department visits for exacerbated chronic disease, and increased symptoms such as coughing and wheezing.

As discussed in Section 4.1.2, CARB also identifies other air pollutants known as toxic air contaminants (TACs), which are pollutants that may cause serious, acute or long-term effects, such as cancer, even at low levels. Most air toxics have no known safe levels, and some may accumulate in the body from repeated exposures. CARB formally identified over 200 substances or group of substances as TACs[45] and lists over 1,400 pollutants that are subject to reporting as air toxics.[46] Measures continue to be adopted to reduce emissions of air toxics. Exposure to TACs can also increase the risk of non-cancer chronic and acute health effects. The California Office of Environmental Health Hazard Assessment (OEHHA) establishes threshold concentrations for TACs at which exposure is not expected to trigger non-cancer health effects. For carcinogens, OEHHA guidance states that there are no safe exposure thresholds. Examples of air toxics include diesel particulate matter (DPM), which is emitted from diesel engines; metals such as hexavalent chromium; gases such as benzene, toluene, polycyclic aromatic hydrocarbons, dioxins and furans, which can be released both as combustion byproducts and through non-combustion processes.

There are three types of risk that are associated with TAC emissions. Cancer risk is the estimated probability of contracting cancer due to long term exposure to a TAC. Non-cancer risk is determined for a TAC that can cause health effects in a short-term exposure (acute) or long-term exposure (chronic). The non-cancer risk is expressed as an index to the Reference Exposure Level (REL), the level at which health effects can be caused from breathing air that contains a TAC (if the index is less than one, the concentration of the TAC is below the REL, and if it is above one, the concentration is above the REL). Non-cancer health effects can include respiratory or reproductive harm resulting from exposure (acute or chronic) to toxic substances. Acute exposure refers to short-term contact (on the order of a few hours) with a toxic pollutant, whereas chronic exposure refers to continuous contact over long periods of time, from months to years.

In this chapter, the baseline emissions inventory for the South Sacramento-Florin community includes an assessment of NO_X, ROG, PM_{10}, $PM_{2.5}$, and TACs.

4.4.2.1 Additional Air Pollutants

Reactive Organic Gases (ROGs), also known as Volatile Organic Compounds (VOCs), are a broad class of chemicals characterized by their tendency to release vapors from a solid or liquid state. Vapors can be

[43] https://ww2.arb.ca.gov/resources/visibility-reducing-particles-and-health
[44] https://ww2.arb.ca.gov/resources/california-ambient-air-quality-standards
[45] California Air Resources Board Identified Toxic Air Contaminants. https://ww2.arb.ca.gov/resources/documents/carb-identified-toxic-air-contaminants
[46] California Air Resources Board Assembly Bill 2500 "Hot Spots" List of Substances. https://ww2.arb.ca.gov/hot-spots-list-substances

released from liquids used to dissolve other substances (solvents), industrial activity, fuel combustion from automobile engines or electricity generation, and more. Each VOC varies from the next in terms of hazard, toxicity, health effects, etc. Generally, VOCs are associated with the following health effects: irritation and inflammation of eyes, nose, and throat; headaches and dizziness; nausea; exacerbation of existing respiratory health problems, such as asthma; cancer; reproductive harm (such as birth defects); liver, kidney, and central nervous system damage; etc. Besides direct health impacts, VOCs also contribute to the formation of ground-level ozone, which, like PM, is an EPA criteria pollutant. Ozone inflames and damages lungs and airways, exacerbates asthma and other respiratory illnesses, and causes coughing and sore throats.

Oxides of Nitrogen (NO_X) are gases that contribute to the formation of smog and acid rain, as well as affecting ozone. NO_X gases are usually produced from the reaction between nitrogen and oxygen during combustion of fuels in air, especially at high temperatures, such as in car engines. In areas of high motor vehicle traffic, the nitrogen oxides emitted can be a significant source of air pollution.

Diesel particulate matter (DPM), a subset of PM, is a byproduct of incomplete fossil fuel combustion found in the exhaust from trucks, buses, trains, and other diesel-powered equipment. DPM contains hundreds of distinct chemicals, many of which have the potential to cause cancer (carcinogenic), such as benzene and naphthalene. Like PM, DPM can be small enough to penetrate deep into lung tissue and enter the bloodstream and contribute to a range of health problems: irritation and inflammation of eyes, nose, and throat; heart disease; bladder and lung cancer; lung disease (i.e., COPD); asthma; respiratory allergies; etc. Beyond direct health impacts, DPM can also substantially reduce visibility and contribute to climate change.

4.4.3 Air Pollution Sources in the Community

Air pollution affecting the community comes from sources within the community, as well as sources throughout the region. The emission inventory and source attribution analysis developed for this CERP focus on stationary, areawide, on-road mobile, and off-road mobile sources that are within the community boundary. Four major categories are identified in the inventory:

- Stationary point sources are sources that can be identified by locations and are often permitted by local air districts. Examples of stationary sources include facility point sources, such as power plants and manufacturing facilities.
- Areawide sources are those that do not have specific locations and are spread over large areas. These can include emissions from water heaters, gas furnaces, fireplaces, woodstoves, agricultural operations, unpaved roads, and cooking, as well as evaporative emissions from consumer products such as personal care products, cleaning sprays, and paints.
- On-road mobile sources are moving sources of air pollution such as cars, motorcycles, and trucks.
- Off-road mobile sources are moving or movable sources of air pollution such as construction equipment, forklifts, all-terrain vehicles, and locomotives.

4.4.4 Community Baseline Emissions Inventory Summary

A good understanding of air pollution sources and emissions is a critical step in the CERP development and future implementation process. A baseline emissions inventory helps prioritize emissions reduction strategies and establishes a reference from which emission reductions from proposed CERP strategies can be evaluated. This section provides a summary of the current emissions scenario in the community

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using base year 2023 emissions inventory, and a future outlook to gauge how the baseline inventory[47] changes during the CERP implementation period.

4.4.4.1 Base Year Emissions Inventory (2023): A look at the main sources of air pollution in the community

The main sources of air pollution emissions in the community are from on-road vehicles, off-road equipment, solvent from consumer products, residential fuel combustion, and emissions related to construction and demolition. Table 4-1 below provides a summary of NO_X, ROG, PM_{10}, and $PM_{2.5}$ base year 2023 emissions in the detailed community inventory. For comparisons, Table 4-2 summarizes the 2023 Sacramento County pollutant emissions and Table 4-3 summarizes the 2023 statewide pollutant emissions. Compared with the county and statewide emissions inventories, the community emissions inventory is approximately 15% and <1% for NOx, 18% and 1% for ROG, 13% and <1% for PM_{10}, and 16.5% and <1% for $PM_{2.5}$, respectively.[48]

Table 4-1 2023 South Sacramento-Florin criteria pollutant emissions (tons per year).

Source Category	NO_X		ROG		PM_{10}		$PM_{2.5}$	
Stationary	192	14%	703	23%	107	7%	65	11%
Areawide	163	12%	1415	47%	1411	89%	513	83%
On-Road	680	50%	432	14%	59	4%	24	4%
Off-Road	315	23%	446	15%	17	1%	16	3%
Total (tons per year)	**1350**		**2997**		**1594**		**618**	

Table 4-2 2023 Sacramento County criteria pollutant emissions (tons per year).

Source Category	NO_X		ROG		PM_{10}		$PM_{2.5}$	
Stationary	973	11%	3,135	18%	671	6%	262	7%
Areawide	852	9%	7,648	45%	10,846	90%	3,181	85%
On-Road	4,467	49%	2,838	17%	390	3%	155	4%
Off-Road	2,802	31%	3,357	20%	183	2%	156	4%
Total (tons per year)	**9,094**		**16,978**		**12,090**		**3,754**	

[47] Business-as-usual, without considering effects of any proposed CERP strategies.

[48] The comparisons between proportions of the community inventory relative to the county-level and statewide emission inventories are meant to be generally illustrative but should not be taken too quantitively. The South Sacramento-Florin detailed community inventory was supplemented with District data on small permitted facilities that may not typically be as well covered in standard county-level and statewide CEIDARS reporting or may be covered with less geographic detail.

Table 4-3 2023 California statewide criteria pollutant emissions (tons per year).

Source Category	NO_X		ROG		PM_{10}		$PM_{2.5}$	
Stationary	71,347	17%	131,756	27%	49,080	9%	22,063	17%
Areawide	23,060	6%	225,149	46%	462,840	87%	94,875	72%
On-Road	115,881	28%	31,096	6%	11,344	2%	4,493	3%
Off-Road	197,634	48%	105,959	21%	10,507	2%	9,477	7%
Total (tons per year)	**407,922**		**493,960**		**533,771**		**130,908**	

Mobile sources, both on-road and off-road, account for 73% of the total NO_X emissions in the community. Emissions from heavy-duty trucks (14%), off-road equipment (13%), and residential fuel combustion (12%) are the significant sources of NO_X in the community (Figure 4-14).

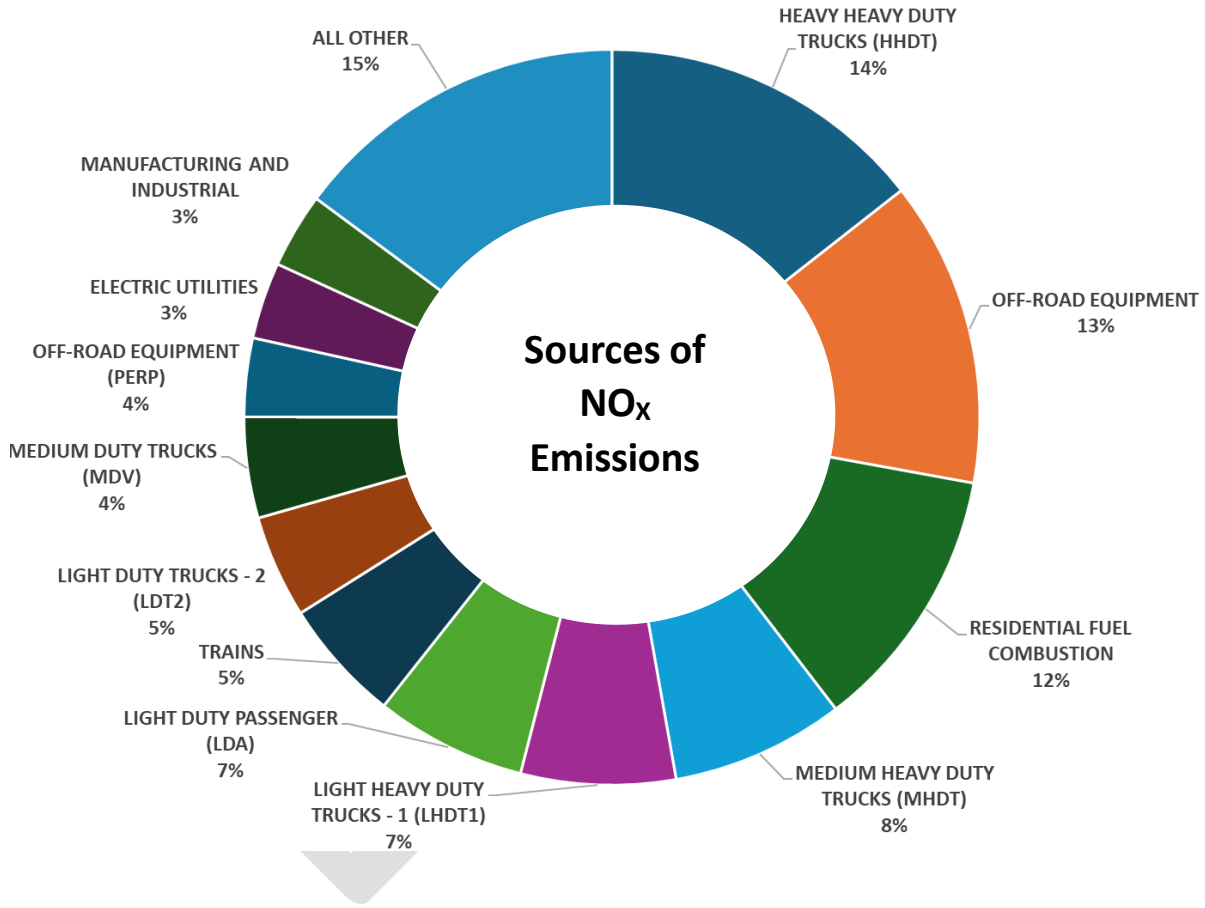


Figure 4-14 Sources of NO_X in the South Sacramento-Florin Community based on the 2023 EI.

ROG emissions in the community are dominated by emissions from consumer products (27%, e.g., household sprays, personal care products), residential fuel combustion (15%), and off-road equipment (11%, e.g., lawn mowers, construction equipment, compressors, generators) (Figure 4-15).

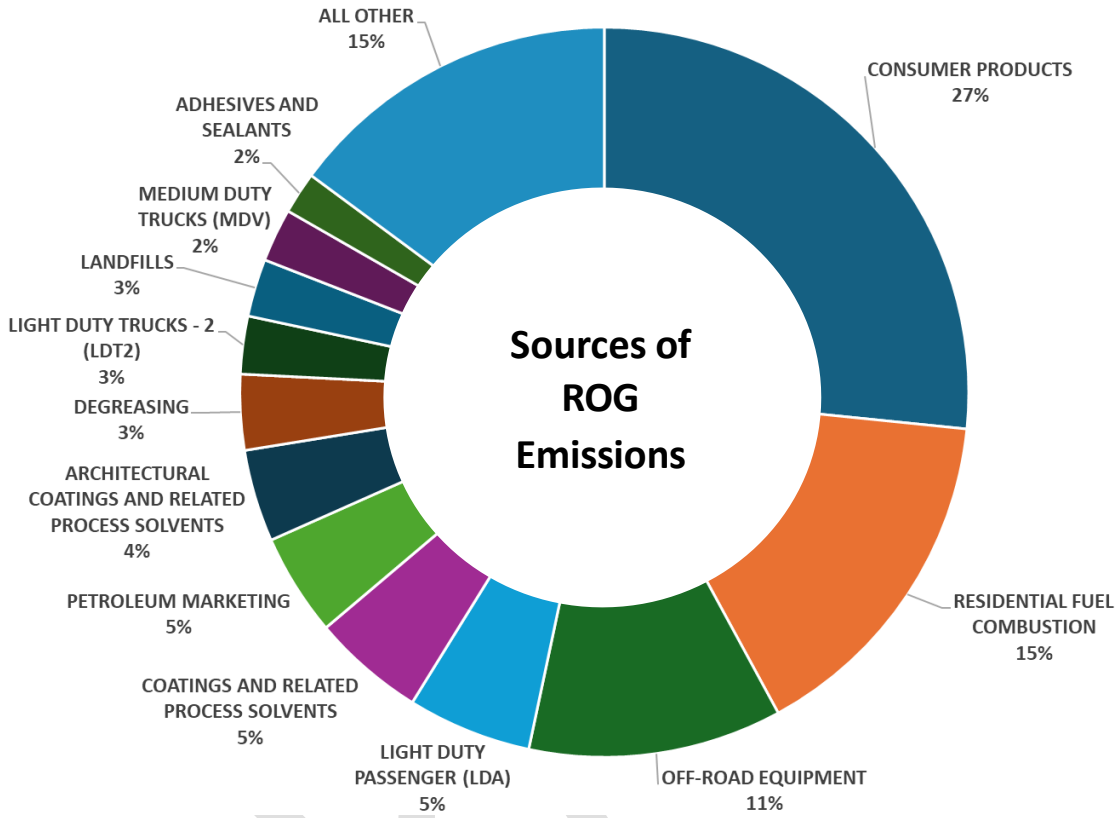


Figure 4-15 Sources of ROG in the South Sacramento-Florin Community based on the 2023 EI.

The largest sources of directly emitted PM_{10} emissions in the community (Figure 4-16) are from construction and demolition activities (40%),[49] residential fuel combustion (23%), and entrained paved road dust (21%). Residential fuel combustion also contributes to over half of the directly emitted $PM_{2.5}$ emissions in the community (Figure 4-17). Emissions from construction and demolition (10%), paved road dust (8%), and commercial cooking (7% e.g., charbroiling, deep fat frying) are other sources of directly emitted $PM_{2.5}$ in the community.

[49] It is important to note that construction-based PM emissions in CARB's current inventory are calculated using older methodologies and activity data, and these PM emissions are then used to estimate toxic components through speciation profiles, which introduces uncertainty in the estimates. CARB is currently in the process of updating several area-source methodologies, and any future inventory updates for this community would reflect those improvements as they become available.

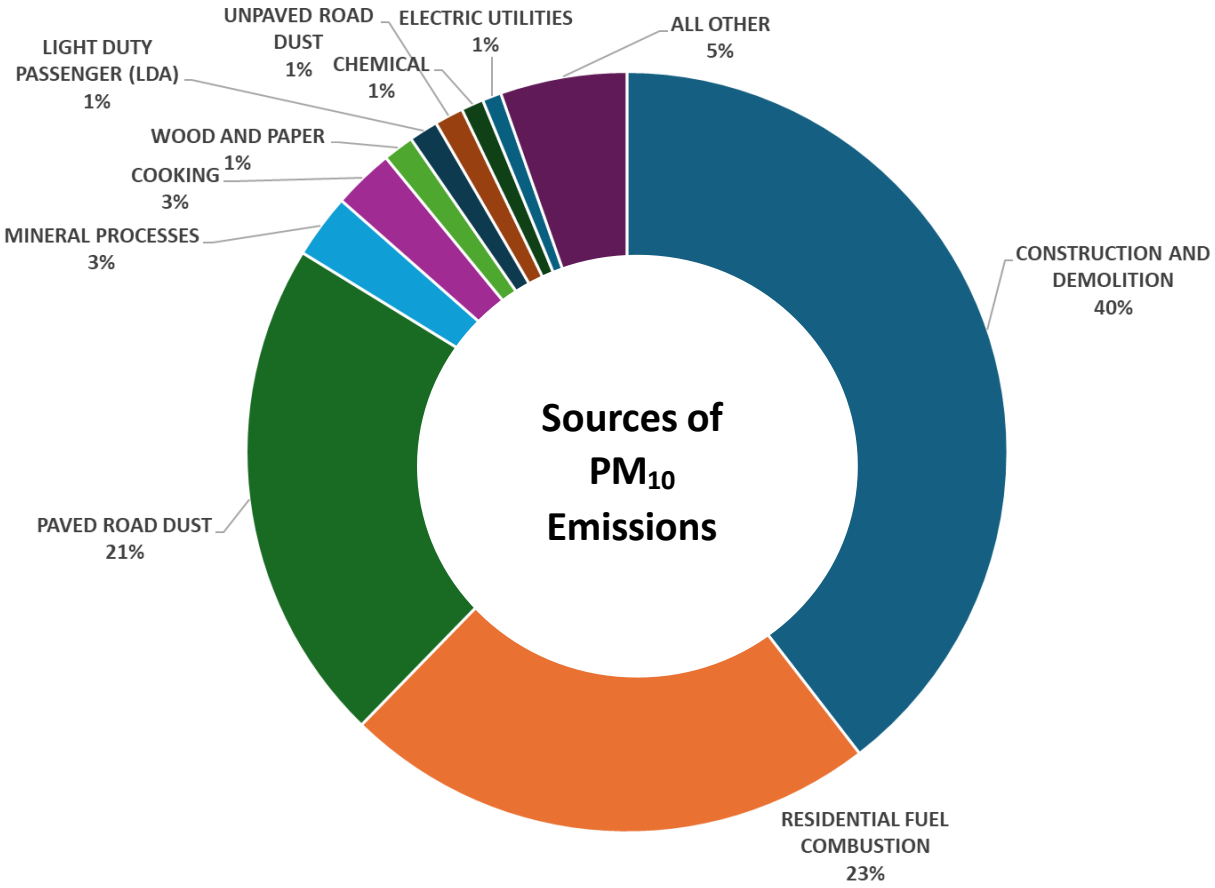


Figure 4-16 Sources of PM_{10} in the South Sacramento-Florin Community based on the 2023 EI.

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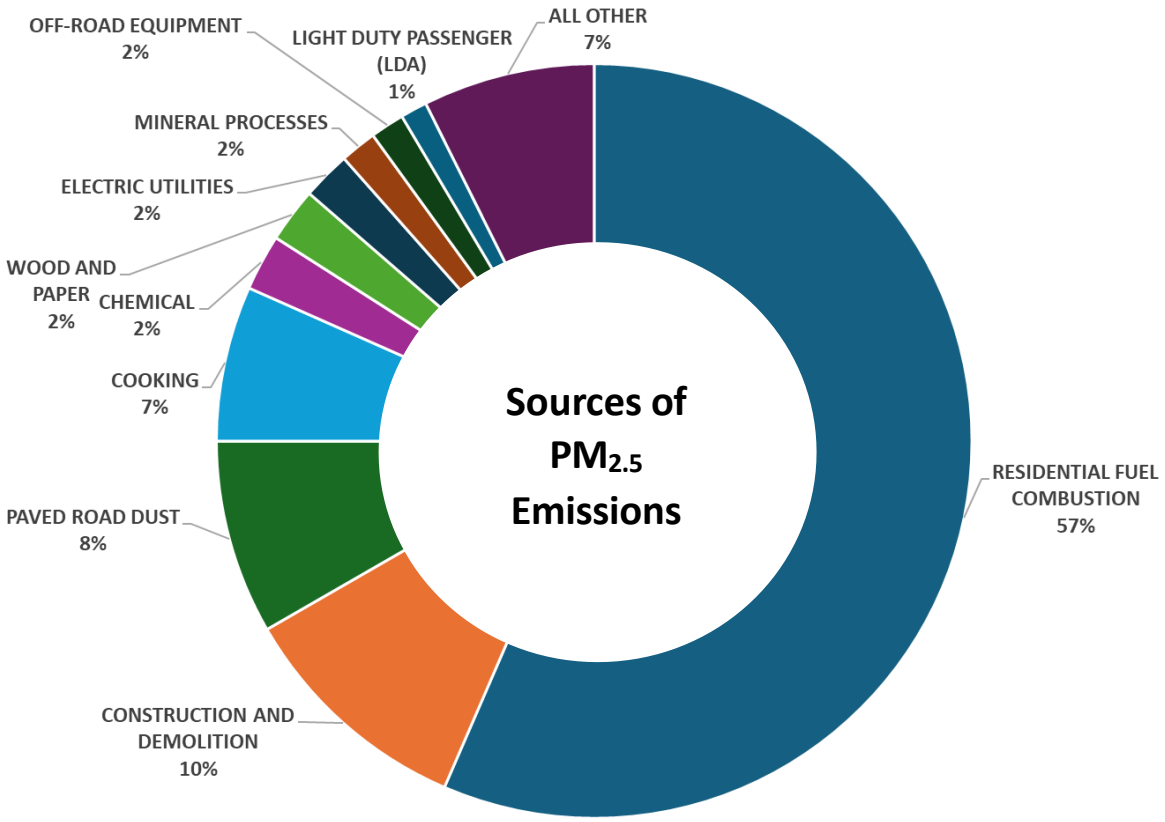


Figure 4-17 Sources of $PM_{2.5}$ in the South Sacramento-Florin Community Based on the 2023 EI.

In the absence of a health risk analysis that encompasses all the TAC emissions within a community, it can be difficult to determine which TACs pose the greatest risks. One way to compare different toxic pollutants is to look at the Toxicity Weighted Emissions (TWE). TWE are adjusted emissions for TACs that adjust emissions using OEHHA-approved health values.[50] These are calculated by multiplying the mass emissions of each TAC by the corresponding health values as determined by OEHHA, molecular weight adjustment factors accounting for the molecular weight fraction of a compound associated with the specific health effects, maximum hours of emissions, and normalization factors (these are factors that allow the conversion of different toxic pollutant emissions into a standard to help compare pollutants to one another). **TWEs are not risks, but the weighted emissions allow for the comparisons of the contribution of each TAC to the overall toxicity using a consistent scale and help inform which TACs could be prioritized for emissions reduction and/or exposure**.

Figure 4-18, Figure 4-19, Figure 4-20, and Figure 4-21 present these weighted emissions for the community. The most significant TACs in the community based on this TWE approach using cancer risk health values (Figure 4-18 and Figure 4-19) are DPM, organic gases such as benzene and 1,3-butadiene, and others such as metals. DPM emissions are dominated by emissions from off-road mobile sources (Figure 4-19), while both benzene and 1,3- butadiene are from on-road and off-road mobile sources. Figure 4-18 also shows that cobalt may be a significant TAC contributor. However, it is important to note that cobalt is mainly attributed to construction and demolition activities and to roadway dust. These construction-based PM emissions in CARB's current inventory are calculated using older methodologies

[50] https://ww2.arb.ca.gov/resources/documents/consolidated-table-oehha-carb-approved-risk-assessment-health-values

and activity data, and these PM emissions are then used to estimate toxic components using speciation profiles, which introduces larger uncertainty into the toxics emissions estimates for related metals such as cobalt. CARB is currently updating several area-source methodologies, and any future inventory updates for this community will reflect those improvements as they become available during CERP implementation.

Figure 4-20 presents the non-cancer chronic (long-term) TACs that can cause health problems after repeated exposure over long periods. Even at small amounts, when these TACs are inhaled regularly, they can affect the respiratory system and other organs. The highest toxicity-weighted emissions are manganese and nickel. However, similar to cobalt, manganese is emitted from fugitive construction dust. As discussed earlier, the fugitive construction dust emission inventory methodology needs to be updated, and there is larger uncertainty in those toxic estimates at a community level. The leading weighted emissions for acute (short-term) non-cancer TACs (Figure 4-21) are nickel, acrolein, benzene, and formaldehyde. These TACs are notable because they can cause noticeable short-term effects even at relatively low concentrations.

To avoid double-counting, the TWE analysis for area and mobile sources excludes individual chemical species that are also components of whole diesel exhaust. That said, diesel-related species should still be considered in more detailed evaluations, such as multi-pathway risk assessments, analyses focused on specific target organs or endpoints, or evaluations of ambient concentrations of individual pollutants. Examples of diesel exhaust constituents that may be relevant in those contexts include benzene, ethylbenzene, metals such as arsenic, cadmium, chromium, and nickel, various aldehydes, and other compounds.[51]

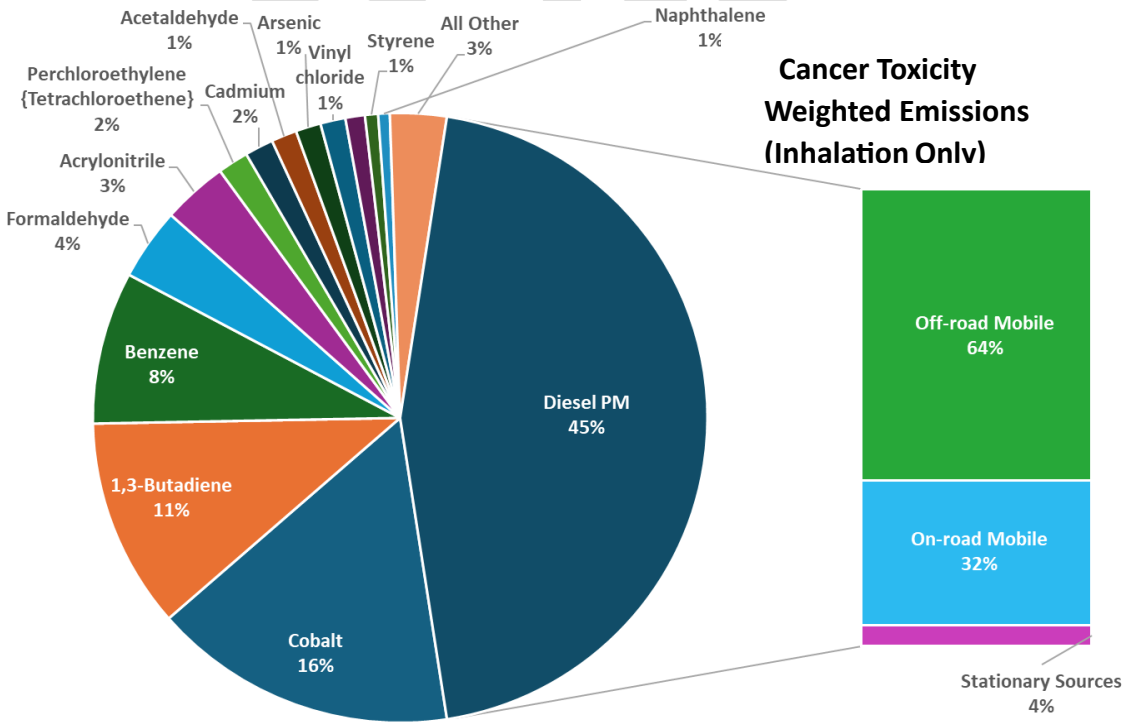


Figure 4-18 Relative Comparison of Toxicity Weighted Emissions using Cancer Risk Health Values (Inhalation Only).

[51] There are additional toxic compounds that are not yet well characterized in current emission inventories for cancer risk and for non-cancer health effects. Ongoing efforts are focused on improving characterization of sources and refining the emission estimates for these compounds.

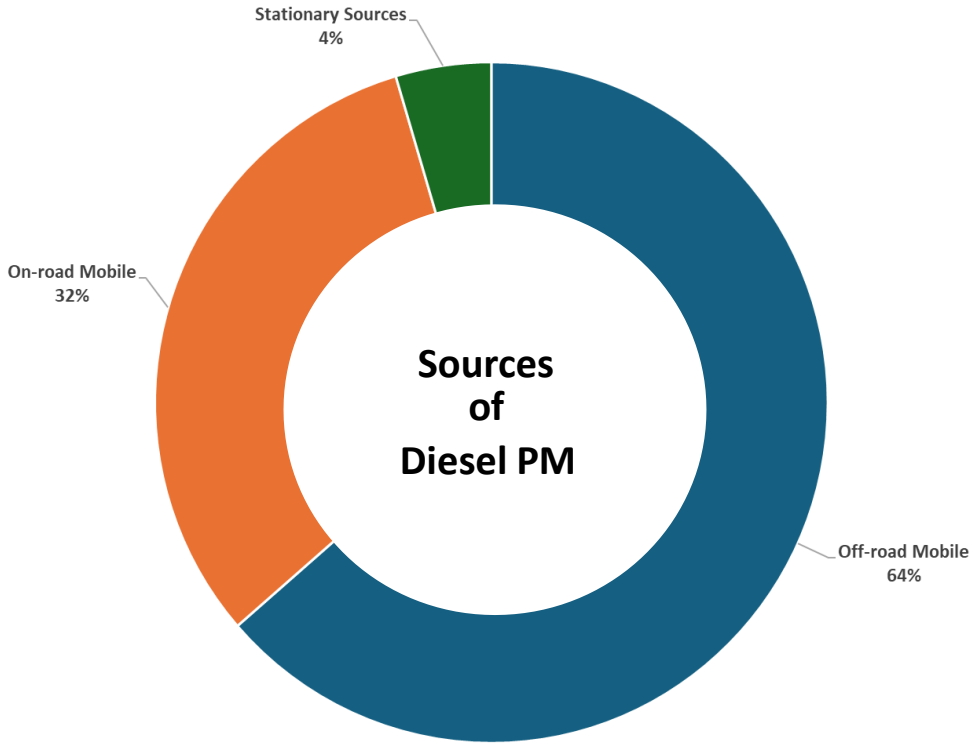


Figure 4-19 Sources of Diesel PM in the South Sacramento-Florin Community.

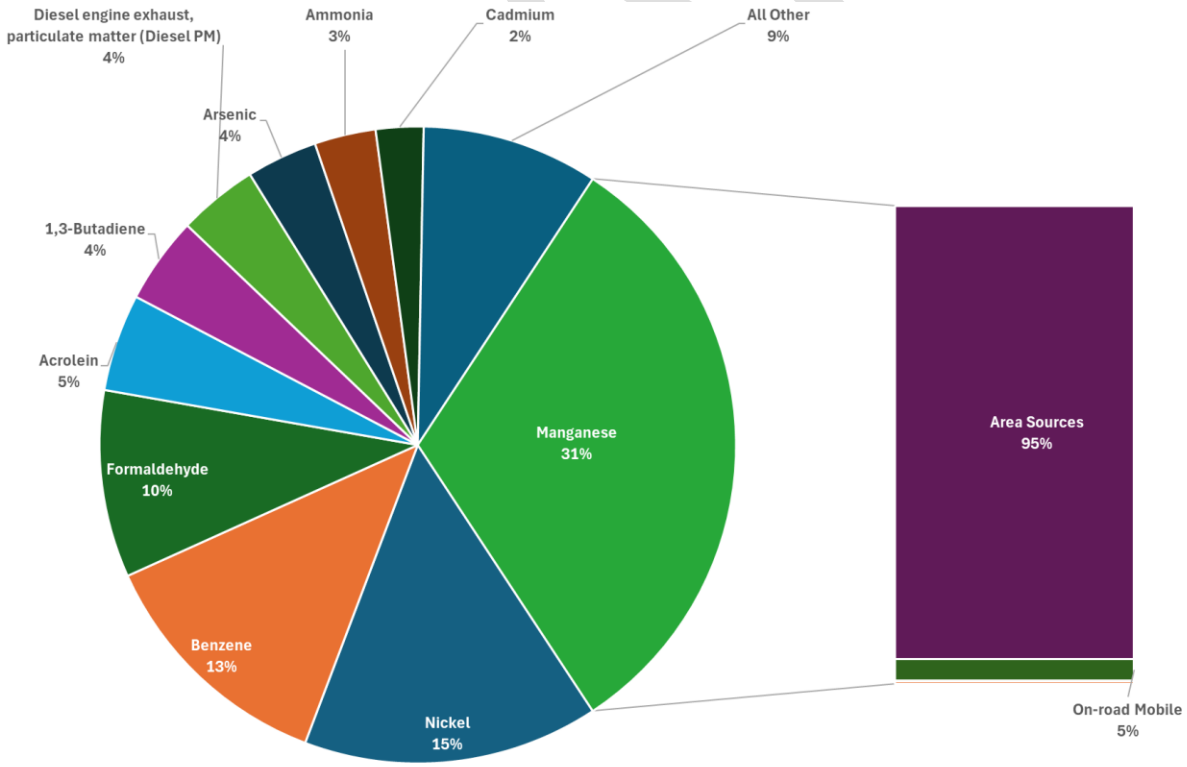


Figure 4-20 Relative Comparison of Toxicity Weighted Emissions using Non-Cancer Chronic Health Values (Inhalation Only).

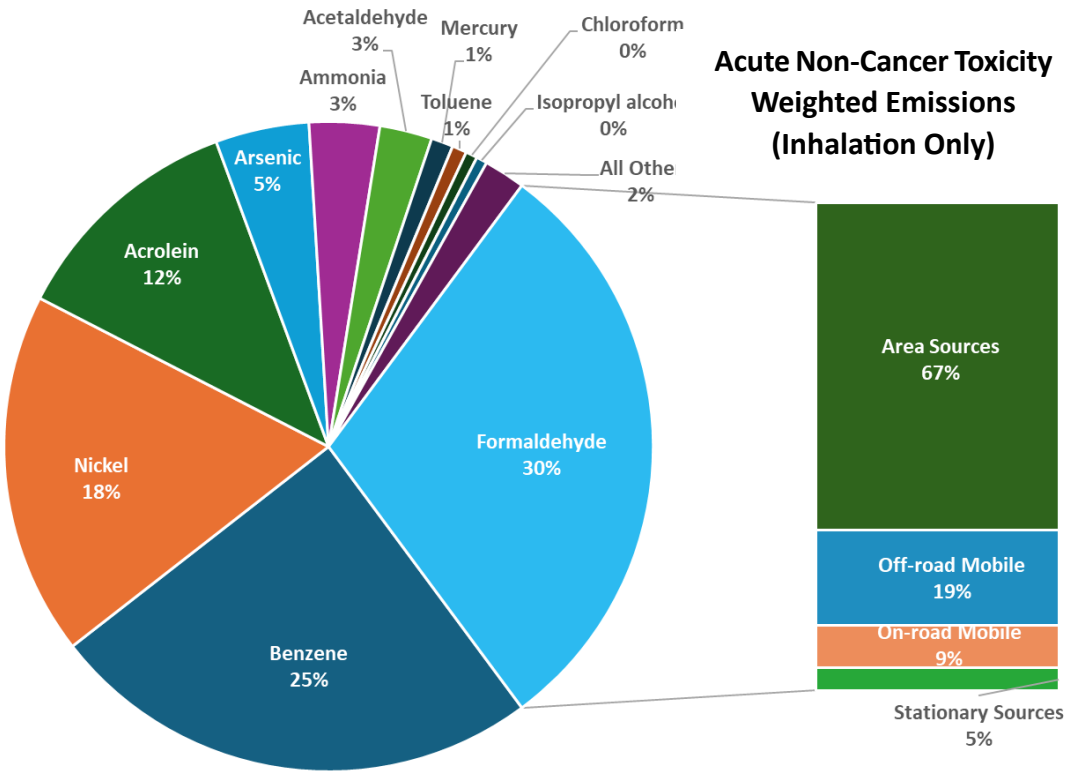


Figure 4-21 Relative Comparison of Toxicity Weighted Emissions using Non-Cancer Acute Health Values (Inhalation Only).

Another way to evaluate some TACs is to put the data into the context of the overall community, Sacramento countywide, and California statewide mass emissions. Some of these TACs discussed above contribute to PM or ROG emissions. Based on the toxic-weighted emissions, the most prominent air cancer toxics in the community were identified as DPM, 1,3-butadiene, benzene, and others such as metals. These pollutants may originate from a variety of sources, including mobile, industrial, and combustion sources.

For those that contribute to mass emissions of PM or ROG emissions – including the large contributors DPM, benzene, and 1,3-butadiene – their mass emissions were evaluated to understand their approximate contribution to the 2023 base-year DPM and ROG emissions in the community, county, and state. This is because many CERP strategies that reduce emissions or exposure for those categories also provide co-benefits by reducing toxic air pollutants. These toxics are consistently found to be contributing to the predominant toxics risk in most communities across the state.

Table 4-4 presents DPM emissions, as DPM from diesel engines accounts for the largest share of cancer-related air-toxics, and provides context for DPM emitted in the community with countywide and statewide levels. ***To illustrate the scale of DPM emissions, 1 ton of DPM is approximately equivalent to the annual use of 370 pieces of construction equipment.***[52] While metals may also be important, they are not presented here because they have a small mass contribution and instead, must be considered along with their individual toxicity weighting.

[52] Estimated using CARB's OFFROAD model.

Table 4-5 presents the air toxics emissions that contribute to ROG emissions and how these emissions compare to the community, countywide, and statewide levels. ***To illustrate the scale of air toxics that contribute to ROG emissions, 1 ton of ROG per year is approximately equivalent to 400 gasoline passenger cars.***[53]

While the following results do not account for differences in toxicity, exposure pathways, health risk potency, or atmospheric reactivity, they are intended to provide context of the relative mass contributions of the most prominent air toxics in the community to broader emissions categories assessed for the community, county, and state.

Table 4-4 DPM emissions, rounded to the nearest hundredth in tons per year.

Emissions	DPM Mass Emissions (tons per year)	$PM_{2.5}$ Mass Emissions (tons per year)
Community Emissions	14.18	618
Total County Emissions	**85.49**	**3,754**
Total Statewide Emissions	**5,365.13**	**130,908**

Table 4-5 Air toxics emissions contributions to ROG emissions, rounded to the nearest hundredth in tons per year.

ROG emissions contributions	Mass Emissions (tons per year)
Toluene	148.96
Isopropyl alcohol	70.96
Formaldehyde	66.83
Acetaldehyde	50.26
Benzene	27.21
1,3-Butadiene	6.26
Chloroform	3.56
Vinyl chloride	1.59
Acrolein	1.21
Acrylonitrile	1.12
Total ROG TAC listed above	**377.96**
Total Community ROG emissions	**2,997**
Total County ROG emissions	**16,978**
Total Statewide ROG emissions	**493,960**

Figure 4-22 and Figure 4-23 present the geographic distribution of total NO_X, ROG, PM_{10}, $PM_{2.5}$, and DPM base year emissions in the community. The dark-colored grids with higher emissions are often concentrated in locations on or near major roadways (Highway 99) and industrial sites. ROG includes some TACs like benzene, formaldehyde, and 1,3-butadiene. ***Areawide ROG emissions include emissions from solvent evaporation, residential fuel combustion, commercial cooking, etc.; while areawide PM emissions include emissions from construction and demolition activities, paved road dust, etc.*** Therefore, the highest areawide emissions occur across populated areas. DPM emissions from off-road

[53] Estimated from EMFAC2025.

and on-road sources align with the main transportation corridors, and areas of off-road vehicles and equipment activity.

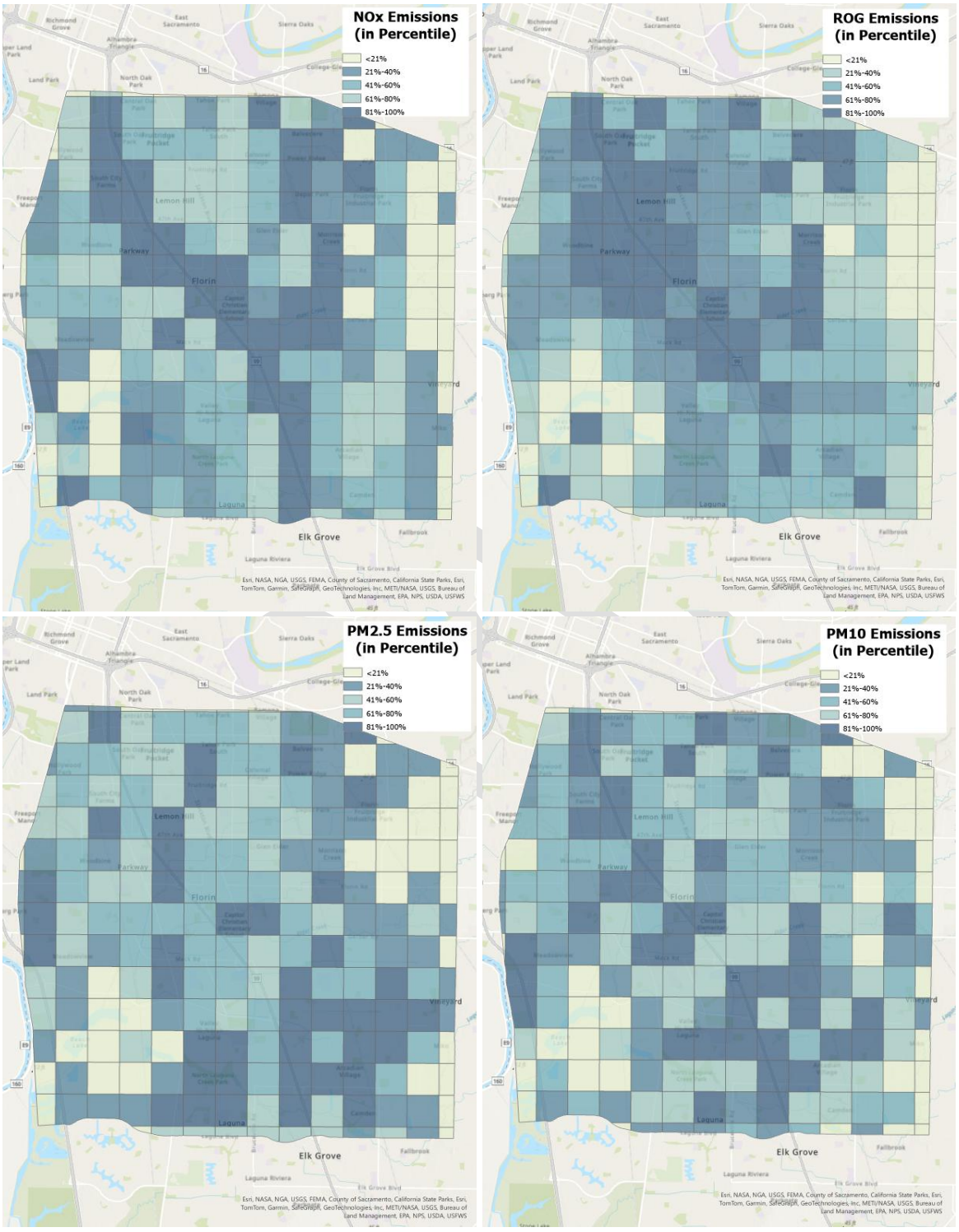


Figure 4-22 Spatial distribution of emissions in the community. Note that these gridded emissions were updated in January 2026 to account for issues and inconsistencies in earlier versions of the model.

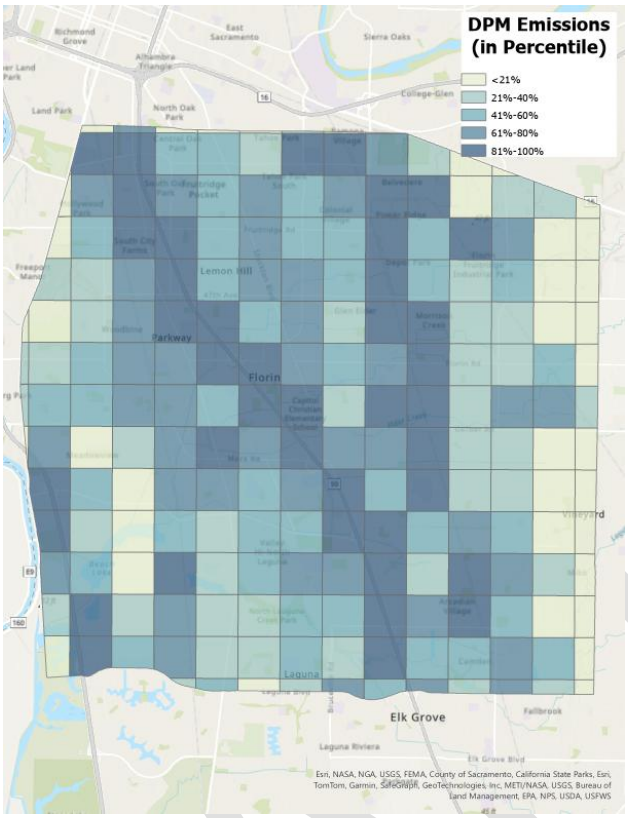


Figure 4-23 Spatial distribution of DPM emissions in the community. Note that these gridded emissions were updated in January 2026 to account for issues and inconsistencies in earlier versions of the model.

The location of sensitive receptors or populations is important to assess the impacts of emissions on public health. Sensitive populations are defined as people who have an increased sensitivity to air pollution or environmental contaminants, such as schools, daycare centers, nursing homes, old age homes, and hospitals. Sensitive receptors within the community are located in proximity to mobile on-road sources, manufacturing and industrial sources, off-road mobile equipment, and residential fuel combustion sources. This community has an approximate population of 355,000 and includes about 73 schools, 12 senior care facilities, 18 daycare facilities, and 31 hospitals or clinics. Figure 3-4 shows the location of these sensitive populations in the community.

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

The section summarizes how the emissions inventory is expected to change for the community in the future due to District and CARB rules and regulations. Figure 4-24 show the total base year 2023 and forecasted future year 2031 and 2036 emissions inventories for the community. As described earlier, future emissions of criteria pollutants and TACs in the community are forecasted using the best available information, including projected activity data, population, and economic growth, and emission control-related data from the implementation of existing District and CARB regulations. The baseline projections do not take into effect the impacts from regulations that are currently being developed or considered as an emissions reduction strategy in the CERP. The District has several rules that control both criteria and TAC emissions from facilities operating in the community. Stationary source emissions are relatively small and remain unchanged. ROG and PM emissions trends are slightly increasing, specifically from areawide

sources, likely due to future growth assumptions (e.g., increasing population that increases the use of personal products and other consumer products relating to coating and cleaning solvents for ROG; and fugitive dust related to increasing construction activities from new residential and commercial buildings and/or road construction for PM). CARB's implementation of several adopted mobile source regulations for both on-road and off-road sources continues to reduce DPM, NO_X, ROG, and other air pollutant emissions in the community. While the PM emissions from mobile sources continue to decrease, total PM_{10} and $PM_{2.5}$ emissions show a slight increase during this period, primarily due to other sources of these emissions, such as construction and demolition activities.[54]

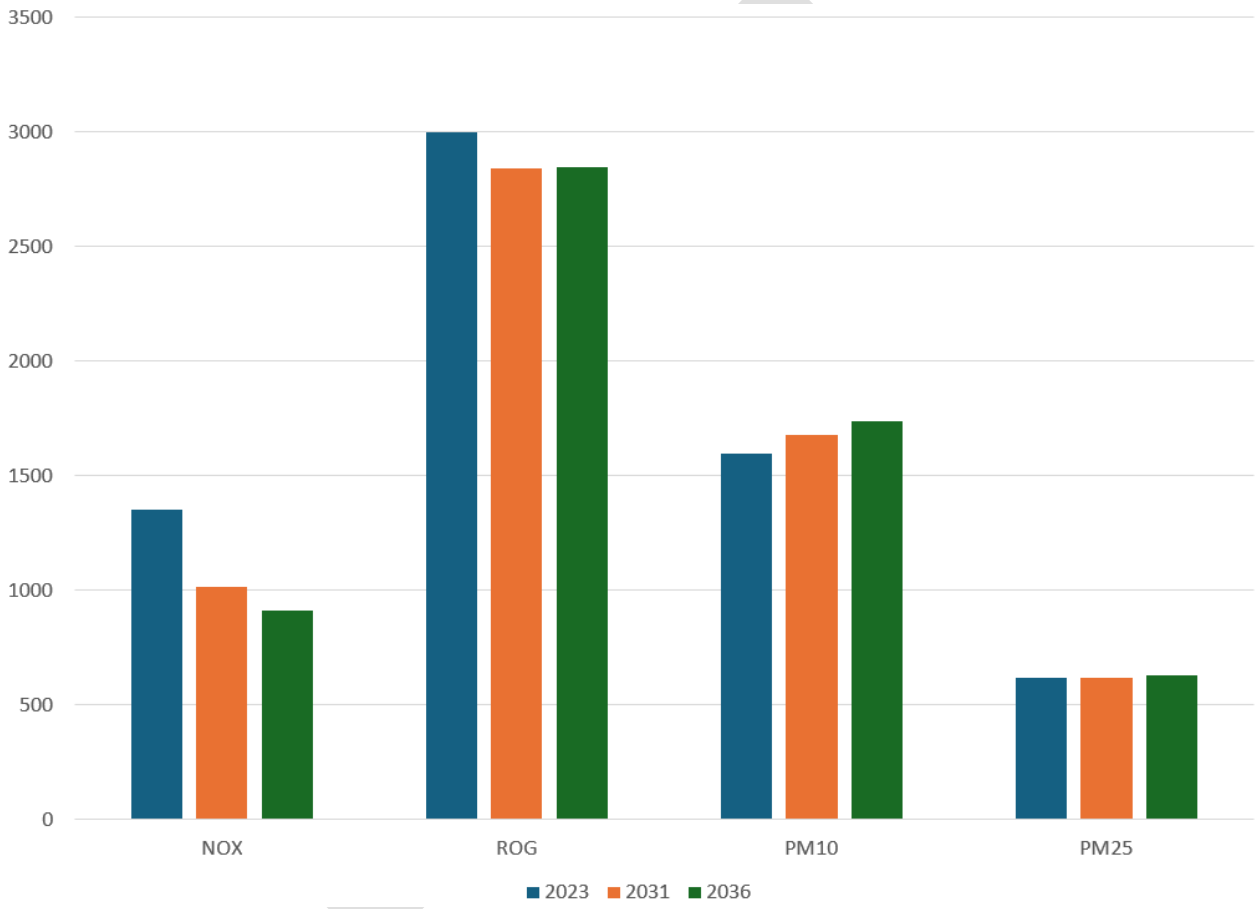


*Figure 4-24 Total Emission Trends in **tons per year** for NO_X, ROG, PM_{10} and $PM_{2.5}$ for 2023, 2031, and 2036 (tons per year).*

The projected trend for TAC emissions is presented in Figure 4-25, using the same cancer-risk toxicity weighted emissions approach discussed earlier in the base year inventory. ***Overall, the emissions decrease in the future projections for 2031 and 2036.*** The contribution of DPM emissions to the community's total toxic emissions significantly decreases through 2036, driven by existing diesel vehicle emission regulations and the turnover of older, higher-polluting vehicles to cleaner ones. Similarly, other mobile source-related TACs such as benzene and 1-3 butadiene also show a slight decrease. However,

[54] As previously noted, construction-based PM emissions in CARB's current inventory are calculated using older methodologies and activity data, and then these PM emissions are then used to estimate toxic components through speciation profiles which introduces uncertainty in the emission estimates of toxics, such as cobalt and manganese. CARB is planning to update several area-source methodologies, and any future inventory updates for this community would reflect those improvements as they become available.

emissions of some heavy metals, such as cobalt, from construction and demolition activities are projected to increase during this period, mainly because of the growth assumptions used to project future construction activities in the region (a purely calculated estimate based on assumptions and equations). As discussed in an earlier section, many TACs contribute to total PM and ROG emissions. While the overall mass-based contributions of these toxics are relatively small compared to county and statewide emissions, TACs still need to be evaluated carefully due to their potential health impacts. Including this information helps provide a more complete picture of the community air quality and supports ongoing efforts to protect public health.

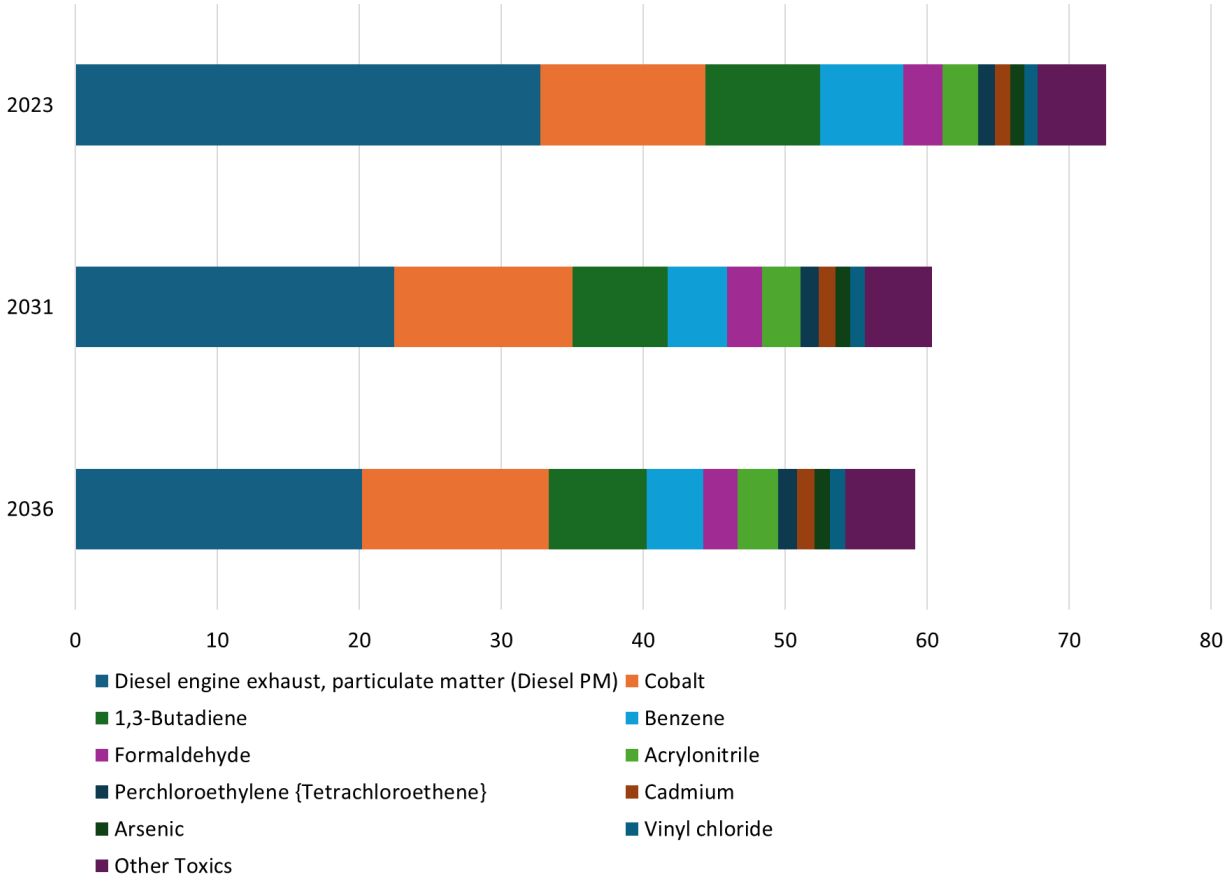


Figure 4-25 Toxicity Weighted Emissions Trends for TACs in the Community (Cancer Potency Weighted Emissions in tons per year)

Existing efforts are detailed in Chapter 5 State, Regional, and Local Efforts discuss ongoing work that helps to continue reducing these emissions such as CARB's AB 32 Scoping Plan that calls for statewide reductions in vehicle miles traveled, cleaner fuels, and electrified transportation, the District's Rule 403 for Fugitive Dust, or the District's Sacramento Emergency Clean Air Transportation (SECAT) incentives program to provide incentives to replace or retrofit older, high-emission heavy-duty vehicles and equipment with cleaner technologies, or fund new zero-emission technologies. This plan also includes community-developed strategies to address these sources, such as increasing clean mobility options and deploying the Portable Emissions Acquisition System (PEAQS) to identify heavy-duty truck emissions noncompliance.

It is important to note that the toxic emissions data and analysis presented in this section are intended to evaluate the TAC emissions in the overall community. This is not a localized health risk assessment, which considers specific emission source parameters (e.g., temperature, stack height, distance from nearby receptors), the proximity and types of receptors around the facility, and local meteorological conditions.

4.4.5 Summary

For the South Sacramento-Florin community, mobile sources, especially off-road mobile, contribute to most of NO_X and DPM emissions. Emissions of DPM and other mobile-source-related toxics (e.g., 1,3-butadiene) are expected to decrease by about 40 percent from 2023 through 2036 due to existing diesel vehicle emission regulations and the turnover of older, higher-polluting vehicles to cleaner ones. Areawide sources. Specifically, fugitive dust from construction activities contributes most of the PM emissions and their speciated heavy metal TACs. Consumer products, gas stations, and mobile sources contribute to ROG emissions. The spatial maps show higher emissions in areas adjacent to major road corridors (e.g., Highway 99) and industrial sites. Future emissions in the community are projected to decline in future years from several already adopted District and CARB regulations. Additional reductions from mobile sources will continue to occur in all California communities from the many statewide proposed CARB regulations that are currently being developed.

4.4.6 Methodology and Uncertainties in Emissions Inventories

Emissions were calculated using emission factors and methods that best collected the activity data, such as product or fuel use, vehicle miles travelled, or population density, resulting in the emissions. Stationary source emissions were calculated by using the District's Emission Inventory data that was provided by regulated facilities. Area and both off-road and on-road mobile source emissions were estimated through multiple channels, such as fuel consumption tracking, population, and other data, paired with the U.S. EPA and CARB emission factors for those sources. Population, employment, housing, roads and railways were also considered when determining emission sources and their impact. For the area and both off-road and on-road mobile sources, county information for all the metrics were narrowed down into the emissions study area to determine community emissions (including some areas just outside the community).

Over the years, emission inventories have become more robust, and improvement and updates to emission inventories are continuously made to ensure the most accurate inventory is used for emission focused programs, such as the community emission reduction program. Community-scale emission inventories for stationary, area, and mobile sources are developed using the best and latest available data inputs for estimating and spatially allocating emissions. Emissions from sources are estimated using a variety of inputs, such as activity data, emission factors, data that can be used to aid in understanding community-level issues (i.e., spatial surrogates), future growth and control factors, and pollutant speciation profiles. However, with each input, a level of uncertainty can exist when calculating emissions within a community due to data availability, representativeness, and limitations, and disparity between county or regional level data to community level data in a meaningful manner.

For all sources, activity data and emission factors used to calculate emissions are developed using the best available information at the time and are periodically updated. These inputs may be based on reported data, survey results, reported studies, or purchased data from previous years. While these data sources may not fully capture current conditions or all of the community nuances, they provide a

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foundation for estimating emissions and identifying trends, with opportunities for ongoing refinement as newer data becomes available. Area and certain off-road mobile source estimates which are based on general methodologies that use regional activity assumptions, and generic industry-wide or average emission factors have inherent uncertainties in the estimates. The speciation profiles used to calculate toxic air contaminants are based on information from literature reviews and lab testing and may not always reflect all emission processes and activities resulting in those emissions. Additionally, speciation profiles might not include all toxics emitted from a specific source or in some cases it may include additional toxics compared to the pollutants that are emitted.

Spatially allocating emissions related to area, off-road mobile, and on-road mobile sources within communities can sometimes be difficult due to not having complete and detailed information related to activity location data for some source categories. In this case, spatial surrogates which best fit emission activity are developed to allocate county level total emissions to the local level. For example, emissions from consumer products are estimated using overall sales data, and spatially allocated within the community using population as a surrogate. Future year emission projections use many assumptions based on industrywide economic forecasts, historical data, adopted regulations, etc., making it challenging to project accurate emission estimates even at regional scales, let alone at the community level. Additionally, current forecasting factors do not consider current events like the COVID19 pandemic and its lingering impact on the economy, and therefore inventories for future years beyond 2023 may need further revisions as better data becomes available.

The forecasted emissions inventory reflects current adopted state and local control programs and assumes continued implementation of California's Clean Air Act waiver authorities. The projections do not account for potential changes to federal policy that could limit or eliminate California's ability to enforce more stringent mobile source emissions standards.

Loss or curtailment of California's clean air waivers could result in higher future emissions from on-road and off-road mobile sources than those shown in the forecasted inventory. As a result, the projected emissions reductions presented in this chapter should be interpreted as conditional on the continuation of California's existing regulatory authority and may underestimate future emissions under alternative federal policy scenarios.

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4.5 References

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Chapter 5
State, Regional, and Local Efforts



The Community Emissions Reduction Program (CERP) is a key component within a larger framework of existing statewide, regional, and local initiatives to uplift community voices and build a cleaner future for the South Sacramento-Florin community and the greater Sacramento region. These efforts work together to address air pollution emissions and can help support the CERP goals and strategies developed by the community. This chapter discusses the existing and anticipated efforts that support those strategies.

5.1 State, Regional, and Local Efforts Advance Community-Driven Strategies

The CERP is built around strategies identified by the South Sacramento-Florin community, discussed in Chapter 6, but both the District and the Steering Committee recognize that some emission sources and solutions operate at a broader scale. As the CERP strategies were developed, staff reviewed existing efforts and emerging initiatives to determine where they could support, accelerate, or complement the community's priorities.

These efforts and initiatives were considered for several key reasons:

- **Jurisdictional authority** – Transportation networks and land-use decisions, for example, are controlled by other local entities, not the District or the community directly.
- **Funding limitations** – As state and federal funding challenges persist, quick and successful implementation of CERP strategies may best be accomplished through partnerships where funding is already identified or available.
- **Shared goals and impact** – Agencies across the state and region are working toward similar outcomes for cleaner air and climate resilience. Aligning efforts avoids duplication and enables larger-scale benefits for South Sacramento-Florin and neighboring communities.

Across the state and Sacramento region, multiple plans and investments align closely with the priorities identified in the CERP, such as increasing tree cover, addressing mobile source emissions, and improving planning for heavy-duty vehicle routes. While state agencies set the stage for broader air and climate progress, regional and local plans respond to both overall and community-specific needs.

For example, CARB creates and implements numerous statewide plans and programs to address air pollution and climate emissions with goals that align with local CERP goals. These include state strategies for addressing climate change and State Implementation Plans under the federal Clean Air Act,[55,56] and plans to reduce vehicle emissions like the Sustainable Freight Action Plan[57] and state Mobile Source Strategy.[58]

Regionally, the Sacramento Area Council of Governments (SACOG) is leading several major initiatives that deploy clean, shared, and active transportation options in priority neighborhoods, including the South

[55] Clean Air Act, 42 U.S.C. § 7401 et seq.
[56] U.S. EPA. *Clean Air Act Text.* https://www.epa.gov/clean-air-act-overview/clean-air-act-text
[57] California Department of Transportation. July 2016. *California Sustainable Freight Action Plan*. https://ww2.arb.ca.gov/our-work/programs/california-sustainable-freight-action-plan
[58] California Air Resources Board. March 2025. *2025 Mobile Source Strategy*. https://ww2.arb.ca.gov/resources/documents/2025-mobile-source-strategy

Sacramento-Florin area. Its long-range planning documents further reinforce a regional shift toward safer streets, lower-emission travel, and broader access to transportation infrastructure.

Building on that regional mobility framework, the Sacramento Regional Transit District's (SacRT) Short-Range Transit Plan[59] commits to expanding service and fully transitioning to a zero-emission fleet by 2040. The plan aims to create a transit system that reduces emissions, supports land-use goals, and improves access to services.

Complementing transportation efforts, the Sacramento Municipal Utility District (SMUD) is advancing the region's energy transition through its Zero Carbon Plan[60] and neighborhood-focused Energy Saver Bundles,[61] which are accelerating building electrification and energy efficiency in communities like Meadowview. SMUD also supports urban cooling and air quality benefits by funding free shade trees through its partnership with the Sacramento Tree Foundation.

At the local government level, the City of Sacramento has embedded similar priorities across multiple adopted plans — including the Streets for People Plan,[62] Climate Action & Adaptation Plan,[63] 2040 General Plan,[64] and South Area Community Plan[65] — all of which advance multimodal travel, tree canopy expansion, zero-emission mobility, and AB 617 implementation. Other local jurisdictions, including the City of Elk Grove and Sacramento County, have also adopted policies that reinforce cleaner transportation, healthier land use, and climate-aligned public investments.

Together, state, regional, and local efforts create a foundation of policy, funding, and momentum that aligns with the community priorities reflected in the CERP strategies. They represent clear opportunities for partnership, co-implementation, and faster progress on community-identified priorities such as clean mobility, building electrification, active transportation, energy efficiency, and urban greening.

5.2 State-Level Plans and Initiatives

State agencies establish the overarching direction for air quality and climate action, setting statewide goals, standards, and long-term priorities. Their policies and guidance create a unified framework that shapes regional strategies, informs local planning, and ensures consistent progress toward cleaner air and climate resilience across California.

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[59] Sacramento Regional Transit. (2022, April). *Sacramento Regional Transit District Short Range Transit Plan Fiscal Year 2022 – Fiscal Year 2027*. https://www.sacrt.com/short-range-transit-plan/

[60] Sacramento Municipal Utilities District. (2021, April). *2030 Zero Carbon Plan*. https://www.smud.org/Corporate/Environmental-Leadership/2030-Clean-Energy-Vision#Stay-informed

[61] Sacramento Municipal Utilities District. https://www.smud.org/Corporate/Landing-Pages/EAPR/Energy-saver-bundles

[62] City of Sacramento. (2025, December 2). *Streets for People: Sacramento Active Transportation Plan*. https://www.cityofsacramento.gov/public-works/mobility-and-sustainability/transportation-planning/current_transportation_planning_efforts/streets_for_people_sacramento_active_transportation_plan

[63] City of Sacramento. (2024, February 27). *Climate Action & Adaptation Plan*. https://www.cityofsacramento.gov/community-development/planning/long-range/climate-and-sustainability-planning

[64] City of Sacramento. (2024, February 27). *2040 General Plan*. https://www.cityofsacramento.gov/community-development/planning/long-range/general-plan/2040-general-plan

[65] City of Sacramento. (2015, March 3). *South Area Community Plan*. https://www.cityofsacramento.gov/content/dam/portal/cdd/Planning/Community-Plans/South-Area.pdf

5.2.1 Overview of California Air Resources Board's Statewide Actions

Community-scale air pollution exposure is caused by many factors, including the impacts of multiple pollution sources. Effective solutions require multiple strategies at both the statewide and local levels to deliver new emissions reductions directly within these communities. CARB has adopted several comprehensive air quality and climate plans over the last several years that lay out new emissions reduction strategies. These plans include the recent State Strategy for the State Implementation Plan,[66] California's 2022 Climate Change Scoping Plan,[67] the California Sustainable Freight Action Plan,[68] the Short-Lived Climate Pollutants Reduction Strategy,[69] and the 2020 Mobile Source Strategy,[70] along with a suite of incentive programs. CARB continues to develop air quality and climate plans that will further reduce emissions. The Community Air Protection Blueprint 2.0 contains additional strategy implementation guidance to reduce emissions of toxic air contaminants and criteria air pollutants in communities affected by a high cumulative exposure burden, and reflects the experience and lessons learned from the first years of program development and implementation.[71] Blueprint 2.0 further identifies additional actions to reduce the air pollution burden in heavily impacted communities throughout the state. Together, these plans provide a foundation for the new actions identified as part of this CERP.

This section illustrates CARB's role in the CERP by broadly describing the regulatory and incentive-based statewide actions CARB has taken to reduce emissions statewide. It also highlights specific actions that address areas of concern identified by the South Sacramento-Florin Community Steering Committee.

5.2.2 CARB Regulatory Programs

Federal, State, and local air quality agencies all work together to reduce emissions. At the federal level, the U.S. EPA has primary authority to control emissions from certain mobile sources, including sources that are all or partly under federal jurisdiction (e.g., some farm and construction equipment, aircraft, marine vessels, locomotives), which it shares in some cases with air districts and CARB. The U.S. EPA also establishes ambient air quality standards for some air pollutants. At the state level, CARB is responsible for controlling emissions from mobile sources and consumer products (except where federal law preempts CARB's authority), controlling toxic emissions from mobile and stationary sources, controlling greenhouse gases from mobile and stationary sources, developing fuel specifications, and coordinating State-level air quality planning strategies with other agencies.

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[66] California Air Resources Board. (2022, September 12). *2022 State Strategy for the State Implementation Plan*. https://ww2.arb.ca.gov/resources/documents/2022-state-strategy-state-implementation-plan-2022-state-sip-strategy

[67] California Air Resources Board. (2022, September) *California's 2017 Climate Change Scoping Plan*. https://ww2.arb.ca.gov/our-work/programs/ab-32-climate-change-scoping-plan/2022-scoping-plan-documents

[68] California Department of Transportation. (2016, July). *California Sustainable Freight Action Plan*. https://ww2.arb.ca.gov/sites/default/files/2019-10/CSFAP_FINAL_07272016.pdf

[69] California Air Resources Board. (2017 March). *Short-Lived Climate Pollutant Reduction Strategy*. https://ww2.arb.ca.gov/resources/documents/slcp-strategy-final

[70] California Air Resources Board. (2021, October) *2020 Mobile Source Strategy*. https://ww2.arb.ca.gov/resources/documents/2020-mobile-source-strategy

[71] See *Community Air Protection Program Blueprint 2.0* (CARB, 2023).

Regionally, air districts are primarily responsible for controlling emissions from stationary and indirect sources through rules and permitting programs within their regions (except for consumer products in most cases).

CARB's regulatory programs are designed to reduce emissions to protect public health, achieve air quality standards, reduce greenhouse gas emissions, and reduce exposure to toxic air contaminants. CARB establishes regulatory requirements for cleaner technologies (both zero and near-zero emissions) and the deployment of cleaner fuels to ensure in-use performance. CARB's regulatory programs are broad – impacting stationary sources, mobile sources, and multiple points within product supply chains from manufacturers to distributors, retailers, and end-users. CARB's regulations affect cars, trucks, ships, off-road equipment, consumer products, fuels, and stationary sources.

One of CARB's key regulatory authorities is to adopt measures to reduce emissions of toxic air contaminants from mobile and non-mobile sources, known as Airborne Toxic Control Measures (ATCM).[72] These regulatory measures include process requirements, emissions limits, or technology requirements. Additionally, CARB implements the Statewide Air Toxics "Hot Spots" Program[73] to address the health risk from toxic air contaminants at individual facilities across the state. The Air Toxics "Hot Spots" Program includes several components to collect emissions data, identify facilities with localized impacts, ascertain health risks, notify nearby residents of significant risks, and reduce significant risks to acceptable levels.

Under the Air Toxics "Hot Spots" Program, air districts are required to set a threshold for facilities that pose a significant health risk and prioritize facilities for health risk assessments. Air districts also establish a risk value above which facilities must conduct a risk reduction audit and emissions reduction plan. Facilities must develop these health risk assessments, risk reduction audits, and emission reduction plans. CARB provides technical guidance to support smaller businesses in conducting health risk assessments and developing emissions reduction plans.

Additionally, CARB pursues enforceable agreements with industry that result in voluntary but enforceable adoption of the cleanest technologies or practices and provide assurance that emissions reductions will be realized. CARB's agreement with the Union Pacific Railroad Company and BNSF Railway Company to accelerate the introduction of cleaner locomotives in the South Coast Air Basin is an example of an enforceable agreement.

A list of CARB actions that apply statewide and may relate to the South Sacramento-Florin community actions identified by the CSC is available in Appendix A of this plan. These actions cover a wide range of mobile and stationary sources and will continually reduce emissions of conventional air pollutants, toxic air pollutants, and greenhouse gases throughout the state. Many of the actions specifically target reductions in overburdened communities.

5.2.3 CARB Incentive Programs

CARB operates incentive programs that reduce the costs of developing, purchasing, or operating cleaner technologies. The programs help ensure cleaner cars, trucks, equipment, and facilities are operating in

[72] California Health and Safety Code § 39650 et seq.

[73] Assembly Bill 2588, Air Toxics "Hot Spots" Information and Assessment Act, Connelly, Statutes of 1987, California Health and Safety Code § 44300 et seq.

our neighborhoods by driving the development of new, cleaner technologies and by accelerating their sale and adoption. Specifically, these programs accelerate the introduction of advanced technology vehicles and equipment, advance the turnover of older and higher-emitting vehicles and equipment, and increase access to clean vehicles and transportation in lower-income households.

While CARB is responsible for program oversight, some programs are implemented in partnership with local air districts. Examples of CARB incentive programs include:

- Carl Moyer Memorial Air Quality Standards Attainment Program;[74]
- Community Air Protection Incentives Program;[75]
    - The Community Air Protection Incentives are implemented by the air district
- Proposition 1B: Goods Movement Emission Reduction Program;[76]
- Funding Agricultural Replacement Measures for Emission Reductions Program;[77] and
- Low Carbon Transportation Investments and Air Quality Improvement Program (which includes the Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project).[78]

5.2.3.1 Community Air Protection Incentives

Since 2017, the California Legislature has annually appropriated funds from the Greenhouse Gas Reduction Fund (GGRF) to support AB 617. In advance of initial community selection in 2018, the Legislature directed that CAP Incentives appropriated in Fiscal Year (FY) 2017-18 be focused on low-income communities through the Carl Moyer Memorial Air Quality Standards Attainment Program (Carl Moyer Program) and the Proposition 1B Goods Movement Emission Reduction Program (Proposition 1B Program) to provide immediate air quality benefits in heavily impacted communities.

Between FYs 2017-18 and 2022-23, the Legislature appropriated $1.2 billion in CAP Incentives. The Legislature initially appropriated incentives to generate immediate air quality benefits in communities most likely to participate in AB 617. Additionally, the CARB Board set specific priority population investment targets for the funds: 70 percent in and benefiting local communities and 80 percent in and benefiting low-income communities. Through November of 2024, air districts have expended over $632 million dollars with $245 million in AB 617 communities. Air districts have expended over $452 million, or roughly 71 percent, in local communities and over $537 million, or roughly 85 percent, in low-income communities.[79]

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[74] For more information on the Carl Moyer Memorial Air Quality Standards Attainment Program, visit: https://ww2.arb.ca.gov/our-work/programs/carl-moyer-memorial-air-quality-standards-attainment-program.

[75] For more information on the Community Air Protection Incentives, visit: https://ww3.arb.ca.gov/msprog/cap/capfunds.htm

[76] For more information on the Proposition 1B: Goods Movement Emission Reduction Program, visit: https://ww2.arb.ca.gov/our-work/programs/proposition-1b-goods-movement-emission-reduction-program.

[77] For more information on the Funding Agricultural Replacement Measures for Emission Reductions Program, visit: https://ww2.arb.ca.gov/our-work/programs/farmer-program.

[78] For more information on the Low Carbon Transportation Investments and Air Quality Improvement Program, visit: https://ww2.arb.ca.gov/our-work/programs/low-carbon-transportation-investments-and-air-quality-improvement-program.

[79] Low-income communities as defined by Assembly Bill 1550 (Gomez, Chapter 369, Statutes of 2016), read more here: https://calepa.ca.gov/envjustice/ghginvest/

To expand on initial funding options in the CAP Incentives Guidelines,[80] CARB developed a process for the air districts to fund new projects responsive to community priorities and to expand stationary source incentives. CARB staff worked with the air districts and California Air Pollution Control Officers Association (CAPCOA) through late 2019 and early 2020 to ensure the process maximized flexibility to support projects requested by community members while simultaneously meeting the need to assess emissions reductions and other benefits. Staff published this expanded version of the CAP Incentives Guidelines in October 2020.

The revised guidelines allow air districts to develop expeditiously and fund projects to reduce emissions from stationary sources and to address those concerns identified and prioritized in each CERP through Community-Identified Projects. As a criterion for CARB's approval of a CERP, an air district must describe the level of support it received from the Community Steering Committee. Subsequent proposed project plans to implement incentive-based strategies and Community-Identified Projects must also document strong, widespread, and clear community support and include descriptions of community benefits, both those benefits that are quantifiable and those that are more qualitative in nature. The graphic below (Figure 5-1) illustrates the process by which a Project Plan is developed and approved. This iterative process allows air districts and CARB to account for complicated, unique, or unusual projects and ensure that they will be responsive to community needs.



Figure 5-1 Community air protection project plan review process.

Several innovative incentive projects were initiated in 2022 and funded by CAP Incentives. San Joaquin Valley Air Pollution Control District (SJVAPCD) has numerous Community-Identified Projects totaling over $5 million, including wood stove replacements, EV charging infrastructure, low-dust nut harvesters, lawn and garden, and alternatives to agricultural burning. With support from Portside Environmental Justice Neighborhoods' CSC, San Diego Air Pollution Control District (SDAPCD) proposed, and CARB approved, an electric truck pilot project for Portside to incentivize e-truck purchases without requiring scrapping old

[80] California Air Resources Board. *Community Air Protection Incentives Program Guidelines.* https://ww2.arb.ca.gov/capp/resources/community-air-protection-incentives-guidelines

trucks as a Community-Identified Project. On behalf of their AB 617 communities, South Coast Air Quality Management District (SCAQMD) has submitted a Draft AB 617 Truck Incentives Workplan to CARB for review that will provide opportunities for fleet owners to assess the suitability of zero-emission or near-zero-emission medium- or heavy-duty trucks and supporting infrastructure by allowing them to test drive the cleaner trucks for some time.

In 2023, CARB staff recognized that other communities, particularly those Consistently Nominated Communities[81] not yet selected for participation in AB 617, could likewise benefit from their air districts implementing these kinds of innovative new projects. CARB staff began to work with the air districts through a public process to revise the CAP Incentives Guidelines to expand eligibility to such projects statewide. CARB staff published revised CAP Incentives Guidelines[82] in April 2024, incorporating many of the approved Community-Identified Projects as new chapters eligible for any air district to implement in their most heavily impacted communities. New chapters include incentives for agency partnerships, vegetative barriers and urban greening, emergency diesel generator replacement, paving and bike path projects, dial-a-ride vehicle replacements, alternatives to agricultural burning, and low-dust nut harvester replacements.

Following the April 2024 update to the CAP Incentives Guidelines, staff began phase II updates to the guidelines. After extensive collaboration with the air districts and CAPCOA,[83] and following a public workshop at the end of April, staff published the newly revised CAP Incentives Guidelines (May 2025). The phase II update aligns the guidelines' administrative requirements with those of the Carl Moyer Memorial Air Quality Standards Attainment Program and includes a new chapter on woodsmoke reduction projects patterned off the existing CAPCOA Woodsmoke Reduction Program.

5.2.4 Overview of California Department of Transportation's (Caltrans) Statewide Plans

The California Department of Transportation (Caltrans) plans, builds, and maintains California's transportation system. CalTrans also plays a key climate role by integrating decarbonization, clean mobility, and climate-resilient infrastructure into statewide transportation planning and investments.

Caltrans' California Sustainable Freight Action Plan (CSFAP)[84] supports programs and strategies that also advance the goals of reducing local pollution and lowering greenhouse gases (GHGs) at the community scale.

The plan calls for deploying over 100,000 zero-emission freight vehicles and associated equipment by 2030, reducing emissions from trucks, drayage trucks, port vehicles, and other heavy-duty freight transport that disproportionately affect air quality in many communities. CSFAP sets a target to improve freight system efficiency by 25% by 2030. That means better logistics, fewer empty trips, optimized routing, and reduced idling, all of which help cut both greenhouse gases and local air pollution burdens, especially in freight-heavy corridors.

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[81] California Air Resources Board. *Consistently Nominated Communities.* https://ww2.arb.ca.gov/capp/com/consistently-nominated-communities

[82] California Air Resources Board. *Community Air Protection Incentives Program Guidelines.* https://ww2.arb.ca.gov/capp/resources/community-air-protection-incentives-guidelines

[83] CAPCOA is a non-profit association the represents the 35 local air quality agencies in California.

[84] California Department of Transportation, California Sustainable Freight Action Plan, 2020, available at: https://ww2.arb.ca.gov/our-work/programs/california-sustainable-freight-action-plan

The plan identifies and coordinates with incentive programs such as voucher incentives for zero-emission trucks and buses, funding for cleaner port drayage trucks, freight-related infrastructure for alternative fuels or charging, and other grant-based investments to accelerate turnover of old diesel equipment. CSFAP promotes corridor-level freight pilot projects that combine advanced tech (e.g. alternative fuels, ZEVs), infrastructure improvements (e.g. charging or fueling), and local economic development, which can reduce emissions, improve resiliency, and benefit communities near freight corridors.

5.2.5 Overview of California Public Utility Commission's Statewide Actions

The California Public Utilities Commission (CPUC) regulates the state's energy, gas, water, and telecommunications utilities, and plays a central role in climate programs by steering utility investments and policies toward reducing emissions, expanding clean energy, and supporting California's carbon-neutrality goals.

The CPUC's Neighborhood Decarbonization Pilot under SB 1221[85] intends to enable voluntary, neighborhood-scale transitions away from natural gas service to zero-emission alternatives (e.g., electric appliances) in selected geographic zones. Under the pilot, up to 30 projects, each covering a "priority decarbonization zone," can be launched statewide.

The idea is that when gas pipelines need replacement or maintenance, it may be more cost-effective and reduce greenhouse gas emissions to install cleaner, zero-emission energy infrastructure rather than retrofit aging systems. The pilot also aims to learn how neighborhood-scale decarbonization works in practice, including technical feasibility, cost-effectiveness, and customer consent, before any broader application statewide.

5.2.6 Summary of State-Level Plans and Initiatives

Table 5-1 State-level efforts.

State Agency Efforts	Goals and Initiatives
CARB - State Strategy for the State Implementation Plan (2022)	• Incentive programs for cleaner vehicles & equipment • Targeted reduction of emissions in heavily impacted communities • Support for zero-emission transportation access for low-income and disadvantaged populations • Heavy-duty and off-road equipment turnover • California Air Resources Board • Integration with local and community-level planning
CARB - AB 32 Scoping Plan (2022)	• Calls for statewide reductions in vehicle miles traveled, cleaner fuels, and electrified transportation.

[85] California Public Utilities Commission, SB 1221 Implementation, https://www.cpuc.ca.gov/industries-and-topics/natural-gas/SB-1221-implementation

	• Promotes policies that make electric and hydrogen fueling infrastructure widely accessible and public transportation easier and cheaper. • Requires full building electrification for new appliances beginning in 2026 (residential) and 2029 (commercial).
California Department of Transportation (Caltrans) - California Sustainable Freight Action Plan, (2016)	• Transition freight toward zero-emission and near-zero vehicles and equipment • Improve freight system efficiency (reduce pollution & congestion) • Support incentive and grant-based programs for cleaner freight & goods movement • Encourage pilot projects and corridor-level investments integrating advanced technologies, infrastructure, and community benefits • Integrate environmental, economic, and community health goals into freight planning
CARB - Short-Lived Climate Pollutant Reduction Strategy, (2017)	• Targets for potent, near-term climate and air pollutants • Ambitious statewide reduction goals by 2030 • Methane reductions from multiple sources with local-health and climate benefits • Organic waste diversion and circular economy incentives • Cutting black carbon emissions, especially from diesel, wood burning, off-road sources, and inefficient combustion
CARB - 2020 Mobile Source Strategy, (2021)	• Targets all mobile sources — on-road, off-road, light, medium & heavy-duty • Promotes zero-emission (or lowest-polluting) technology wherever feasible • Accelerates turnover of older, high-polluting vehicles/equipment • Supports air-quality and public health in overburdened communities • Provides planning pathways for other programs to meet state climate, air-quality, and community-risk goals over near- and long-term horizons
California Public Utilities Commission - SB 1221 Implementation – Neighborhood Decarbonization Pilot	• Designates priority zones where natural gas services may transition to zero-emission alternatives. • Authorizes utilities to propose cost-effective neighborhood-scale electrification strategies. • Considers South Sacramento-Florin for pilot participation based on local jurisdiction and community support.

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5.3 Regional-Level Plans and Initiatives

Regional agencies translate statewide goals into on-the-ground strategies that improve conditions across the broader area — from transportation and land-use planning to clean-energy deployment and air-quality initiatives. Their work focuses on system-wide benefits like reducing emissions, improving mobility, and strengthening public health, while still aligning with the priorities communities identify through local planning and engagement.

Table 5-2 Regional level efforts.

Regional Agency Efforts	Goals and Initiatives
County of Sacramento - Environmental Justice Element (2019)	• Requires complete streets and safer multimodal design in new and retrofit projects. • Strengthens engagement with community-based organizations in land-use decision-making. • Aligns zoning and policy tools with AB 617 community goals.
SACOG - Metropolitan Transportation Plan/Sustainable Community Strategy (2025)	• Guides long-range transportation and land use investments across the six-county region. • Reduces emissions through green land use, cleaner vehicles, and multimodal travel. • Invests in infrastructure that improves safety and access in high-need communities.
SACOG - Sacramento Region Mobility Zones Project (2024)	• Develops clean, shared, and active mobility projects with CBOs and community leaders. • Identifies 10 priority mobility zones, including one within the AB 617 boundary. • Funds community-selected transportation projects that improve neighborhood-scale access.
Sacramento Tree Foundation – Shade Tree Program	• Provides free trees and planting assistance to households and businesses. • Partners with SMUD and the Sac Metro Air District to expand shade and reduce energy burden. • Targets low-canopy, high-heat neighborhoods for priority planting.
SMUD – 2030 Zero Carbon Plan	• Eliminates carbon emissions from the regional power supply by 2030. • Incentivizes electrification of homes, vehicles, and businesses. • Invests in under-resourced communities through energy transition programs.
SacRT – Zero-Emission Bus Rollout Plan (2022)	• Transitions SacRT's full bus fleet to zero-emission technology by 2040. • Prioritizes early deployment in high-pollution communities. • Installs charging and fueling infrastructure to support phased fleet conversion.

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SacRT – Short-Range Transit Plan (2022–2027)	• Expands service frequency and coverage through 2035. • Commits to a 100% zero-emission bus fleet by 2040. • Integrates land use, equity, and first/last-mile access into transit planning.
Sac Metro Air District – CPRG Climate Priorities Plan (2024) **and** Comprehensive Capital Region Climate Priorities Plan (2025)	• Identifies South Sacramento-Florin as a high-impact zone for regional emissions reduction. • Outlines climate measures that also improve air quality, safety, and public health. • Identifies shared funding and organizes collaboration across agencies on climate solutions.

5.4 Local-Level Plans and Initiatives

Local agencies are closest to the residents they serve, so their efforts are shaped by direct input from constituents and day-to-day community needs. They implement projects, services, and enforcement activities that have immediate impacts on neighborhoods, and they are often the first to identify gaps or opportunities for better outcomes. The commitment of local agencies and partners such as school districts, small businesses, and community-based organizations will be essential to sustaining progress and ensuring the long-term success of the CERP.

5.4.1 Local Plans

The local plans listed below contain strategies that align with and further the goals of this CERP.

Table 5-3 Local level efforts.

Local Agency Efforts	Goals and Initiatives
City of Elk Grove – Climate Action Plan	• Establishes long-term GHG reduction targets and a roadmap to achieve them through 2050. • Implements building, transportation, and energy measures, including electrification, solar expansion, and VMT reduction. • Requires ongoing monitoring, reporting, and five-year plan updates to track progress and adjust actions.
City of Sacramento – 2040 General Plan	• Commits to expanding air monitoring in north and south Sacramento. • Prioritizes investments in transit, walking, biking, and zero-emission vehicles over car-centric development. • Supports AB 617 implementation, indoor filtration systems, and urban tree canopy expansion.
City of Sacramento – Climate Action & Adaptation Plan (2024)	• Requires full electrification of existing buildings by 2045. • Sets mode-shift, EV adoption, and emissions reduction targets across transportation sectors.

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	• Invests in urban greening and tree canopy expansion in heat-vulnerable, lower-income neighborhoods.
City of Sacramento – Fruitridge/Broadway Community Plan (2024)	• Encourages land uses that support transit ridership and walkability in mixed-use development. • Relocates 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)	• Improves high-frequency transit, biking, and walking connections throughout the South Area. • Expands street-level tree canopy and traffic safety improvements. • Integrates AB 617 priorities into community planning and future development.
City of Sacramento – Stockton Boulevard Corridor Plan (2021)	• Redesigns crossings, bikeways, and transit stops along the corridor to eliminate traffic fatalities. • Adds pedestrian amenities, trees, and heat-relief landscaping along key segments. • Develops all improvements with community input and corridor-level engagement.
City of Sacramento – Streets for People Plan (2025)	• Expands walking, biking, and rolling infrastructure citywide. • Prioritizes safety upgrades in high-injury and historically underserved neighborhoods. • Shifts transportation investment toward low-emission, people-first travel corridors.
City of Sacramento – Urban Forest Plan (2025)	• Targets tree planting in high-heat, low-canopy neighborhoods. • Maintains and protects existing urban forest assets. • Uses equity-based mapping to guide canopy investment and long-term care.
City of Sacramento - Transportation Priorities Plan (2022)	• Directs infrastructure funding toward equitable, community-identified transportation needs. • Identifies pedestrian, bicycle, and transit upgrades in South Sacramento-Florin. • Implements corridor safety improvements, signal upgrades, and separated bikeways.
SacRT - Stockton Boulevard Implementation Plan (2023)	• Improves transit speed and reliability through signal-priority upgrades. • Adds benches, lighting, route maps, and real-time information at bus stops. • Upgrades ADA access with curb ramps, pedestrian beacons, and accessible boarding zones.

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SMUD – Energy Saver Bundles in Meadowview	• Provides free home energy upgrades for income-eligible residents. • Reduces indoor air pollution and utility costs through electrified appliances and insulation. • Delivers services through neighborhood-based outreach and installation teams.

Together, regional, statewide, and local efforts demonstrate that many partners are already in strong alignment with the CERP, laying the groundwork for cleaner transportation, greener buildings, and healthier, resilient neighborhoods. Existing plans and initiatives create multiple opportunities for the District and Steering Committee to collaborate, co-fund, and successfully implement community-driven CERP priorities.

5.4.2 Sac Metro Air District Incentives Programs

The District offers a variety of incentive-based air quality improvement programs to help residents, businesses, and public agencies reduce the cost of adopting cleaner, low-emission vehicles and equipment, all while improving air quality across the Sacramento region and within the South Sacramento-Florin community. Each approved program follows specific guidelines to ensure that projects or applicants meet eligibility requirements and deliver measurable emission reductions in local communities. These incentives are implemented through several key programs, including:

- Non-Residential Programs
  - Carl Moyer Memorial Air Quality Standards Attainment Program
  - Sacramento Emergency Clean Air Transportation (SECAT)
  - Goods Movement Emission Reduction Program (GMERP)
  - Funding Agricultural Replacement Measures for Emission Reductions (FARMER) Program
  - Community Air Protection

- Residential Programs
  - Clean Cars 4 All
  - Our Community CarShare
  - Fireplace & Wood Stove Change Out Program

These programs represent a significant regional investment in clean air initiatives, allocating millions of dollars annually to reduce harmful emissions. This funding supports a wide range of projects, from upgrading heavy-duty trucks and agricultural equipment to deploying zero-emission school buses and providing clean transportation options for priority communities. By leveraging state and federal resources, the District ensures that these investments deliver measurable air quality improvements, foster environmental equity, and create healthier, more sustainable communities.

5.4.2.1 Non-Residential Programs

With large engines that produce more emissions per vehicle, public and commercial fleets are a cost-effective and efficient way to quickly reduce emissions in a community. The District oversees a variety of programs to implement innovative and cleaner technologies, assist with the availability of charging and fueling infrastructure for those technologies, and ensure the benefits of these programs are felt by the 1.5 million breathers in Sacramento County.

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5.4.2.1.1 Carl Moyer Incentives

The Carl Moyer Memorial Air Quality Standards Attainment Program—commonly known as the Carl Moyer Program—is a state-funded incentive program that provides grants to reduce air pollution and emissions from mobile sources that contribute significantly to poor air quality in the Sacramento region. Proceeds from smog check fees and new tire purchase fees are pooled by CARB and distributed to local air districts to fund the following project types:

- On-Road Heavy-Duty Vehicles (implemented 1997): Funding helps replace or retrofit heavy-duty vehicles such as buses, refuse trucks, delivery vehicles, and other commercial trucks. These vehicles often operate in populated areas and upgrading them helps reduce exposure to harmful emissions.

- Mobile Off-Road Equipment (implemented 1997): Incentives have been made available for replacing older agricultural and construction equipment, which are major contributors to localized air pollution. Newer equipment offers improved reliability, lower maintenance costs, and better fuel efficiency for owners and the area in which it operates.

- Infrastructure Projects (implemented 2002): Funding also supports the development of clean fuels infrastructure and electric vehicle supply equipment (EVSE). These projects make it easier for individuals and fleets to adopt zero- or low-emission vehicles and have access to necessary infrastructure.

- Commercial Lawn & Garden (implemented 2024): Funding is available to help landscaping businesses transition from gas-powered to zero-emission commercial-grade electric landscaping equipment. Typical equipment includes chainsaws, pole saws, trimmers, edgers, brush cutters, leaf blowers and vacuums, push lawn mowers, ride-on lawn mowers, and sit/stand mowers.

5.4.2.1.2 Goods Movement Emission Reduction Program (GMERP)

The Goods Movement Emission Reduction Program (GMERP) is the implementation of California Proposition 1B funds. It reduces air pollution from freight operations, including trucks, locomotives, marine vessels, cargo-handling equipment, and other technologies along major trade corridors. The previously locally administered GMERP funds helped businesses replace or upgrade older, high-emission vehicles and equipment in the Sacramento region. This collaboration reduces harmful emissions, improves air quality, and supports compliance with state and federal air quality standards.

5.4.2.1.3 Funding Agricultural Replacement Measures for Emission Reductions (FARMER) Program

The FARMER Program is funded with proceeds from the State's Cap-and-Trade program. It provides financial incentives to replace older, high-polluting agricultural equipment—such as tractors, harvesters, and utility vehicles—with cleaner, low-emission or zero-emission technologies.

5.4.2.1.4 Sacramento Emergency Clean Air Transportation (SECAT)

The SECAT program is a partnership between the District and SACOG. It provides funding incentives to replace or retrofit older, high-emission heavy-duty vehicles and equipment with cleaner technologies, or fund new zero-emission technology. The program's goal is to reduce nitrogen oxide (NO_x) emissions and improve air quality in the Sacramento region. This program uses federal funds from the Congestion Mitigation and Air Quality (CMAQ) Program as distributed by SACOG.

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5.4.2.1.5 Total Non-Residential Investment within the South Sacramento – Florin Community

Collectively, programs like Carl Moyer, GMERP, SECAT and others have delivered over $25.2 million in incentive funding to projects that reduce air pollution and improve public health within the Sacramento region's AB 617 community (Table 5-4).

Table 5-4 Non-CAP funds for program investments and emissions reductions data for Heavy-Duty, Infrastructure, and Commercial Lawn & Garden Incentive Programs within the South Sacramento-Florin AB 617 Community. Data as of September 15, 2025.

Program Type	Site or Assets Count	NO_x Reduction Total Tons*	ROG Reduction Total Tons*	PM_{10}†Reduction Total Tons*	Total Dollar Investment**
Infrastructure	22	NA	NA	NA	$ 4,516,978.84
Off-Road	80	39.23	6.25	3.21	$ 2,745,777.63
On-Road	585	581.05	18.00	31.78	$ 17,302,393.55
Lawn & Garden	149	0.54	3.28	0.04	$ 679,709.07
Grand Total	**836**	**620.82**	**27.53**	**35.03**	**$ 25,244,859.09**

* Total emission reductions are estimated and represent total tons reduced over the life of the project's implementation period.
** The Total Dollar Investment represents liquidated projects and those currently under contract.
† Historically, $PM_{2.5}$ has not been reported and tracked as an independent metric for these programs. However, PM_{10} includes $PM_{2.5}$ because it encompasses all particles smaller than 10 micrometers (µm).

5.4.2.1.6 Community Air Protection (CAP)

The State Legislature set aside Cap-and-Invest funds for air quality improvement projects in communities most impacted by air pollution and to accompany AB 617 Community Air Monitoring and emissions reduction efforts. This specific funding is being implemented through the CAP Incentives Program. It serves as a counterpart effort to the AB 617 Community Air Protection Implementation Program, including the designated AB 617 South Sacramento-Florin Community.

Since 2018, the District has received over $32.7 million county-wide for the CAP Incentives program (Table 5-5). These funds have helped expand the District's Carl Moyer program, which helps public agencies, businesses, and community-based organizations purchase cleaner heavy-duty engines and equipment, such as trucks, buses, trains, off-road equipment, and zero-emission charging infrastructure. In addition to Carl Moyer projects, CAP incentives are available to support stationary, area, and other mobile source projects identified in the CAP guidelines.

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Table 5-5 Total CAP Incentive funding invested throughout the entire Sacramento Region and emissions reduction data for project type. Data as of September 15, 2025.

Program Type	Site or Assets Count	NO_x Reduction Total Tons*	ROG Reduction Total Tons*	PM_{10}† Reduction Total Tons*	Total Dollar Investment**
Infrastructure	37	NA	NA	NA	$ 9,219,261.50
On-Road	133	106.58	10.31	1.07	$ 23,517,504.51
Grand Total	**170**	**106.58**	**10.31**	**1.07**	**$ 32,736,766.01**

* Total emission reductions are estimated and represent total tons reduced over the life of the project's implementation period.
** The Total Dollar Investment represents liquidated projects and those currently under contract.
† Historically, $PM_{2.5}$ has not been reported and tracked as an independent metric for these programs. However, PM_{10} includes $PM_{2.5}$ because it encompasses all particles smaller than 10 micrometers (µm).

Notably, approximately $10.8 million of these CAP funds have been dedicated to the AB 617 South Sacramento-Florin community, underscoring the District's ongoing commitment to reducing air pollution and improving air quality in areas most affected by environmental challenges (Table 5-6).

When investing funds in the AB 617 South Sacramento-Florin community, the District works with the community year-round to identify community priorities and tailor solicitations to fund needed projects. However, many community businesses and organizations face challenges meeting the qualifying criteria, such as securing sufficient match funding, having eligible vehicles, or owning the project locations. Building on previous successes and lessons learned, the District will continue investing in technical support to help applicants identify qualifying projects in the community, and will expand program opportunities, including Community Greening projects that focus on tree planting and vegetative barriers to directly benefit community health and the local environment. The District remains dedicated to continuing its support for South Sacramento-Florin and will provide essential resources to foster long-term improvements in air quality.

Table 5-6 Total CAP Incentive funding invested within the AB 617 South Sacramento – Florin community. Data as of September 15, 2025.

Program Type	Site or Assets Count	NO_x Reduction Total Tons*	ROG Reduction Total Tons*	PM_{10}† Reduction Total Tons*	Total Dollar Investment**
Infrastructure	12	NA	NA	NA	$ 4,516,978.84
On-Road	25	22.88	2.29	0.57	$ 6,036,624.00
Grand Total	**37**	**22.88**	**2.29**	0.57	**$ 10,896,382.00**

* Total emission reductions are estimated and represent total tons reduced over the life of the project's implementation period.
** The Total Dollar Investment represents liquidated projects and those currently under contract.
† Historically, $PM_{2.5}$ has not been reported and tracked as an independent metric for these programs. However, PM_{10} includes $PM_{2.5}$ because it encompasses all particles smaller than 10 micrometers (µm).

5.4.2.2 Residential Incentive Programs

The District also operates residential light-duty vehicle programs, most of which support vehicles owned, leased, or rented by residents (such as cars or SUVs). Through state and federal funding, the District provides financial resources to help individuals – especially those in low-income and priority communities – transition to cleaner, more efficient vehicles. These programs reduce greenhouse gas

emissions from passenger cars and light trucks by promoting access to zero-emission and plug-in hybrid vehicles. As part of the state's broader mission to combat climate change, strengthen the economy, and improve air quality and public health, these incentives play a key role in achieving California's climate goals. The District has effectively leveraged these funds to launch and expand key clean transportation initiatives, including Clean Cars 4 All and Our Community CarShare.

5.4.2.2.1 Clean Cars 4 All

Clean Cars 4 All (CC4A), formally established by AB 630 (Cooper, 2017), directed CARB to implement the program with clear, measurable goals and to prioritize regions experiencing the most significant air quality challenges. This mandate ensures that CC4A directly reduces pollution by helping replace older, high-emission vehicles with clean alternatives, particularly in priority communities, which include AB 617 communities.

The District launched CC4A in 2020 to provide a locally tailored program that supports environmental sustainability. CC4A helps income-qualified residents retire older, polluting vehicles, and replace them with cleaner transportation options—including new or used battery-electric vehicles (BEVs), plug-in hybrid electric vehicles (PHEVs), or fuel-cell electric vehicles (FCEVs). Conventional hybrid vehicles were previously eligible but no longer qualify beginning January 2025. Additionally, CC4A offers incentives for alternative mobility options, such e-bikes.

The South Sacramento-Florin area accounts for more than 44% of the vehicles funded by CC4A, totaling approximately 524 cars purchased (Table 5-7). The program not only improves air quality but also supports California's broader goals of reducing greenhouse gas emissions and advancing clean transportation access.

Table 5-7 South Sacramento-Florin AB 617 Community: Clean Cars 4 All Funding and Emissions Reductions since program launch in 2020. Data as of September 15, 2025.

PROGRAM TYPE	Vehicles Replaced	NO_x Reduction Total Tons*	ROG Reduction Total Tons*	PM_{10} Reduction Total Tons*	$PM_{2.5}$ Reduction Total Tons*	CO_2e Reduction Total Tons*	Total Dollar Investment**
Clean Cars 4 All	524	4.56	0.80	NA	0.17	5,444.43	$ 4,581,500.00

* Total emission reductions are estimated and represent total tons reduced over the life of the project's implementation period.
** The Total Dollar Investment represents liquidated projects and those currently under contract.

5.4.2.2.2 Our Community CarShare

Our Community CarShare (OCCS) is a community pilot program launched by the District in May 2017. OCCS is the first-of-its-kind in the Sacramento region and continues to operate to increase access to clean air vehicles and enhance clean mobility options. The vehicle fleet consists of zero-emission Chevy Bolts and Kia Niros as well as two plug-in hybrid Chrysler Pacifica vans, of which one is wheelchair accessible. When OCCS first rolled out, EVs were stationed at participating multifamily sites, allowing residents to enroll and use the vehicles for free. A cost-sharing policy was introduced in February 2022 to ensure the program's long-term sustainability. Participants reserve OCCS vehicles at a reduced rate for up to 8 hours a day within 24 hours, for a total of 24 hours a week.

Within the AB 617 South Sacramento-Florin community, six out of 14 operating sites are available exclusively for residents to access. Since their inception, members have completed a combined total of 19,384 trips and driven 274,815 clean air miles (Table 5-8). OCCS continues to support the community by ensuring equitable access to clean transportation, improving air quality, and reducing GHG emissions.

Table 5-8 OCCS sites serving residents in the South Sacramento-Florin AB 617: The table references the total number of completed trips and miles traveled using OCCS vehicles from the time of its launch to the end of June 2025. Data as of August 29, 2025.

Site Name	Site Launch	Total # of Trips	Total Miles Traveled
Mutual Housing Lemon Hill	Jul 2017	8,409	107,049
Mutual Housing Sky Park	Jan 2019	4,285	50,814
Mutual Housing Greenway	Apr 2019	5,712	98,806
Eskaton Jefferson Manor	Feb 2020	936	14,706
Mangan Park	Oct 2024	42	3,440
Pannell Meadowview Community Center	Mar 2025	12	605
Grand Total	**-**	**19,384**	**274,815**

5.4.2.2.3 Fireplaces & Wood Stoves

Smoke created from burning wood and pellets in fireplaces or stoves is a significant source of particulate matter, hydrocarbons, nitrogen oxides, toxic air contaminants, and odors, especially during the winter. These pollutants are linked to serious health impacts. The District is committed to reducing pollution coming from wood-burning fireplaces and wood stoves. The Wood Stove and Fireplace Change-Out Incentive Program previously helped residents replace their existing wood-burning units to cleaner units. The program replaced 6,344 units in Sacramento County, including 579 units in the AB 617 community (Table 5-9).

Table 5-9 South Sacramento-Florin AB 617 Community: Wood Stove and Fireplace Change-Out Incentive Program Emissions Reductions during implementation from 2006 through 2021.

PROGRAM TYPE	Woodburning Units Replaced	NO_x Reduction Total (lb/yr)	ROG Reduction Total (lb/yr)	PM_{10} Reduction Total (lb/yr)	$PM_{2.5}$ Reduction Total (lb/yr)	Total Dollar Investment
Wood Stove and Fireplace Change-Out Incentive Program	579	11.38	5,170.12	4,750.23	4,574.09	$441,837.00





Chapter 6
Strategies and Actions









Figure 6-1 Group photo of Steering Committee members, community members, District staff, and staff from local and state agencies taken at the February 24, 2025 strategy brainstorming workshops.

6.1 Introduction to Strategies and Actions

Community-developed strategies to reduce emissions and exposure formed the foundation of the CERP and serve as a key mechanism for achieving cleaner air and improved community health. To ensure an effective, community-focused, community-led, and well-informed strategy development process, the District collaborated closely with the CSC, community members, and partner agencies. The CSC first identified the priority air quality concerns to be addressed through the CERP. In two strategy-brainstorming workshops held at the beginning of the development process, the CSC learned about ongoing statewide air district efforts and existing strategies in other AB 617 communities that could be tailored to address their community-specific concerns for South Sacramento-Florin. Overarching goals were then established to guide the development of the CERP. These goals provided a framework for tracking progress and ensuring that each strategy aligned with the community's priorities. The CSC then developed strategies to address the priority concerns and work towards the community CERP goals.

6.2 Identification and Prioritization of Air Quality Concerns

The CSC, along with public input, identified air quality issues in the community based on lived experiences, including concerns that were previously identified during the CAMP development discussions. Committee members continued to emphasize the importance of raising awareness of air pollution impacts, particularly near sensitive receptors, such as schools and parks. Concerns were organized into six general categories: Industrial Sources, Commercial Sources, Mobile Sources, Health and Education, Residential Sources, and Urban Planning (Figure 6-2).

With approval from the CSC, the District organized two strategy-brainstorming workshops, held on February 19 and February 24, 2025. During the first workshop, CSC members and members of the public participated in prioritizing concerns by using star stickers to indicate which concern category was most important to them on a poster board (Figure 6-2). On this board, green stars represented CSC member priorities, and blue stars represented priorities from members of the public. Yellow stars indicated a deeper interest in a specific concern listed under the larger general categories, placed by either Steering Committee members or members of the public. Notably, the Urban Planning category received the most

stickers (nine) from CSC members, followed by the Residential Sources category (six). The Commercial Sources, Mobile Sources, and Health and Education categories all received five stickers each from CSC members. The Industrial Sources category received no stickers. The results of this activity helped determine the categories to focus on during the strategy development phase of the CERP.

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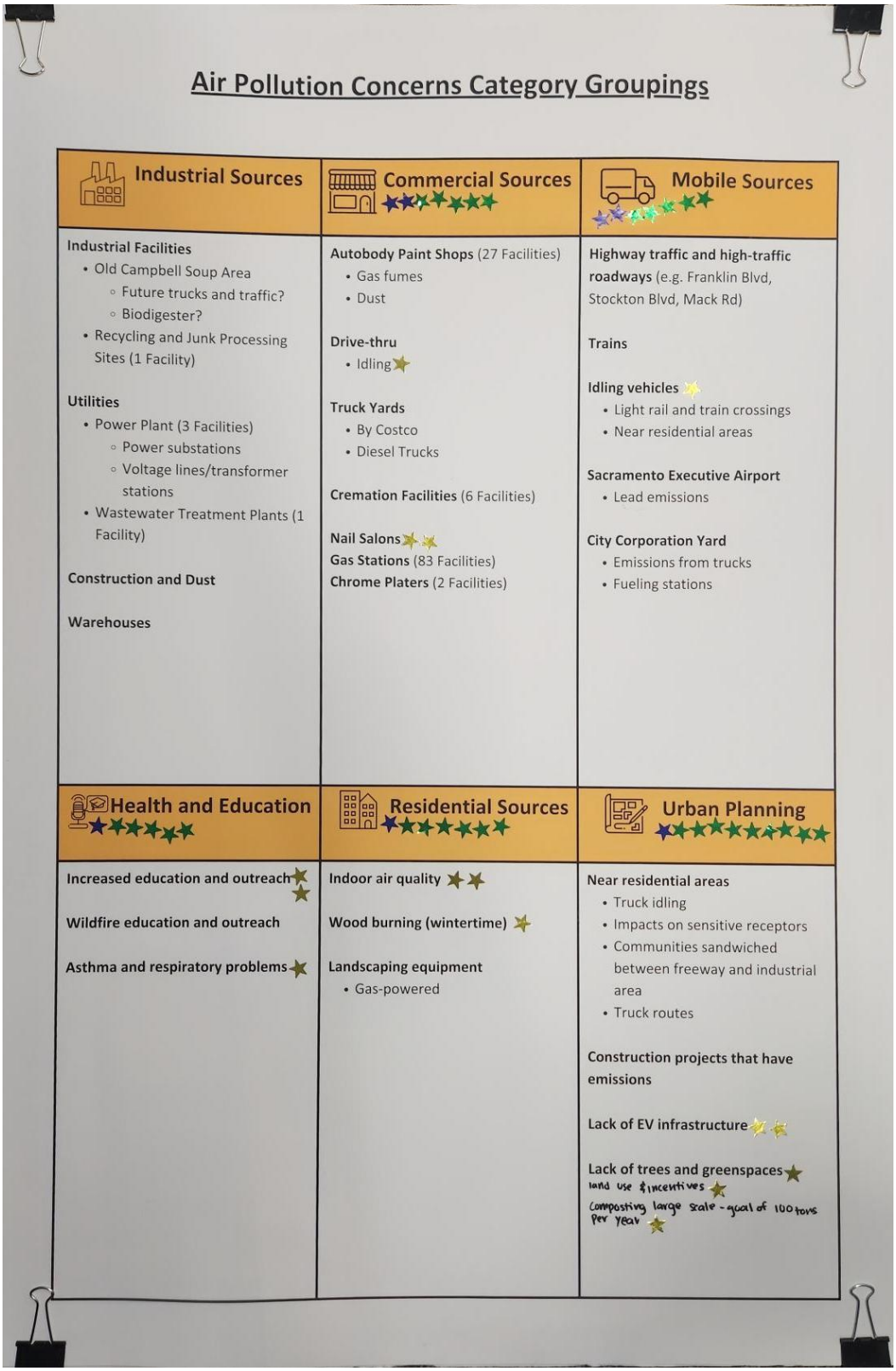


Figure 6-2 Community air pollution concerns were prioritized by the community using star stickers, where green indicates CSC members, blue represents members of the public, and yellow stars emphasize that a specific concern is important to the voter.

6.3 Strategy Development Groundwork

6.3.1 Strategy Brainstorming Workshops

Two strategy-brainstorming workshops were held in February 2025 to provide the CSC opportunities to learn about emissions and exposure reduction strategies for the South Sacramento-Florin community.

The objectives of these workshops were to:

1. Explore CERP strategies and actions implemented in other AB 617 communities throughout California,
2. Increase understanding and awareness of existing District and partner agency efforts, and
3. Initiate dialogue around potential strategies to address community priorities.

To support these objectives, CSC members were provided with informational resources detailing strategies and actions from other AB 617 communities, such as CARB's Community Hub 2.0.[86] This provided valuable context and inspiration, helping members understand how other communities have addressed similar challenges and how those strategies could be adapted to meet the specific needs of South Sacramento-Florin.

CSC members and members of the public rotated through five discussion tables over the course of two sessions, with each table focusing on a key topic: Diesel Emissions, Compliance and Enforcement, Rules and Permitting, Urban Planning and Incentives, and Outreach. The District provided an overview of relevant ongoing programs, projects, outreach, land use, incentives, enforcement, and regulatory efforts in Sacramento County and CARB helped with the diesel emissions topic. This information helped establish a shared understanding of the existing air quality landscape and highlighted potential opportunities for collaboration, alignment, or enhancement through the CERP development process. CSC members and members of the public engaged in focused discussions at each table, sharing ideas, asking questions, and identifying topics of interest for potential strategy development. This format facilitated cross-topic learning and helped generate a broad set of community-informed insights to guide the strategy development process. Photographs of the workshops and samples of notes taken during these workshops are shown in Figure 6-3 and Figure 6-4, respectively.

[86] California Air Resources Board. Community Hub 2.0. https://gis.carb.arb.ca.gov/Portal/apps/experiencebuilder/experience/?id=fa898fba4d024c568d7e228b83cd1246&page=Home&views=BP-2.0-video%2CView-29



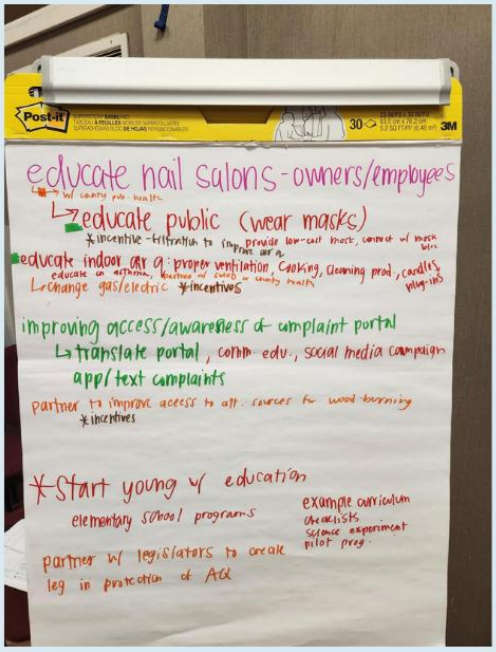


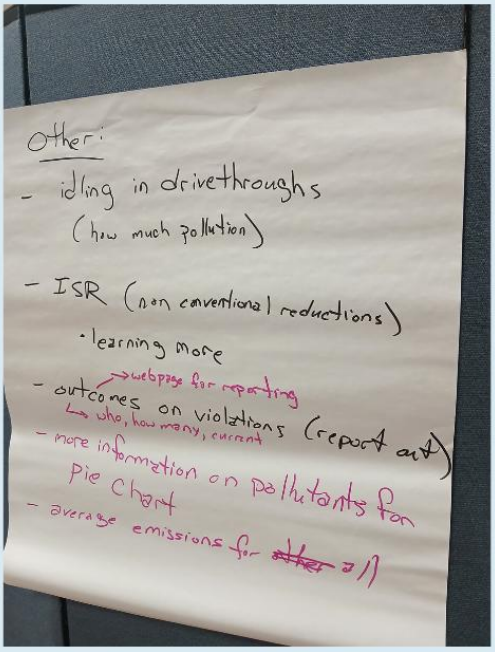


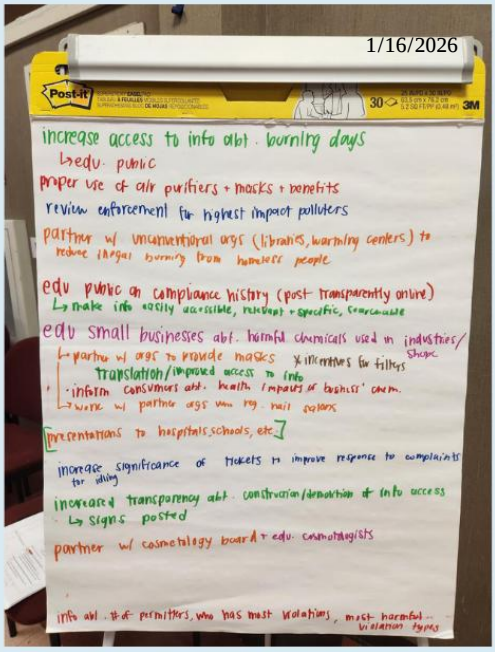


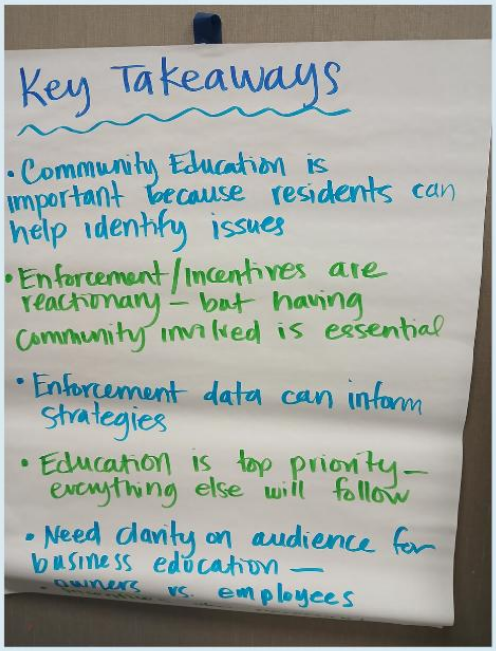


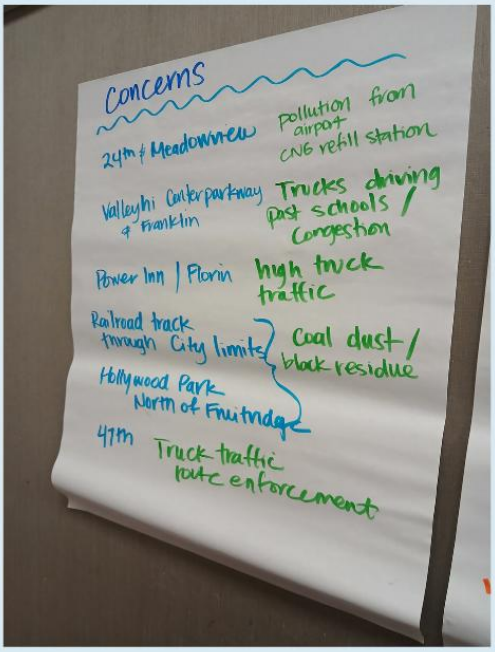
Figure 6-3 Brainstorming workshop sessions.

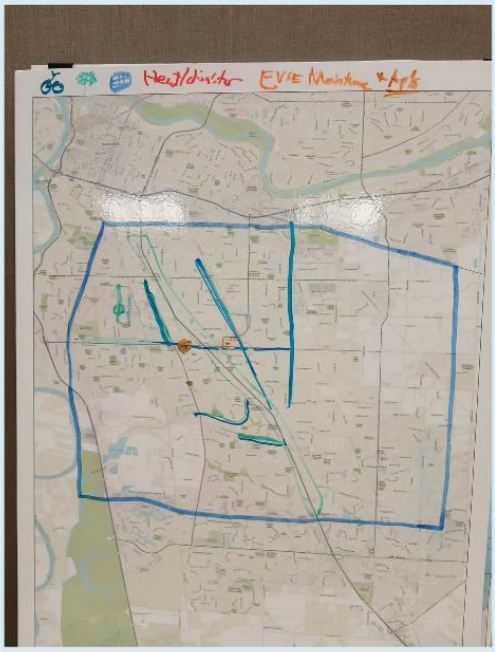


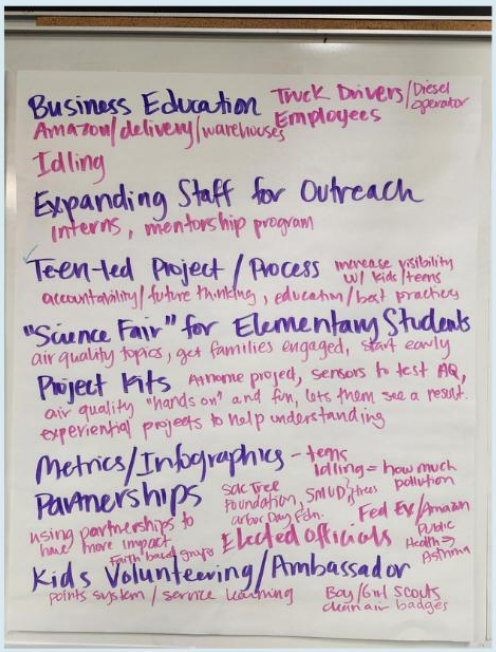


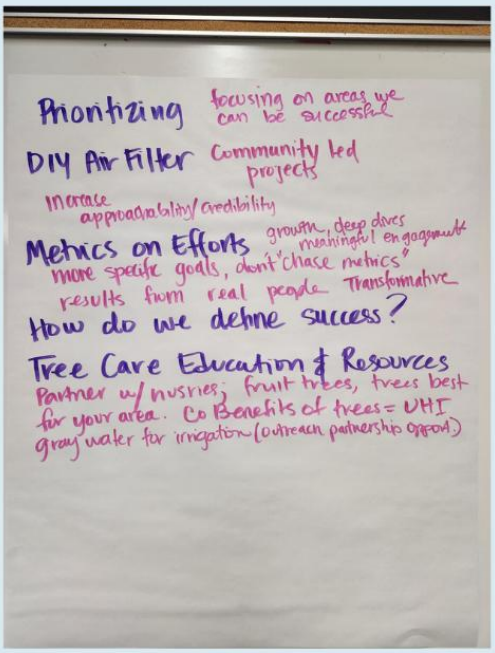












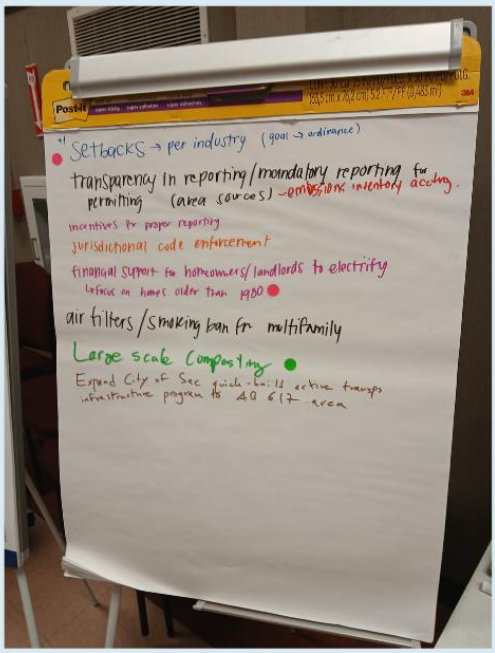


Figure 6-4 Samples of some of the community flip chart notes from the brainstorming workshops.

Notes and resources resulting from discussions at the strategy-brainstorming workshops were provided to the Steering Committee and members of the public on the District's Community Meetings webpage.[87] Resource Packets[88,89,90,91] were also provided on the webpage. Air pollution concerns were recategorized into four priority concern categories – Urban Planning & Mobile Sources, Residential Sources, Commercial Sources, and Outreach, and the Resource Packets were organized accordingly. Each packet connected air pollution concerns to existing strategies that other AB 617 communities across California have included in their CERPs. CSC members reviewed strategies implemented in different communities that addressed similar air pollution concerns to help inspire potential strategies for the South Sacramento-Florin community.

6.3.2 Air Quality Goals

As previously mentioned, following the brainstorming workshops, the air pollution concerns were recategorized into four priority categories: Urban Planning & Mobile Sources, Residential Sources, Commercial Sources, and Outreach. The CSC used these categories as a starting point for discussing overarching goals to guide subsequent strategy development. Establishing these goals early in the process encouraged more focused discussions and put community needs at the forefront.

The CSC Co-leads drafted preliminary goals for each priority air pollution concern category. The Co-Leads also developed goals for the short-term (2025-2026), medium-term (2026-2028), and long-term (2029-2031) for Urban Planning & Mobile Sources and Residential Sources, as these were the highest priorities for the Steering Committee. The short-term goals, also referred to as "quick win" goals, were intended to be achieved with early actions. General goals were developed for Commercial Sources and Outreach strategies. No goals are included at this time for Industrial Sources, as this category received no votes from the Steering Committee. The Steering Committee discussed these goals at the March 24, 2025 meeting and voted to approve the following amended set of goals.

Urban Planning

Goal 1. *(Quick Win)* Improve transparency and community oversight of land-use decisions that contribute to air pollution, and quick-build programming for active transportation.
Goal 2. *(Medium-Term)* Reduce the approval and siting of high-emissions facilities near residential areas, schools, and parks, and reduce large source pollutants.
Goal 3. *(Long-Term)* Prevent further concentration of industrial pollution and heavy diesel traffic in environmental justice communities in South Sacramento-Florin.

[87] Sac Metro Air District. https://www.airquality.org/Air-Quality-Health/Community-Air-Protection/Community-Meetings
[88] Sac Metro Air District. (2025). *Urban Planning & Mobile Sources Resource Packet.* https://www.airquality.org/AB617/Documents/Urban%20Planning%20and%20Mobile%20Sources%20Resource%20Packet.pdf
[89] Sac Metro Air District. (2025). *Residential Sources Resource Packet.* *https://www.airquality.org/AB617/Documents/Residential%20Sources%20Resource%20Packet.pdf*
[90] Sac Metro Air District. (2025). *Commercial Sources Resource Packet.* *https://www.airquality.org/AB617/Documents/Commercial%20Sources%20Resource%20Packet.pdf*
[91] Sac Metro Air District. (2025). *Outreach Resource Packet.* *https://www.airquality.org/AB617/Documents/Outreach%20Resource%20Packet.pdf*

Mobile Sources

Goal 4. *(Quick Win)* Reduce air pollution emissions near schools and residential areas, including diesel emissions.

Goal 5. *(Medium-Term)* Decrease truck traffic through residential corridors and school zones, including diesel trucks.

Goal 6. *(Long-Term)* Increase the adoption of zero-emission vehicles (ZEVs) and charging infrastructure in South Sacramento-Florin.

Residential Sources

Goal 7. *(Quick Win)* Reduce residential exposure to indoor air pollutants.

Goal 8. *(Medium-Term)* Reduce residential emissions and promote residential electrification in overburdened neighborhoods.

Goal 9. *(Long-Term)* Improve air quality in multi-family housing located near major freeways and trucking corridors.

Commercial Sources

Goal 10. Encourage small businesses to adopt pollution-reduction practices and work towards reducing or limiting large-source pollutants through pollution permits.

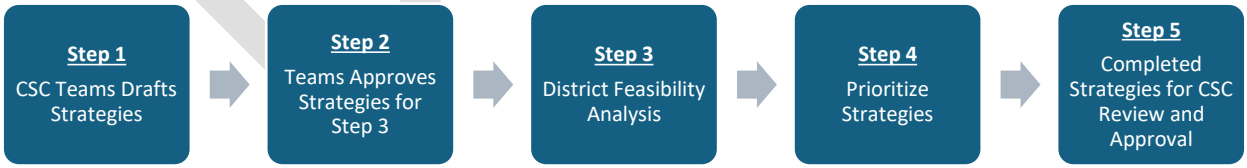
Outreach (Health and Education)

Goal 11. Expand community awareness of air pollution and protective actions.

6.4 Strategy Development

Once the goals were established, specific strategies were developed to address the concerns within each air pollution concern category. To facilitate this, the CSC formed four strategy development teams, each forming targeted strategies for its specific concern category. Working in dedicated teams allowed members to focus on the issues most relevant to their expertise and/or interests. Each of the four teams comprised of four to six CSC members and members of the public for the following categories: Urban Planning & Mobile Sources, Residential Sources, Commercial Sources, and Outreach.

The Steering Committee members then proceeded through the strategy development process, which consisted of the following steps:



6.4.1 Step 1 – CSC Teams Drafts Strategies

The first step was for the teams to draft strategies. From March to August 2025, the CSC dedicated its efforts to developing strategies during monthly CSC and subcommittee meetings and during District office hours. More information on office hours is provided in Section 6.4.1.1 Strategy Development Support. Members of the Urban Planning & Mobile, Residential, and Commercial teams met during monthly Steering Committee meetings and CERP subcommittee meetings. The Outreach team only met during Outreach subcommittee meetings.

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At these monthly CSC meetings, the first hour of the two-hour session was dedicated to announcements, updates, action items, and presentations. The second hour was reserved for Strategy Development teams to work in breakout sessions for their focused discussions. These conversations touched on key priorities, implementation methods (including timelines and tracking metrics), existing programs that strategies could enhance, community needs, and the most significant concerns within each category. Staff from the District, local jurisdictions, and CARB were present during these breakout sessions to provide insight and expertise on community topics of interest as needed.

CSC members were provided with a Strategy Writing Template[92] as a guide for developing each strategy, ensuring that all required elements were discussed and included. Each strategy development guide identified:

1. Concern Category
2. Strategy
3. Strategy Type
4. Actions
5. Goals (Quick win, Medium-term, Long-term)
6. Tracking Metrics
7. Estimate Timeline(s)
8. Implementing Agency, Organization, Business, Other entity, or Potential Partner, along with their responsibilities
    a. Additional partners may be added during implementation of a strategy
9. Additional Information

CSC members developed strategies using this template, then submitted the strategies to the District for analysis of their feasibility. To maintain productivity, at the end of each meeting, the individual teams identified the topics or strategies they wanted to develop or explore next. The District then drafted a preliminary strategy to be refined and expanded upon by the CSC at the next meeting.

To provide support during the strategy development process, the District met with potential partners to discuss the community's strategies of interest, their feasibility of implementation, and guidance on strategies new to the Sacramento region. These potential partners include the following agencies and organizations:

- California Air Resources Board (CARB)
- City of Sacramento
- Sacramento County
- City of Elk Grove
- Sacramento Municipal Utilities District (SMUD)
- Sacramento City Unified School District (Sustainability, After School Program, Curriculum Development Sections)
- California Department of Public Health (CDPH)
- Sacramento County Public Health
- San Francisco Department of the Environment
- California Department of Toxics Substances Control (DTSC)

[92] Sac Metro Air District. (2025, April). *Strategy Writing Template*. https://www.airquality.org/AB617/Documents/Strategy%20Writing%20Guidelines.pdf

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- Sacramento Regional Transit (SacRT)
- Sacramento Area Council of Governments (SACOG)
- Breath California Sacramento Region (Breathe CA)
- Sacramento County Business Environmental Resources Center (BERC)
- Meadowview Urban Tree Project
- Sacramento Tree Foundation
- CivicThread
- Elk Grove Unified School District
- Sacramento Academic and Vocational Academy (SAVA)
- Sacramento Area Bicycle Advocates (SABA)

The District may connect with additional potential partners during the implementation of strategies.

6.4.1.1 Strategy Development Support

6.4.1.1.1 District Office Hours

Throughout the CERP strategy development, District office hours provided a space for CSC members and members of the public to ask questions and engage in deeper dialogue outside the structured meeting format, including asking follow-up questions from meetings, developing strategies, or exploring specific topics in more detail. Office hours began following the March 24, 2025 Steering Committee meeting and were held virtually via Zoom from 6:00-7:30 PM on the previous Tuesday and the subsequent Thursday of each monthly Steering Committee meeting. Office hours were held on the following dates and as requested by CSC members or members of the public. Office hours after July 2025 were available by request.

- Thursday, March 27, 2025
- Tuesday, April 22, 2025
- Thursday, May 1, 2025
- Tuesday, May 27, 2025
- Thursday, June 5, 2025
- Tuesday, June 17, 2025
- Thursday, June 26, 2025
- Tuesday, July 22, 2025
- Thursday, July 31, 2025

6.4.1.1.2 Community Workspace

Google Drive folders were created and shared with all CSC members and interested members of the public. Anyone with the links could access these folders to update, edit, or create new strategies, regardless of whether they have a Google account. These folders were organized according to the four Strategy Development Teams, and each team's folder consisted of working folders for drafting strategies, along with resources. The folders were updated as strategies were modified and advanced.

6.4.1.1.3 Communications

As the development of strategies progressed, the District communicated via routine emails and phone calls to CSC members and interested members of the public to keep them informed of the strategies

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under development and the discussion topics. Strategy progress was also routinely shared at each CSC meeting along with the CERP timeline.

6.4.2 Step 2 – CSC Teams Approve Strategies for District Feasibility Analysis

Development teams approved strategies for advancement. Strategies developed in subcommittee meetings or during District office hours were brought to the monthly CSC meeting for review and provide feedback. Once the whole team reached a consensus on a strategy, the strategies were moved forward. The Steering Committee moved the following 28 strategies forward for District Feasibility Analysis (Table 6-1). The strategies are discussed in further detail in Section 6.5 Strategies and Actions.

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Table 6-1 The 28 Urban Planning & Mobile Sources (UM), Residential Sources (R), Commercial Sources (C), and Outreach (O) strategies developed and moved forward for District Feasibility Analysis. Several strategies have been subdivided into multiple components, as each has different programmatic requirements for implementation. These strategies use the "a, b, c" nomenclature in the table.

Team	Strategy
Urban Planning & Mobile (UM)	UM-1 Deploy Portable Emissions Acquisition System (PEAQS)
	UM-2 Roaming Idling Inspections during PEAQS deployment
	UM-3 Increase Tree Canopies
	UM-4a Safe & Resilient Streets – *Quick Builds*
	UM-4b Safe & Resilient Streets – *Standards*
	UM-5a Increase Clean Mobility Options with Zero-emission Vehicles and Charging Infrastructure – *Infrastructure*
	UM-5b Increase Clean Mobility Options with Zero-emission Vehicles and Charging Infrastructure – *Enhanced Clean Cars for All (CC4A)/No-Scrap*
	UM-5c Increase Clean Mobility Options with Zero-emission Vehicles and Charging Infrastructure – *Electric Bicycle Voucher*
	UM-6 Reduce Idling at Schools and Sensitive Receptors
	UM-7 Portable Air Monitor Distribution Program
	UM-8 Increase Public Ridership on Public Transportation
	UM-9a Industrial and Warehouse Uses/Zoning
	UM-9b Industrial and Warehouse Uses/Zoning – *Truck Route Study*
	UM-10 Increase Community Input on Truck Routes
	UM-11 Commercial Vehicle Replacement Program
Residential Sources (R)	R-1 Clean Air Products
	R-2 Residential Lawn and Garden
	R-3a Electrification of Household Appliances – *SMUD Energy Saver Bundle*
	R-3b Electrification of Household Appliances – *Electric Fireplace insert*
	R-4 Air Filters in Indoor Public Spaces
	R-5 Portable Air Purifier
	R-6 Raise Awareness of Proper Mask and Air Purifier Use During Poor Air Quality
Commercial Sources (C)	C-1 Increase education for Nail and Hair Salons
	C-2 Public Information Portal
	C-3 Business Education
	C-4a Incentives for Small Businesses – *Nail and Hair Salons*
	C-4b Incentives for Small Businesses – *Autobody Shops*
	C-4c Incentives for Small Businesses – *Landscaping (Lawn and Garden)*
	C-5 Source Investigation and Focused Enforcement
	C-6 Public Transparency with Permitted Sources – Violations
Outreach (O)	O-1 Participate in Outreach Events
	O-2 Outreach Through Traditional and Social Media
	O-3 Promote Air Quality Education in Schools
	O-4 Build Relationships with Stakeholders and Community Members
	O-5 Improve Awareness, Accessibility, and Transparency of Complaint Reporting System

6.4.3 Step 3 –District Feasibility Analysis

In step 3, the District conducted a feasibility analysis that included a thorough assessment of the resources and time needed to implement the strategy, including staffing, supplies, professional resources, and incentive funding. District staff broke down the estimated total cost into the annual implementation cost. The analysis concluded that all strategies were feasible if there were adequate funding, staffing, resources, and commitment from partner agencies for required strategies. The District also worked with relevant partners to develop strategies that overlapped with their work to assess an additional layer of feasibility. Once the feasibility analysis was completed, the District shared the resulting Feasibility Analysis Summaries[93] for each strategy with the CSC during the September 2025 Steering Committee meeting.

6.4.3.1.1 Sharing Strategies with the Community

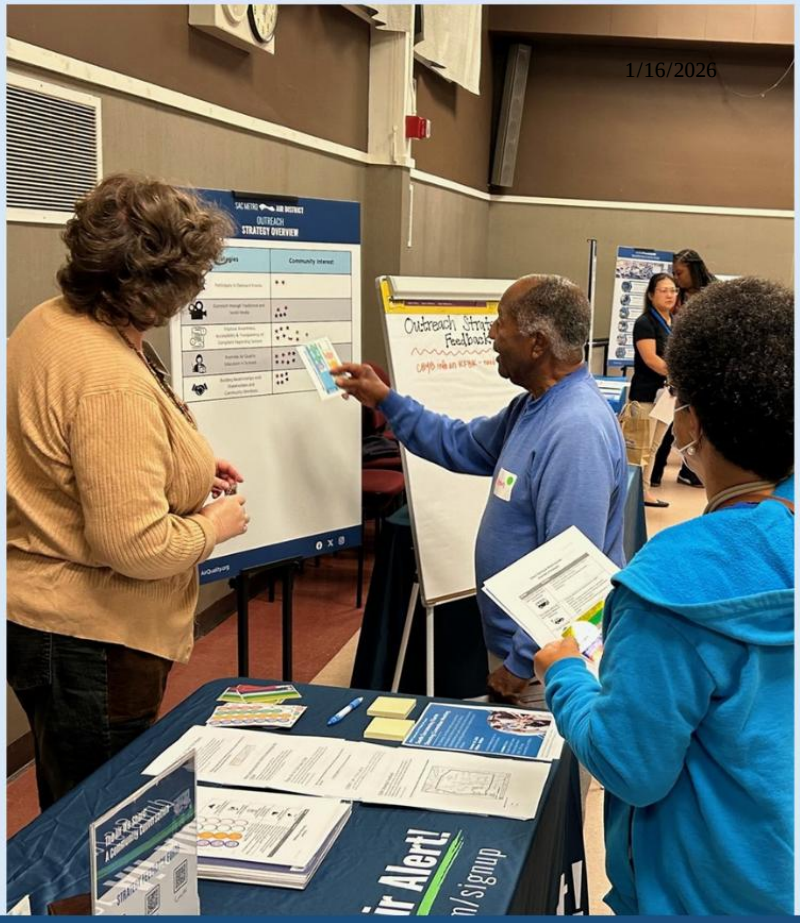
Following steps 1-3, the CSC shared the developed strategies with the public during a community event titled **The Air We Share: A Community Conversation**, held on October 15, 2025, at the La Familia Maple Neighborhood Center. This event was part of a "quick win" early action for Strategy O-1 Participate in Outreach Events. This event was hosted in partnership between the District, Valley Vision, and the CSC. The event was free and open to all members of the public with two primary objectives:

1. **Share the Community Air Monitoring data results**
2. **Socialize the CERP and the developed strategies with the public**
    a. Gather initial thoughts and feedback from the community to gauge support and interest for each strategy. This information helped the CSC prioritize strategies during the October and November 2025 CSC meetings.

The event had an amazing turnout from the community, with over 85 community members in attendance who were deeply engaged in air quality discussions (Figure 6-5). Attendees provided their feedback and expressed their interest in strategies that they would like to see in their community (Figure 6-6).

[93] Sac Metro Air District. (2025). *Feasibility Summaries Handout – Updated September 25, 2025*. https://www.airquality.org/AB617/Documents/Feasibility%20Summaries%20Handout%20(CSC)%20Updated%209252025.pdf



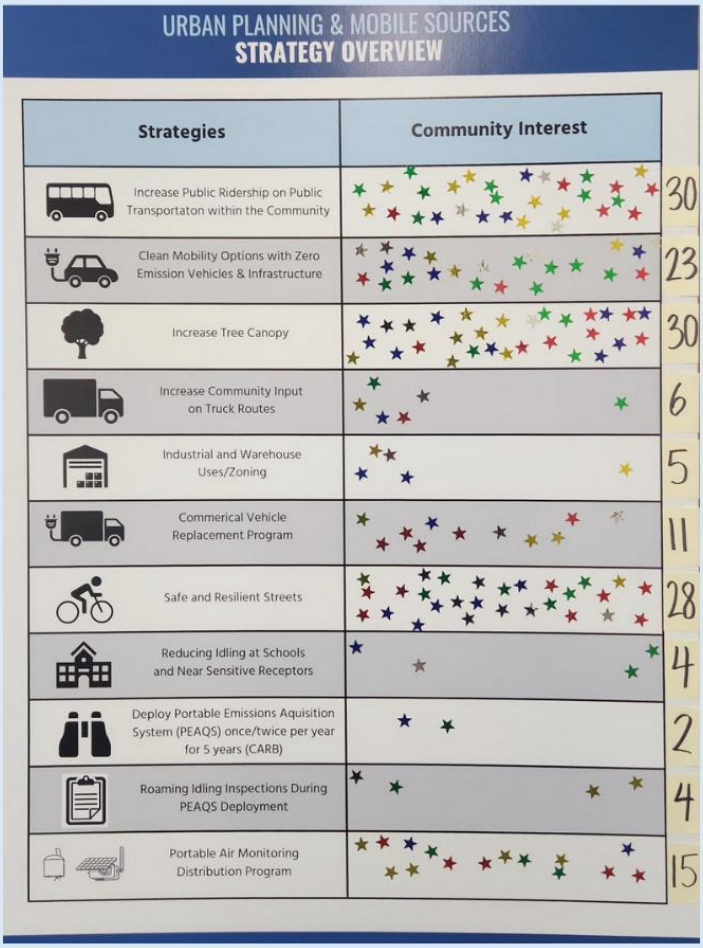


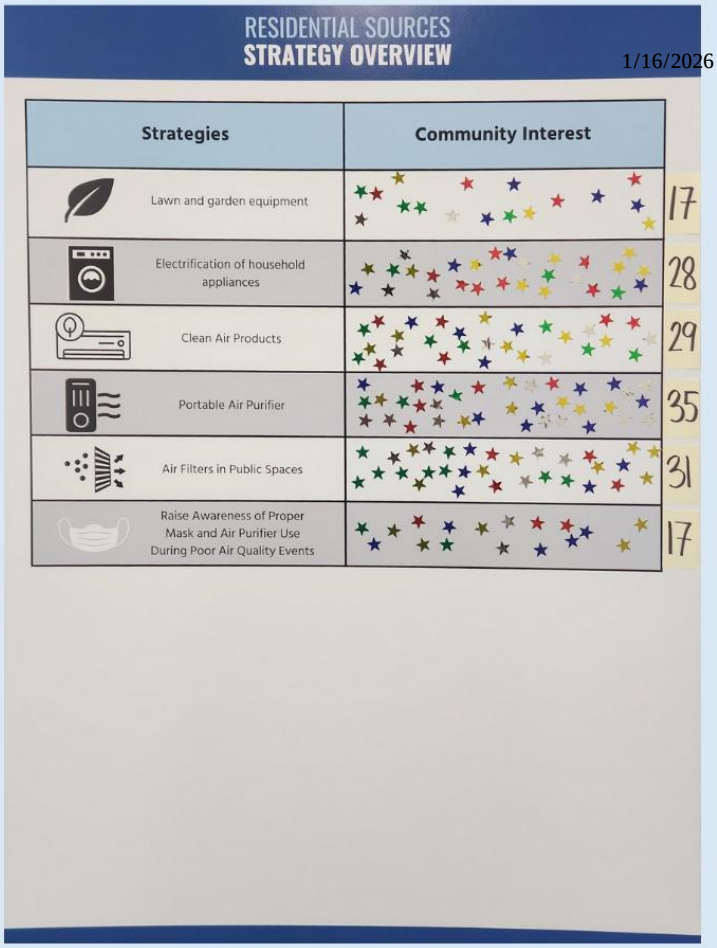
The Air We Share: A Community Conversation
October 15, 2025

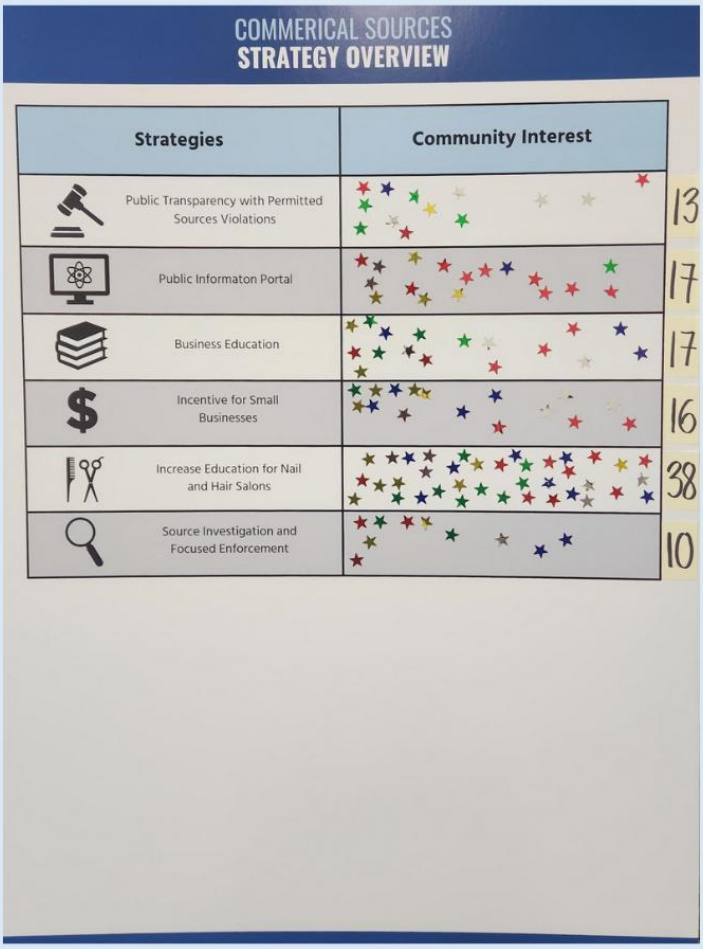




Figure 6-5 Photos from the October 15, 2025 event, ***The Air We Share: A Community Conversation****.*







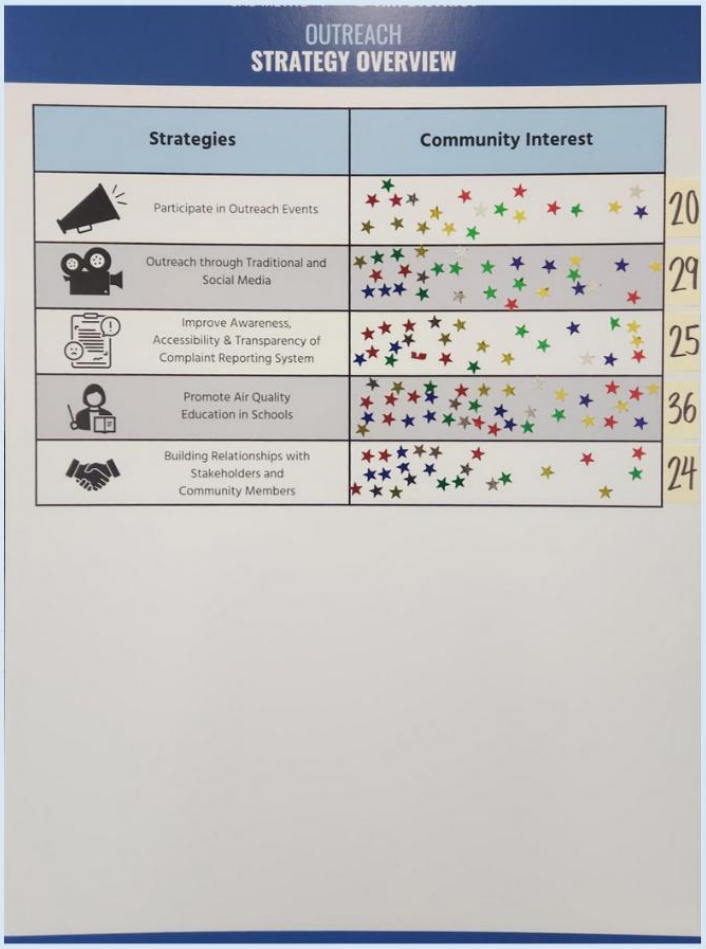


Figure 6-6 Community interest in each Steering Committee strategy was measured using star stickers placed by individuals to show their level of interest. The total number of stickers for each strategy is shown to the right of each row.

6.4.4 Step 4 – Strategy Prioritization

During the October and November 2025 CSC meetings, Steering Committee members participated in prioritization activities, recognizing that strategies require a phased implementation approach based on available resources. The process identified the highest-priority strategies for initial implementation, as well as additional strategies to be carried out in second and third phases, as resources allow. More information on the prioritization process is presented in Section 6.6 Strategy Prioritization.

6.4.5 Step 5 – Completed Strategies for CSC Review and Approval

The CSC reviewed and approved the strategies for inclusion in the CERP. During the December 2025 CSC meeting, Steering Committee members voted to approve each strategy and finalized the estimated implementation timeline. The timeline is presented in 6.6.2 Strategy Implementation Timeline.

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Strategies and Actions

6.5 Strategies and Actions

The CSC developed and approved a total of 28 strategies to be included in the CERP. The following sections describe each of the strategies developed by the respective team: Urban Planning & Mobile Sources (UM), Residential (R), Commercial (C), and Outreach (O). Each strategy details its corresponding actions, goals, implementation timeline, tracking metrics, responsible parties, and potential partners. The actions and tracking metrics were written to allow for some flexibility during CERP implementation, which will be discussed further with the CSC. Successful implementation of these strategies over the five-year period will rely on available funding and resources. Continued collaboration with the CSC and partners, along with sustained investment, will be essential to maintaining momentum and translating the Steering Committee's vision and goals into measurable community benefits. Please see Appendix B for a screen-reader accessible format.







Urban Planning & Mobile Sources Strategies




6.5.1 Urban Planning & Mobile Sources

The Urban Planning and Mobile Sources strategies focus on creating healthier, more sustainable communities through land use planning, transportation reform, clean energy adoption, and increased involvement in planning decisions. These strategies aim to reduce pollution exposure by evaluating zoning practices, promoting urban greening, and supporting cleaner mobility options. Enhanced collaboration with agencies and communities is emphasized to improve enforcement and support transparent, data-informed decision-making.



Deploy Portable Emissions Acquisition System (PEAQS)

Strategy UM-1

1/16/2026



Concern Category

Mobile Sources

- Heavy Duty (HHD) and Medium Duty (MHD) Diesel Truck Emissions

Strategy Type

Enforcement

- PEAQS is a portable roadside emission reader that identifies potential high-emitting trucks.
- PEAQS is equipped with a license plate reader and will count the number of heavy-duty vehicles over 14,000 lbs. passing by the roadside location.
- Inspect HHD and MHD trucks for compliance with CARB diesel regulations.
- Enforce HHD and MHD idling regulations.
- Write citations if non-compliance is found.

Strategy

Deploy Portable Emissions Acquisition System (PEAQS) once/ twice a year for five years.

Actions

The California Air Resources Board (CARB) will work with the South Sacramento-Florin Community Steering Committee (CSC), Sacramento Metropolitan Air Quality Management District (Sac Metro Air District), and California Highway Patrol (CHP) to identify locations to deploy safe roadside inspections within the South Sacramento-Florin AB 617 boundary, that have high heavy-duty truck traffic or are a concern to the community.

- Identify potential locations through CSC input, enforcement data, air district knowledge and CHP suggestions.
- Scout locations for feasibility of PEAQS deployment for safety and truck activity.
- Schedule deployment with CHP.
- Deploy PEAQS.
- Report the results to CSC.
- Repeat steps biennially/annually.

Goals (Quick)

- Engage CSC with CARB enforcement activities.
- Deter high-emitting non-compliant trucks from operating within the boundary.
- Collect traffic data for HHD and MHD with a license plate reader.
- Share results with CSC with the exception of Personally Identifiable Information (PII).

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Estimated Timeline(s)

Early Action:

- **May 12-26, 2025:** Identify safe locations to deploy PEAQS.
- **June-July 2025:** Deploy PEAQS in the early morning/midday to account for summer heat.
- **September 2025:** Report results back to CSC.

Long-Term Action:

- **January-June and July-December 2026:** Deploy PEAQS.
- **January-June and July-December 2027:** Deploy PEAQS.
- **January-June and July-December 2028:** Deploy PEAQS.
- **January-June and July-December 2029:** Deploy PEAQS.

Tracking Metrics

- Number of PEAQS deployment days
- Number of trucks screened, and citations written
- Number of report backs to community

Implementing Agency, Organization, Other Entity, or Potential Partner(s)

Name	Responsibilities
CARB	• Work with CHP to schedule safe PEAQS deployment. • Collect data and report results.
Community Steering Committee, CARB, and Sac Metro Air District	• Work together to suggest locations for PEAQS safe deployment.

Additional Information

- Video of how CARB operates PEAQS

DRAFT

Roaming Idling Inspections during PEAQS Deployment

Strategy UM-2

1/16/2026



Concern Category

Mobile Sources

- Heavy Duty (HHD) and Medium Duty (MHD) Diesel Truck Emissions

Strategy Type

Enforcement

- During PEAQS deployment (see PEAQS strategy UM-1) CARB staff will send a team of two to roam the surrounding areas and nearby sensitive receptor locations.
- PEAQS is a portable roadside emission reader that identifies high emitting truck polluters in passing truck traffic.
- Inspect HDD and LDD trucks for compliance with CARB diesel idling regulations.
- Write citations if non-compliance is found.

Strategy

Roaming idling inspections during PEAQS deployment.

Actions

CARB will work with the Community Steering Committee (CSC), Sacramento Metropolitan Air Quality Management District (Sac Metro Air District), and California Highway Patrol (CHP) to identify locations to deploy safe roaming inspections within the South Sacramento-Florin 617 boundary, that have high heavy-duty truck traffic, near sensitive receptors, or are a concern to the community.

- Identify potential locations through CSC input, enforcement data, air district knowledge, maps, and CHP suggestions. Roam locations near PEAQS deployment.
- Roam nearby sensitive receptor locations (e.g. schools, hospitals, senior care facilities).
- Report back results to CSC.
- Repeat during every PEAQS deployment.

Goals (Quick)

- Engage CSC with CARB enforcement activities.
- Deter diesel trucks from idling within the boundary.
- Share results with CSC.

Estimated Timeline(s)

Early Action:

- **May 12-26, 2025:** Identify safe locations to deploy PEAQS.
- **June-July 2025:** Deploy PEAQS and send roaming team to inspect idling.
- **September 2025:** Report results back to CSC.

Long-Term Action:

- **January-June and July-December 2026:** Send roaming team to inspect idling.
- **January-June and July-December 2027:** Send roaming team to inspect idling.
- **January-June and July-December 2028:** Send roaming team to inspect idling.
- **January-June and July-December 2029:** Send roaming team to inspect idling.

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Tracking Metrics

- Number of idling inspections during roaming days
- Number of trucks inspected, and number of citations written
- Number of report backs to community

Implementing Agency, Organization, Other Entity, or Potential Partner(s)

Name	Responsibilities
CARB	• During PEAQS deployment, send out a roaming team to inspect idling. • Collect data and report back results.
Community Steering Committee, CARB, and Sac Metro Air District	• Work together to suggest locations for PEAQS safe deployment and idling roaming.

Additional Information

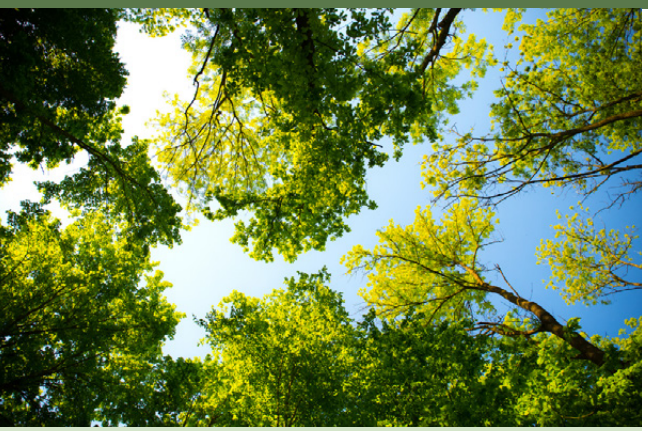
- Video of how CARB operates PEAQS

DRAFT

Increase Tree Canopies

Strategy UM-3

1/16/2026



Concern Category

Urban Planning

Strategy Type

- Incentives
- Public Outreach

Strategy

Increase tree canopies to provide more shade and cool surfaces in areas of concern and/or create vegetative barriers to protect communities from sources of pollution.

Actions

- Outreach and engage with businesses and private property owners to encourage new tree canopies and vegetative barriers on private properties and maintaining existing canopy.
- Identify areas of concern and potential project locations.
- Meet with local jurisdictions and Community Steering Committee (CSC) to discuss prioritized areas and develop a plan to increase tree canopies in areas of concern (e.g. parks, sidewalks, bus stop, etc.).
- Fund the South Sacramento Tree Alliance project that includes these elements:
    - Plant 1,000 trees in South Sacramento-Florin community, specifically the Franklin Boulevard corridor area.
    - Implement outreach and education campaign (workshops, planting events).
- Identify other sources of funding or programs available for tree planting/vegetative barrier projects.
    - When available, apply to fund new projects in the community.
- Design and launch an incentive program:
    - Fund the design, planting, and maintenance of vegetative barriers between sources of pollution and communities.
    - Fund the design, planting, and maintenance of community greening programs to increase tree canopy in key locations to reduce urban heat island effect and increase active modes.
- Partner with Color the Block to distribute 300+ trees to the South Sacramento-Florin Community.

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Goals (Long-Term)

- Maintain regular communication with other jurisdictions to address areas of concern.
- Increase tree canopies and vegetative barriers to reduce exposures in areas with sensitive populations.
- Launch an incentive program, pending the availability of funds, for well-qualified projects to address sources of pollution within the community.
- Prioritize projects that will provide at least 50% tree canopy within 15 years in the project area.

Estimated Timeline(s)

- **November 2025:** Distribute 300+ trees to the South Sacramento-Florin Community.
- **End 2025-2027:** Implement South Sacramento Tree Alliance Project.
- **Mid-end 2026:**
  - Connect with local businesses and private property owners to share information.
  - Connect with other jurisdictions to discuss strategy.
- **Mid 2026, On-going:** Provide an update for new or existing programs to support tree planting.
- **End 2026-mid 2027:** Launch an incentive program (pending availability of funds) and/or apply for funding and to implement projects.

Tracking Metrics

- Number of engagement with business and private property owners
- Number of dollars spent on tree canopies and/or vegetative barriers
- Number of areas, corridors, or spaces with new trees/vegetation planted
- Number of new trees or vegetation planted
- Survival rate of trees

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Implementing Agency, Organization, Other Entity, or Potential Partner(s)

Name	Responsibilities
Sac Metro Air District	• Maintain regular communication with CSC and local jurisdictions. • Design an incentive program for urban greening and/or vegetative barriers. • Provide updates on other available funding sources for new projects.
Local jurisdictions (City of Sacramento, City of Elk Grove, Sacramento County)	• Work with Sac Metro Air District to identify potential programs for tree planting and/or vegetative barriers. • City of Sacramento commits to having a CSC member on the Urban Forest Plan Implementation Working Group.
Community Steering Committee	• Apply for and incorporate tree canopies/vegetative barriers within the community.
Sacramento Tree Foundation and United Latinos	• Supplemental Environmental Project implementation.
Color the Block	• Partner with Sac Metro Air District to distribute trees to the community in November 2025. • Partner with Sac Metro Air District to identify potential programs to increase tree canopy.
Meadowview Urban Tree Project	• Partner with Sac Metro Air District to identify potential programs to increase tree canopy.
Other Partners as Identified	• Partner with Sac Metro Air District to identify potential programs to increase tree canopy.

DRAFT

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

1/16/2026



Concern Category
Urban Planning

Strategy Type
- Urban Planning/Public Works

Strategy
Support installation of quick builds to create protected and shaded cycling and walking routes.

Actions
- Identify community desired infrastructure.
- Prioritize locations for intervention.
- Implement a Neighborhood Street Safety Program – work with jurisdictions.
- Fund changes to the built environment.

Goals (Long-Term)
- Increase tree canopy for foot and cycle paths.
- Increase and prioritize pedestrian and cyclist safety.
- Reduce vehicle miles traveled within the South Sacramento-Florin Community.

Estimated Timeline(s)
- **2027-2031:** Implement the Neighborhood Street Safety Program and install quick builds to enhance pedestrian and cyclist safety.

Tracking Metrics
- Number of quick builds installed

DRAFT

Implementing Agency, Organization, Other Entity, or Potential Partner(s)

Name	Responsibilities
Sac Metro Air District	• Provide information on areas with high urban heat impacts which would benefit from cooling strategies.
Local Jurisdictions (i.e. County of Sacramento, City of Elk Grove, and City of Sacramento); CalTrans	• Identify high-injury corridors. • Design and implement safety enhancements for vulnerable road users. • Evaluate existing street standards and incorporate, as feasible, additional safety and cooling strategies for vulnerable road users.
Community Steering Committee	• Assist with identification of locations in need of safety and cooling treatments.
Other Partners as Identified	• Partner with Sac Metro Air District to assist with identification of locations in need of safety and cooling treatments.

DRAFT

Safe & Resilient Streets – Standards
Strategy UM-4b

1/16/2026



Concern Category
Urban Planning

Strategy Type
- Urban Planning/Public Works

Strategy
Support and/or amend street standards to create protected and shaded cycling and walking routes.

Actions
- Identify community desired infrastructure.
- Locate deficiencies in existing standards.
- Prioritize locations for intervention.
- Work with local jurisdictions to adopt new design or redesign standards and to implement improvements.
- Implement a Neighborhood Street Safety Program – work with jurisdictions.

Goals (Long-Term)
- Increase tree canopy for foot and cycle paths.
- Increase and prioritize pedestrian and cyclist safety.
- Reduce vehicle miles traveled within the South Sacramento-Florin Community.

Estimated Timeline(s)
- **2026-2031:** Adopt or evaluate standards to focus on pedestrian and cyclist safety.

Tracking Metrics
- Number of VMT reduced in specific routes, where changes were in effect
- Type of change discussed or implemented to street standards
- Number of standards reviewed

DRAFT

Implementing Agency, Organization, Other Entity, or Potential Partner(s)

Name	Responsibilities
Sac Metro Air District	• Provide information on areas with high urban heat impacts which would benefit from cooling strategies.
Local Jurisdictions (i.e. County of Sacramento, City of Elk Grove, and City of Sacramento); CalTrans	• Identify high-injury corridors. • Design and implement safety enhancements for vulnerable road users. • Evaluate existing street standards and incorporate, as feasible, additional safety and cooling strategies for vulnerable road users.
Community Steering Committee	• Assist with identification of locations in need of safety and cooling treatments. • Review and comment on street standards.
Other Partners as Identified	• Partner with Sac Metro Air District to assist with identification of locations in need of safety and cooling treatments.

DRAFT

Increase Clean Mobility Options with Zero Emissions Vehicles and Charging Infrastructure – Infrastructure Only

Strategy UM-5a

1/16/2026



Concern Category

Mobile Sources

Strategy Type

- Incentives
- Public Outreach

Strategy

Support the transition to zero-emissions vehicles through adding fast-charging infrastructure and mobility hubs.

Actions

- Create more fast-charging and hydrogen fueling opportunities for both the public and community-serving commercial vehicles.

Goals (Medium-Term)

- Increase availability and reliability of charging infrastructure with emphasis on fast charging and leveraging existing partnerships.

Estimated Timeline(s)

The timeline and the following associated milestones will be established once additional funding becomes available:

- Prioritize and fund mobility hubs and charging infrastructure, including fast-charging, that is open to the public.

Tracking Metrics

- Number of publicly available level 2 chargers, level 3 chargers, hydrogen fueling stations

DRAFT

Implementing Agency, Organization, Other Entity, or Potential Partner(s)

Name	Responsibilities
Sac Metro Air District	• Recruit eligible participants in desirable locations for creation of mobility hubs, charging infrastructure, and hydrogen fueling infrastructure.
Community Steering Committee	• Recruit eligible participants.
Other Partners as Identified	• Recruit eligible participants.

Increase Clean Mobility Options with Zero Emissions Vehicles and Charging Infrastructure – Enhanced Clean Cars for All / No-Scrap

Strategy UM-5b

1/16/2026



Concern Category

Mobile Sources

Strategy Type

- Incentives
- Public Outreach

Strategy

Increase clean mobility options for residents with the Clean Cars for All (CC4A) program.

Actions

- Enhance the CC4A program by:
  - Streamlining application and award process for eligible participants.
  - Making available charging installation/credits for participants.
  - Working with funding organizations to remove eligibility barriers, including registration/insurance continuity requirements and scrap requirements.
- Explore mobility options for vehicle modifications to increase accessibility.

Goals (Medium-Term)

- Reduce application to award letter timeline to no more than three months.
- Increase dealer options.
- Ensure consumer protections for program participants.

Estimated Timeline(s)

The timeline and the following associated milestones will be established once additional funding becomes available:

- Streamline application and award processes.
- Establish no-scrap CC4A program.

Tracking Metrics

- Days from completed application to award letter
- Number of cars scrapped
- Number of cars purchased

DRAFT

Implementing Agency, Organization, Other Entity, or Potential Partner(s)

Name	Responsibilities
Sac Metro Air District	• Recruit dealers. • Oversee local CC4A program. • Recruit eligible participants for CC4A program.
Community Steering Committee	• Recruit eligible participants.
Other Partners as Identified	• Recruit eligible participants.

DRAFT

Increase Clean Mobility Options with Zero Emissions Vehicles and Charging Infrastructure – Electric Bicycle Voucher

Strategy UM-5c

1/16/2026



Concern Category

Mobile Sources

Strategy Type

- Incentives
- Public Outreach

Strategy

Increase clean mobility options for residents with electric bicycle (eBike) vouchers.

Actions

- Explore mobility options.
- Increase subsidized mobility options for community members with eBike vouchers

Goals (Medium-Term)

- Increase mobility options.

Estimated Timeline(s)

The timeline and the following associated milestones will be established once additional funding becomes available:

- Establish no-scrap eBike program.

Tracking Metrics

- Number of eBikes purchased

DRAFT

Implementing Agency, Organization, Other Entity, or Potential Partner(s)

Name	Responsibilities
Sac Metro Air District	• Recruit dealers and bike vendors. • Develop eBike voucher program.
Community Steering Committee	• Recruit eligible participants.
Other Partners as Identified	• Recruit eligible participants.

Reduce Idling at Schools and Sensitive Receptors

Strategy UM-6

1/16/2026



Concern Category

Urban Planning

Strategy Type

- Outreach

Strategy

Limit the location and negative impacts of idling at schools and near sensitive receptors (parks, hospitals, clinics).

Actions

- Provide signage to discourage idling at school pick-up and drop-off locations.
- Work with public works departments to ensure loading zones are away from sensitive receptors.
- Monitor for emissions impacts from idling near schools, parks, hospitals, and clinics.
- Explore policy change of currently exempt vehicles or idling only in designated areas.

Goals (Medium-Term)

- Reduce impact of idling on the community.

Estimated Timeline(s)

The timeline and the following associated milestones will be established once additional funding becomes available:

- Identify locations of excessive idling.
- Work with CARB and school districts to place appropriate signage in high-idling locations around schools to encourage residents to shut-off their engines.
- Alter curb regulations and signage to prevent idling in sensitive locations.

Tracking Metrics

- Number of schools implementing anti-idling programs
- Number of locations with curb regulation change

DRAFT

Implementing Agency, Organization, Other Entity, or Potential Partner(s)

Name	Responsibilities
Sac Metro Air District	• Work with school districts, local jurisdictions, and other agencies to share information, provide guidance, and encourage anti-idling habits at schools and sensitive areas.
School Districts	• Post appropriate signage to reduce idling.
Community Steering Committee	• Identify locations with unacceptable levels of idling.
Local jurisdictions (City of Sacramento, City of Elk Grove, Sacramento County)	• Implement curb regulation changes in locations identified by the Community Steering Committee (CSC).
CARB	• Work with CSC and local agencies to identify locations, where feasible, to install *No Idling* signs on roadsides, at schools, and parks.
Other Partners as Identified	• Work with the District, the CSC, community organizations to identify locations, where feasible, to install *No Idling* signs on roadsides, at schools, and parks.

DRAFT

Portable Air Monitor Distribution Program

Strategy UM-7

1/16/2026



Concern Category

Outreach

Air Monitoring

Strategy Type

- Outreach
- Air Monitoring

Strategy

Increase awareness of particulate matter concentrations and the impact it can have on human health.

Actions

- Provide outreach information to the South Sacramento-Florin community. Outreach information to include where to find air quality information, sources of particulate matter, and the impact on health.
- Attend community events in the South Sacramento-Florin community and distribute information about particulate matter and portable sensors.
- During the public outreach events, compile a list of people that would like to install an air sensor at their residence. Determine eligibility of applicants and determine recipients of the sensors.
- Provide portable sensors to participants that would like to install a particulate matter monitor at their residence

Goals (Medium-Term)

- Educate the community about particulate matter and its health impacts.
- Enhance real time air quality information within the community by providing free portable air sensors and educate on how the community can use this information.

Estimated Timeline(s)

The timeline and the following associated milestones will be established once additional funding becomes available:

- Community events will be attended within the first year of implementation.
- Portable sensors will be distributed within two years of implementation.

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Tracking Metrics

- Number of community events attended
- Number of people visiting our booth at community events
- Number of people interested in deploying a portable sensor
- Nnumber of people that receive a portable sensor and map the additional coverage it provides

Implementing Agency, Organization, Other Entity, or Potential Partner(s)

Name	Responsibilities
Sac Metro Air District	• Attend a minimum of three community events. • Distribute portable sensors to interested community members. • Map the additional particulate matter coverage in the South Sacramento-Florin community.
Other Partners as Identified	• Help with outreach to distribute portable air monitors to community members.

DRAFT

Increase Public Ridership on Public Transportation

Strategy UM-8

1/16/2026



Concern Category

Mobile Sources

- Mobility
- Vehicle Emissions
- Public Transportation

Strategy Type

- Incentives
- Public Outreach

Strategy

Increase public ridership on public transportation within the community.

Actions

- Work with organizations, businesses, and agencies to provide incentives for employees to take sustainable transportation (i.e., carpool, public transportation, electric vehicle).
- Work with the Sacramento Regional Transit (SacRT) to continue the funding for a free yearly bus pass to community members, focused on increasing student ridership.
- Provide public outreach to community members on information on how to access transportation apps, how to access maps and routes, and schedules.
- Provide transportation demand management services for residents and businesses within the community.

Goals (Medium-Term)

- Reduce traffic congestion in the community with increased ridership on public transportation.
- Align bus routes with school schedules to help students arrive at school on time.
- Increase website traffic activity for SacRT.

Estimated Timeline(s)

The timeline and the following associated milestones will be established once additional funding becomes available:

- Work with SacRT to continue the program to fund free yearly bus passes.
- Work with SacRT to do public outreach to the community on information about the website, maps/routes, and schedules.
- Work on a plan to work with organizations to provide materials and information/materials.
- Work with organizations, businesses, and agencies to provide incentives.

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Tracking Metrics

- Tracking ridership on how many times the passes were used
- Number of annual passes issued
- Number of organizations, businesses, and agencies participating in the commuter incentive program

Implementing Agency, Organization, Other Entity, or Potential Partner(s)

Name	Responsibilities
Sacramento Regional Transit (SacRT)	• Adjust schedules to facilitate student trips. • Provide subsidized transit passes to eligible riders.
Sacramento Transportation Management Association	• Provide transportation demand management services within the community.
Sac Metro Air District	• Work with SacRT and other agencies to provide support for outreach and funding.
Community Steering Committee	• Increase community buy-in by participating outreach events and sharing information.
School Districts	• Inform SacRT of bell schedules.
Other Partners as Identified	• Increase community buy-in by participating outreach events and sharing information.

DRAFT

Industrial and Warehouse Uses/Zoning

Strategy UM-9a

1/16/2026



Concern Category

Urban Planning

Strategy Type

- Regulatory
- Incentives

Strategy

Limit new and reduce existing negative impacts of industrial and warehouse uses.

Actions

- Ensure compliance with AB 98 and other state warehouse requirements.
- Update development standards to require buffer zones, vegetative barriers, truck routing plans, transportation demand management, and other provisions, especially near sensitive receptors (such as neighborhoods, schools, community centers, etc).
- Ensure appropriate enforcement of development standards

Goals (Long-Term)

- Reduce impact of industrial and warehouse uses on the community.
- Determine thresholds.

Estimated Timeline(s)

- **2025:** Elk Grove Climate Action Plan public comment in July 2025.
- **2027-2029:**
  - City of Sacramento – Implementing GP actions (Environmental Justice performance standard study - **2027**).
  - Phase I of a zoning overhaul (simplification, fewer residential zones & objective development standards **2028-2029**).

The timeline and the following associated milestones will be established once additional funding becomes available:

- Steering committee recommends amendments to the zoning codes, development standards and/or design guidelines for the three jurisdictions within the AB 617 community.
- Have jurisdictions appropriate development standards for specific land uses.

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Tracking Metrics

- Adoption of amendments to zoning code, design guidelines, and development standards

Implementing Agency, Organization, Other Entity, or Potential Partner(s)

Name	Responsibilities
Sac Metro Air District	• Advise the steering committee or their designees on development standards which would reduce impacts.
Local jurisdictions (City of Sacramento, City of Elk Grove, Sacramento County)	• Advise the steering committee or their designees on development standards which would reduce impacts. • Present steering committee recommendations to their elected boards for action.
Community Steering Committee	• Recommend development standards to local jurisdictions.
Other Partners as Identified	• Recommend development standards to local jurisdictions.

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Industrial and Warehouse Uses/Zoning – Truck Route Study
Strategy UM-9b

1/16/2026



Concern Category
Mobile Sources

Strategy Type
- Study

Strategy
Conduct truck route studies to identify areas of concern.

Actions
- Conduct cut-through route studies to substantiate the need for any changes, as needed.

Goals (Long-Term)
- Reduce impact of industrial and warehouse uses and truck routes in key areas.

Estimated Timeline(s)
The timeline and the following associated milestones will be established once additional funding becomes available:
- Work with local jurisdictions to conduct truck route studies.

Tracking Metrics
- Completion of studies
- Identification of areas of concern

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Implementing Agency, Organization, Other Entity, or Potential Partner(s)

Name	Responsibilities
Sac Metro Air District	• Work with local jurisdictions and Community Steering Community (CSC) to conduct truck route studies.
Local Jurisdictions (i.e. County of Sacramento, City of Elk Grove, and City of Sacramento); CalTrans	• Conduct truck route study. • Present to the CSC truck route study results. • Present steering committee recommendations to their elected boards for action.
Community Steering Committee	• Recommend initial areas of concern to local jurisdictions.
Other Partners as Identified	• Recommend initial areas of concern to local jurisdictions.

Community Input on Truck Routes

Strategy UM-10

1/16/2026



Concern Category

Mobile Sources

Strategy Type

- Public Outreach

Strategy

Increase community input on truck route decisions.

Actions

- Ensure the Community Steering Committee (CSC) (or their designee) are involved in any decisions with the California Department of Transportation (Caltrans), County of Sacramento, City of Elk Grove, and City of Sacramento regarding the establishment or designation of truck routes within the designated community.

Goals (Long-Term)

- Reduce truck emissions in key areas.

Estimated Timeline(s)

The timeline and the following associated milestones will be established once additional funding becomes available:

- Ensure Caltrans, County of Sacramento, City of Elk Grove, and City of Sacramento will route any truck route proposals to the steering committee for review and comment.
- Number of truck route project proposals that CSC members provided comments on.

Tracking Metrics

- Number of proposed amendments to the California Truck Route network within the designated community.
- Number of truck route project proposals that CSC members provided comments on.

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Implementing Agency, Organization, Other Entity, or Potential Partner(s)

Name	Responsibilities
Sac Metro Air District	• Ensure all truck route processes involve the CSC.
Local Jurisdictions (i.e. County of Sacramento, City of Elk Grove, and City of Sacramento); CalTrans	• Ensure AB 98 implementation involves the CSC.
Community Steering Committee	• Review and comment on truck route proposals.
Other Partners as Identified	• Review and comment on truck route proposals.

DRAFT

Commercial Vehicle Replacement Program

Strategy UM-11

1/16/2026



Concern Category

Mobile Sources

Strategy Type

- Public Outreach
- Incentive Programs

Strategy

Incentive strategy to transition from diesel to zero-emission commercial vehicles.

Actions

- Fund scrap-and-replace programs for commercial vehicles (evaluate funding not from CERP/CAP funding, but Cap-and Trade funding from other 'buckets').
- Provide supporting electric or hydrogen fueling infrastructure.
- Include no-scrap vehicle options (especially for smaller fleets).
- Prioritize vehicles with regular routes and long dwell times in the AB 617 community (such as school buses, garbage trucks, delivery vehicles, or vehicles based at warehouses in the community).

Goals (Long-Term)

- Reduce diesel emissions with the AB 617 community.
- Increase acceptance and use of zero-emission technologies.
- Support small fleets and community organizations.

Estimated Timeline(s)

The timeline and the following associated milestones will be established once additional funding becomes available:

- Execute incentive solicitation to forward program goals.
- Deliver projects within the AB 617 community.

Tracking Metrics

- Number of vehicles scrapped
- Tons of pollution removed/prevented
- Number of participants
- Number of electric or hydrogen fueling infrastructure installed

DRAFT

Implementing Agency, Organization, Other Entity, or Potential Partner(s)

Name	Responsibilities
Sac Metro Air District	• Manage incentive program. • Ensure project delivery and compliance.
Community Steering Committee	• Recruit eligible participants. • Review solicitation criteria to ensure program goals being met.
Other Partners as Identified	• Recruit eligible participants. • Review solicitation criteria to ensure program goals being met.

Additional Information

- Sac Metro Air District incentive programs: https://www.airquality.org/Businesses/Incentive-Programs

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Residential Sources Strategies

6.5.2 Residential Sources

The strategies in this concern category center on improving indoor air quality through targeted incentives, education, and partnerships. These strategies aim to reduce exposure to indoor pollutants by supporting electrification and cleaner technologies in homes, particularly older and multi-family unit housing, promoting the use of air purifiers, and electric landscaping tools. Education efforts focus on helping consumers understand sources of indoor pollution, effective mitigation practices, and cleaner alternatives.



Clean Air Products

Strategy R-1

1/16/2026



Concern Category

Residential Sources

Strategy Type

- Public Outreach and Education

Strategy

Provide education on the use of non-toxic household products and natural cleaning agents to improve air quality.

Actions

- Create outreach materials (e.g., door hanger, pamphlet, etc.) on indoor air quality and how some cleaning, sanitizing and disinfecting products can lower air quality within living spaces, and what actions can be taken to reduce the effects of these products.
- Share information for cleaning products that are certified as meeting the United States Environmental Protection Agency's (U.S. EPA) Safer Product Standards: U.S. EPA's "Safer Choice" during tabling events.

Goals (Quick)

- Engage and educate the community to share information on indoor air quality, impacts from cleaning products, and safer alternatives.

Estimated Timeline(s)

- **Mid-2027:** Create materials for outreach and engagement.
- **End 2027:** Establish a plan to engage with the community and begin outreach.
- **2028:** Implement outreach campaign.

Tracking Metrics

- Number of household/individuals engaged during community events or outreach
- Number of product and type of product distributed
- Number of events attended

DRAFT

Implementing Agency, Organization, Other Entity, or Potential Partner(s)

Name	Responsibilities 1/16/2026
Sac Metro Air District	• Ensure outreach materials are created. • Ensure transparent reporting to the Community Steering Committee. • Identify and reach out to potential vendors for clean household product samples. • Plan and attend community outreach and events.
Community Steering Committee	• Plan and attend community outreach and events. • Identify and reach out to potential vendors for clean household product samples.
Other Partners as Identified	• Plan and attend community outreach and events. • Identify potential community events to distribute outreach materials.

Additional Information

- Indoor air quality: https://www.epa.gov/indoor-air-quality-iaq/indoor-pollutants-and-sources
- Cleaning Products and Air Quality: https://ww2.arb.ca.gov/resources/fact-sheets/cleaning-products-indoor-air-quality
- U.S. EPA “Safer Choice”: https://www.epa.gov/saferchoice

DRAFT

Residential Lawn and Garden

Strategy R-2

1/16/2026



Concern Category

Residential Sources

- Air Pollution Exposure

Strategy Type

- Incentives
- Public Outreach and Media

Strategy

Establish incentive and equipment checkout programs to expand access for residents within AB 617 boundaries to replace existing gas-powered lawn and garden equipment with zero-emission, battery-electric equipment.

Actions

- Create outreach materials on the benefits of battery-electric lawn and garden equipment and information on available grant funding and eligible equipment.
- Conduct public outreach in identified residential neighborhoods, parks, and community centers.
- Partner with various entities to develop a checkout program and host events where residents can try out the equipment.
- Establish partnerships with community groups, manufacturers, vendors, recycling facilities, and others.
- Develop a streamlined incentive program for interested participants to apply.

Goals (Medium-Term)

- Engage with the community to share information on the incentive and equipment checkout programs, including benefits of using battery-electric lawn and garden equipment.
- Create an equipment checkout program to maximize the number of residents who can use the equipment.
- Create an incentive program for residential battery-electric lawn and garden equipment.

Estimated Timeline(s)

- **Mid-2027:** Establish a plan to engage with the community and begin outreach.
- **End 2027:**
  - Establish partnerships and create a checkout program.
  - Open incentive application for interested participants.
- **Early 2028:** Evaluate the number of participants and continue engaging with the community as needed, pending availability of funds.

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Tracking Metrics

Check out Program:

- Number and type of equipment checked out
- Number of participants, repeated participants
- Optional – demographic information/survey
- Locations of participants who checked out
- Number of events and locations

Incentive:

- Number of applications received and awarded, with information on application location
- Types of equipment purchased, replaced
- Number of interested participants and the number of participants who apply for the incentive

Implementing Agency, Organization, Other Entity, or Potential Partner(s)

Name	Responsibilities
Sac Metro Air District	• Maintain regular check-ins with the implementing partner organization. • Allocate and track funding spent on projects. • Review and approve applications. • Conduct community outreach. • Ensure transparent reporting.
Participating Merchants and Recycling Facilities	• Conduct community outreach. • Provide technical knowledge and support in choosing new equipment for the client. • Approve trade-ins. • Sell battery-electric equipment. • Provide proper documentation to Sac Metro Air District, including invoices and receipts. • Oversee program operations.
Recycling Facilities	• Destroy old equipment and recycle metals and other materials • Provide Sac Metro Air District with documentation on the number of pieces of equipment delivered to the facility.
Other Partners as Identified	• Conduct community outreach.

Additional Information

- SORE Regulation: https://ww2.arb.ca.gov/our-work/programs/small-off-road-engines-sore
- Sac Metro Air District Lawn and Garden webpage: https://www.airquality.org/Residents/Incentive-Programs/Commercial-Lawn-and-Garden-Program
- Small Engine Fact Sheet: https://ww2.arb.ca.gov/resources/fact-sheets/sore-small-engine-fact-sheet

DRAFT

Electrification of Household Appliances – SMUD Energy Saver Bundle
Strategy R-3a

1/16/2026



Concern Category

Residential Sources

- Indoor Air Quality

Strategy Type

- Incentives
- Public Outreach

Strategy

Provide education and incentives to assist homeowners/renters with electrifying household appliances with a focus on homes or residential complexes built prior to 1980.

Actions

- Identify specific neighborhoods or areas and relevant partners (city, county, Sacramento Municipal Utility District [SMUD]) to conduct outreach.
- Engage and educate homeowners and renters to share information on the benefits of using carbon-free appliances and available resources.
    - Share local/regional programs, if available. (e.g., SMUD-Appliance Rebate Programs, City of Sacramento).
- Develop new incentive program to assist qualified residences.
    - Engage with local contractors to determine average cost of conversion.
    - Assist with conversion and infrastructure (electric panels) upgrades.
    - Tiered assistance - focus on low-income residences, multi-family homes.
- Identify labors unions and apprenticeship school to work with as part of the incentives (e.g., Sacramento Job Corps).
- Coordinate with the local governments to connect requirements with incentives.
- Prioritize at risk or vulnerable communities.

Goals (Medium-Term)

- Assist homeowners and renters in single-family or multi-family housing with replacing natural gas, propane, or wood-burning appliances with efficient carbon-free appliances.
- Provide outreach and education on the benefits of using carbon-free appliances in residential dwellings, particularly focusing on neighborhoods with dwellings built prior to 1980.

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Estimated Timeline(s)

- **End 2026:**
  - Establish a plan to engage with the community and begin outreach and education in identified areas; reach out to contractors.
  - Work with SMUD or other entities to collaborate on existing programs or other determine areas of partnership for new program.
- **2026-2030:**
  - SMUD will open an incentive application for interested participants and begin ordering devices based on estimated interest; arrange for pickup/delivery of devices.
  - Work with interested participants and continue engaging with the community as needed, pending availability of funds.

Tracking Metrics

- Number of homeowners and multi-family housing unit reached/interested
- Number and type of appliances replaced

Implementing Agency, Organization, Other Entity, or Potential Partner(s)

Name	Responsibilities
Sac Metro Air District	• Maintain regular check-in with implementing partner organization. • Conduct community outreach.
Sacramento Municipal Utility District	• Share information on existing programs. • Participate in outreach and education opportunities in areas identified. • Implement SMUD's Energy Saver Bundle Program.
Community Steering Committee	• Help with community outreach and generate leads.
Local jurisdictions (City of Elk Grove, City of Sacramento, Sacramento County)	• Share opportunities and information on local newsletter.
Community-based organization; nonprofit	• Participate in outreach and education opportunities. • Apprenticeship.
Other Partners as Identified	• Participate in outreach and education opportunities.

Additional Information

- Existing SMUD programs: https://www.smud.org/Rebates-and-Savings-Tips/Rebates-for-MyHome/Home-Appliances-and-Electronics-Rebates
- Energy Saver Bundles: Indoor air quality: https://www.epa.gov/indoor-air-quality-iaq/indoor-pollutantsand-sources
- Medical Equipment Discount: Indoor air quality: https://www.epa.gov/indoor-air-quality-iaq/indoorpollutants-and-sources

DRAFT

Electrification of Household Appliances – Electric Fireplace Insert

Strategy R-3b

1/16/2026



Concern Category

Residential Sources

- Indoor Air Quality

Strategy Type

- Incentives
- Public Outreach

Strategy

Provide education and incentives to assist homeowners/renters with electrifying fireplaces.

Actions

- Identify specific neighborhoods or areas and relevant partners to conduct outreach.
- Engage and educate homeowners and renters to share information on the benefits of using electric fireplace inserts and available resources.
  - Share local/regional programs, if available.
- Develop new incentive program to assist qualified residences.
  - Engage with local contractors to determine average cost.
  - Assist with conversion and infrastructure (electric panels) upgrades.
  - Tiered assistance - focus on low-income residences and multi-family homes.
- Identify labors unions and apprenticeship schools to work with as part of the incentives (e.g., Sacramento Job Corps).
- Coordinate with the local governments to connect requirements with incentives.
- Prioritize at risk or vulnerable communities.

Goals (Medium-Term)

- Assist homeowners and renters in single-family or multi-family housing with replacing natural gas, propane, or wood-burning fireplaces with efficient carbon-free appliances.
- Provide outreach and education on the benefits of using carbon-free appliances in residential dwellings, particularly focusing on neighborhoods with dwellings built prior to 1980.

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Estimated Timeline(s)

The timeline and the following associated milestones will be established once additional funding becomes available:

- Establish a plan to engage with the community and begin outreach and education in identified areas; Reach out to contractors.
- Work with potential partners to collaborate on existing programs or other determine areas of partnership for new program.
- Open incentive application for interested participants and begin ordering devices based on estimated interest; arrange for pickup/delivery of devices.
- Work with interested participants and continue engaging with the community as needed, pending availability of funds.

Tracking Metrics

- Number of homeowners and multi-family housing unit reached/interested
- Number of fireplaces replaced

Implementing Agency, Organization, Other Entity, or Potential Partner(s)

Name	Responsibilities
Sac Metro Air District	• Maintain regular check-in with implementing partner organization. • Conduct community outreach.
Sacramento Municipal Utility District	• Share information on existing programs. • Participate in outreach and education opportunities in areas identified.
Community Steering Committee	• Help with community outreach and generate leads.
Local jurisdictions (City of Elk Grove/Sacramento, Sacramento County)	• Share opportunities and information on local newsletter.
Community-based organization; nonprofit	• Participate in outreach and education opportunities. • Apprenticeship.
Other Partners as Identified	• Participate in outreach and education opportunities.

Additional Information

- Fireplace & Wood Stove incentive programs: https://www.airquality.org/residents/fireplaces-woodstoves/low-income-incentive-programs

DRAFT

Air Filters in Indoor Public Spaces

Strategy R-4

1/16/2026

Concern Category

Residential Sources

- Air Pollution Exposure

Strategy Type

- Incentives
- Public Outreach and Media

Strategy

Reduce exposure to harmful air quality pollutants and improve indoor air quality at community-oriented locations (e.g., schools, libraries, community centers, cooling centers, etc.) through an air filter replacement/upgrade program.

Actions

- Develop and launch an air filter replacement or upgrade program.
  - Improve air quality at specified locations using through High Efficiency Particulate Air [filter] (HEPA) or Minimum Efficiency Rating Values Rating 13 (MERV-13) filters and/or portable air purifiers.
  - Prioritize key-locations that serve vulnerable or sensitive receptors.
  - Distribute new or upgrade existing air filters in targeted community spaces impacted by particulate matter (i.e. schools close to freeways, truck routes, major intersections, railroads, point sources).
- Provide outreach and education on indoor air quality to the public.
  - Create multi-lingual collateral materials for appropriate audiences (schools, community spaces, etc.)
  - Engage with the public through partner events.
- Install indoor air quality sensors

Goals (Medium-Term)

- Engage with the public to share information on indoor air quality and benefits of using high quality air filters.
- Establish an air filter replacement or upgrade program for qualifying community-oriented locations.
- Improve air quality for sensitive receptors in key public locations using air filters that are rated MERV-13 or higher, or HEPA.

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Estimated Timeline(s)

- **Mid-2028:**
  - With community and prospective participants, develop program framework.
  - Establish a plan to engage with the community and begin outreach.
  - Reach out to contractors/vendors for quotes on materials/labor.
- **End 2028:** Open incentive application for interested participants and begin ordering devices based on estimated interest; arrange for pickup/delivery of devices.
  - Reach out to contractors/vendors for quotes on materials/labor.
- **Early 2029:** Evaluate number of participants and continue engaging with the community as needed, pending availability of funds.

Tracking Metrics

- Number of participants or entities for program
- Number of air filters replaced or upgraded
- Number of outreach engagement or events

Implementing Agency, Organization, Other Entity, or Potential Partner(s)

Name	Responsibilities
Sac Metro Air District	• Maintain regular check-ins with the implementing partner organization. • Ensure transparent reporting to CSC.
Community-based organization or nonprofit	• Conduct community outreach. • Manage participant list and reporting. • Oversee program operations.
Local jurisdictions, school districts, or other public community-focused centers	• Information sharing, events.
Other Partners as Identified	• Conduct community outreach.

Additional Information

- Indoor air quality: https://www.epa.gov/indoor-air-quality-iaq/indoor-pollutants-and-sources
- HEPA vs. MERV rating: https://www.epa.gov/indoor-air-quality-iaq/what-hepa-filter#
- University of California Davis Health Neighbor Clean Air Program: https://environmentalplanning.ucdavis.edu/neighbor-clean-air-program

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Portable Air Purifier

Strategy R-5

1/16/2026



Concern Category

Residential Sources

Strategy Type

- Incentives
- Public Outreach

Strategy

Improve indoor air quality by establishing a program to provide portable high-filtration air purifiers, prioritizing multi-family unit housing.

Actions

- Create a pamphlet on indoor air quality and benefits of using a portable air purifier.
- Conduct public outreach in identified residential neighborhoods and multi-unit housing near freeways or high-traffic streets.
- Develop an incentive program for interested participants to apply.
- Distribute air purifiers or filters in targeted communities impacted by particulate matter.
- Create air filters exchange incentive program.

Goals (Quick)

- Engage and educate the community to share information on indoor air quality and benefits and real cost of using a portable air purifier.
    - Include adverse health impacts as a result of poor air quality exposure.
- Provide portable high-filtration air purifiers to qualifying residents in the high exposure community.
- Qualifying residents can include single-family homes, prioritizing multi-family homes.
    - Air purifiers must be rated Minimum Efficiency Reporting Values Rating 13 (MERV-13) or higher, or High Efficiency Particulate Air [Filter] (HEPA).

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Estimated Timeline(s)

The timeline and the following associated milestones will be established once additional funding becomes available:

- Establish a plan to engage with the community and begin outreach.
- Open incentive application for interested participants and begin ordering devices based on estimated interest; arrange for pickup/delivery of devices.
- Evaluate number of participants and continue engaging with the community as needed, pending availability of funds.
- Follow up survey to identify potential barriers for people applying for funding.

Tracking Metrics

- Number of housing or units reached during engagement
- Number of interested participants and number of participants who apply for incentive funding
- Identification of potential barriers through a survey to determine why people did not apply for incentive funding

Implementing Agency, Organization, Other Entity, or Potential Partner(s)

Name	Responsibilities
Sac Metro Air District	• Maintain regular check-in with implementing partner organization. • Ensure transparent reporting to CSC.
Community-based organization or nonprofit (i.e. Breathe California Sacramento Region)	• Conduct community outreach. • Manage participant list and reporting. • Oversee program operations.
Other Partners as Identified	• Conduct community outreach

Additional Information

- Indoor air quality: https://www.epa.gov/indoor-air-quality-iaq/indoor-pollutants-and-sources
- HEPA vs. MERV rating: https://www.epa.gov/indoor-air-quality-iaq/what-hepa-filter#
- University of California Davis Health Neighbor Clean Air Program: https://environmentalplanning.ucdavis.edu/neighbor-clean-air-program

DRAFT

Raise Awareness of Proper Mask and Air Purifier Use During Poor Air Quality

Strategy R-6

1/16/2026



Concern Category

Residential Sources

Strategy Type

- Public Outreach

Strategy

Raise awareness of proper mask and air purifier use during poor air quality.

Actions

- Identify existing materials.
- Partner with public health agencies to develop multilingual and accessible educational materials.
- Work with public health agencies or new partners to distribute educational materials, available in both print and digital formats, that explain when and how to use masks and air purifiers effectively during poor air quality events.
    - Use social and traditional media to share engaging content, including short how-to videos demonstrating proper mask use and air purifier best practices.
- Target outreach in communities and individuals most sensitive to and affected by air pollution.
- Provide partner educational materials to demonstrate proper mask and air purifier use at outreach events.

Goals (Medium-Term)

Expand community awareness of air pollution and protective actions by promoting the proper use of masks and air purifiers through multilingual educational materials, community partnerships, digital content, and in-person outreach.

Estimated Timeline(s)

The timeline and the following associated milestones will be established once additional funding becomes available:

- Work with public health to develop multilingual educational materials in multiple languages, to be determined.
- Partner with community organizations and local public health agencies and attend community events.
- Obtain impressions on social and traditional media posts that promote educational material.
- Scale up distribution and outreach by increasing by attending community events annually, and generating impressions from digital and traditional media posts.

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Tracking Metrics

- Number of languages in which educational materials are available
- Number of impressions generated through social and traditional media posts
- Number of community events where educational materials were distributed

Implementing Agency, Organization, Other Entity, or Potential Partner(s)

Name	Responsibilities
Sac Metro Air District	• Promote educational materials.
Sacramento County Public Health	• Develop educational materials. • Demonstrations.
Community Steering Committee	• Promote educational materials.
Other Partners as Identified	• Promote educational materials.

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Commercial Sources Strategies





6.5.3 Commercial Sources

Strategies in the Commercial Sources concern category aim to enhance public and small businesses education about air quality impacts, rules, and enforcement, while also improving access to information tools, and knowledge that help the community make healthy decisions. These strategies also include working with partner agencies, industry, and community organizations to promote best practices, reduce emissions, increase compliance, and enhance education.



Increase Education for nail and hair salons

Strategy C-1

1/16/2026



Concern Category

Commercial Sources

Strategy Type

- Public Education
- Increase Access to Information

Strategy

Educate the nail and hair salon Industry on exposure and ways to decrease exposure.

Actions

- Work with the owners of small businesses in the nail and hair salons to understand the types of chemicals they are exposed to, the health effects, and what changes can improve conditions.
- Provide educational materials for these businesses about indoor air quality.
- Provide educational materials for more healthy alternatives. Explore incentives opportunities for exposure mitigation (product replacement, indoor air filters, personal protective equipment [PPE]).
- Explore partnerships with other local and state agencies.
- Explore programs that can inspire businesses to meet health protective changes (Department of Toxic Substances Control [DTSC] and California Healthy Nail Salons Collaborative [CHNSC]).

Goals (Medium-Term)

- Educate the small businesses on indoor air quality exposure and empower the community to make changes to improve working conditions (i.e., personal protective equipment, etc.).
- Understand the best practices that can reduce exposure to these indoor pollutants.

Estimated Timeline(s)

- **2026:** Work with partner agencies to engage in this strategy.
- **2026-2027:** Develop the information materials with partner agencies and investigate what air monitors/sensors could be useful to assess indoor air quality.
- **2027:** Explore recognition programs that could be instituted in Sacramento.
- **2028-2031:** Educate and disseminate educational materials to the nail and hair salons; begin recognition program (if feasible).

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Tracking Metrics

- Number of businesses that received the information
- Number of businesses that participate in air monitoring
- Number of indoor air filter provided (if incentive program is developed)
- Number of educational materials provided to the community (translated materials)

Implementing Agency, Organization, Other Entity, or Potential Partner(s)

Name	Responsibilities
Sacramento County Business Environmental Resource Center (BERC)	• Working with local and state agencies, develop an educational, training, and certification program for healthy nail salons in the South Sacramento-Florin community boundaries using model programs in place in other California cities.
California Air Resources Board (CARB)	• Provide information on their regulation of consumer products and low-VOC alternative products that are used at nail salons (link).
Department of Toxic Substances Control (DTSC)	• Provide information on the Healthy Nail Salon Certification Program (link).
Sacramento County Public Health	• Partner with local agencies to provide educational information on health risks related to products used at nail salons and the California Safe Cosmetic Products program (link).
California Healthy Nail Salons Collaborative (CHNSC)	• Partner with local agencies to provide education, training to nail salon businesses and provide information on certification programs.
California Board of Barbering and Cosmetology (BBC)	• Provide information on requirements for nail salons and other training and educational materials.
California Occupational Safety and Health Administration (CalOSHA)	• Provide information on requirements for nail salons and other training and educational materials (e.g., Safety & Health Fact Sheet for Nail Salons).
Vietnamese American Community of Sacramento (VACOS)	• Partner with agencies and help disseminate information on healthy nail salon products to reduce exposure, training opportunities, incentives, and certification programs in place.
Office of Environmental Health Hazard Assessment (OEHHA)	• Potentially have OEHHA provide information on Proposition 65 and its requirements and how their program can lead to harmful chemicals being removed from nail care products (link).
Sac Metro Air District	• Facilitate program development with South Sacramento-Florin Community, BERC, and other partners.
Other Partners as Identified	• Partner with agencies and help disseminate information on healthy nail salon products to reduce exposure, training opportunities, incentives, and certification programs in place.

Additional Information

- https://www.cahealthynailsalons.org/

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Public Information Portal

Strategy C-2

1/16/2026



Concern Category

Commercial Sources

Strategy Type

- Public Education
- Increase Access to Information

Strategy

Enhance public access to information through a user-friendly Public Records Portal. Develop and launch an online Public Records Portal that provides easy access to air quality and compliance-related information. Implement outreach and educational initiatives to ensure community members understand how to navigate and effectively use the portal to access relevant data.

Actions

- Develop Public Records Portal with input from the steering committee.
    - Public Records Portal will include self-service to the following public records:
        - Stationary Source Permits, Authorities to Construct (AC) Permits, Inspections.
        - New Permit Applications.
        - Regulated Asbestos Projects (commercial construction projects).
        - Link to Complaint Map.
        - Link to Permit Map.
- Launch Public Records Portal along with Public Records Request Form.
- Create and develop outreach materials on how to access information.
    - Create video on how to use Public Records Portal.
    - Distribute outreach materials at community events.

Goals (Quick)

- Increase availability of information on District website.
- Educate the public on how to access public information and how to file a Public Records Act request.

Estimated Timeline(s)

- **2026:** Gather input from community about what information to include.
- **Spring 2027:** Design page/information available as part of the Public Records Act request module development.
- **Summer 2027:** Review information with steering committee and incorporate final feedback.
- **Summer/Fall 2027:** Launch new portal/webpage and training materials.

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Tracking Metrics

- Number of webpage visits
- Number of permits downloaded
- Number of community events where materials are made available

Implementing Agency, Organization, Other Entity, or Potential Partner(s)

Name	Responsibilities
Sac Metro Air District	• Develop Public Records Portal/webpage. • Develop "How to" video with BERC.
Sacramento County Business Environmental Resource Center (BREC)	• Develop "How to" video with Sac Metro Air District.

DRAFT

Business Education

Strategy C-3

1/16/2026



Concern Category

Commercial Sources

Strategy Type

- Business Education

Strategy

Provide information to businesses on environmental regulations, availability of cleaner products, incentives, and other strategies to encourage them to make changes to their operations that will protect their employees, customers, and nearby residents.

Actions

- Develop an educational program and related materials for businesses on various changes or strategies they can implement that will improve health and protect the environment.
- Connect with businesses to get firsthand experiences and to help structure the program and improve communications, including cultural and language barriers.
- Partner with businesses already implementing clean air strategies that can be used to demonstrate and highlight best practices for other businesses.
- Attend existing events to provide information to businesses that accommodate business owner availability, and determine appropriate channels of targeted outreach.
- Perform personalized door-to-door business outreach to share materials and provide education.
- Coordinate with other relevant agencies on potential certification programs (e.g., Sacramento County's Business Environmental Resource Center's (BERC) Sustainable Business Program).
- Explore feasibility of partnering with specific agencies for indoor air pollution and leverage enforcement groups to share information and educate business owners.

Goals (Medium-Term)

- Provide information to businesses whose operations can emit certain chemicals or pollutants that are unhealthy for their employees, customers, and potentially nearby residents.
- Encourage businesses to make changes to their operations that will protect their employees, customers, and nearby residents.

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Estimated Timeline(s)

- **2029:** Evaluate autobody shop and landscaping businesses that will be targeted for education and outreach.
- **Jan – May 2029:** Work with other businesses, agencies and nonprofits that have existing programs or requirements that can partner with community on business education efforts and/or provide already-developed materials to the education efforts.
- **Jun – Dec 2029:** Develop content and materials that will be used at door-to-door outreach, existing events.
- **Jan – Jun 2030:** Schedule and implement door-to-door outreach and various outreach efforts for Business Type 1; assess success of events and revamp for additional education efforts.
- **July – Dec 2030:** Schedule and implement door-to-door outreach and various outreach efforts for Business Type 2; assess success of events if additional education efforts are needed.

Tracking Metrics

- Number of businesses contacted in door-to-door outreach events
- Number of businesses that made any environmentally beneficial changes to their operations
- Number of businesses certified in BERC's Sustainable Business Program

Implementing Agency, Organization, Other Entity, or Potential Partner(s)

Name	Responsibilities
Sac Metro Air District	• Coordinate with partner agencies, organizations. • Assist with outreach materials development. • Assist with outreach efforts. • Schedule workshops. • Track metrics.
Potential Partner Agencies/Organizations: • Sacramento County Business Environmental Resource Center (BERC) • Breathe CA Sacramento Region Sacramento Chamber of Commerce • Property and Business Improvement Districts (PBID) • Community Steering Committee (CSC)	• Assist with identification of demonstration businesses. • Assist with development of materials and educational content. • Assist with outreach efforts (e.g., door-to-door, workshops). • Provide program requirements to businesses.
Other Partners as Identified	• Assist with identification of demonstration businesses. • Assist with development of materials and educational content. • Assist with outreach efforts (e.g., door-to-door, workshops). • Provide program requirements to businesses.

DRAFT

Incentives for Small Businesses – Hair and Nail Salons

Strategy C-4a

1/16/2026



Concern Category

Commercial Sources

Strategy Type

- Incentives

Strategy

Providing incentives for nail and hair salons to get cleaner equipment, tools, products to use, air filters, access to better indoor ventilation systems, or lower emitting products.

Actions

- Develop a pilot program to share firsthand experiences.
- Evaluate types of incentives that would benefit nail and hair salons.
- Develop an incentive program for interested participants to apply.
- Distribute incentives to targeted communities impacted by indoor air pollution.

Goals (Long-Term)

- Provide incentives to nail and hair salons to improve indoor air quality.

Estimated Timeline(s)

The timeline and the following associated milestones will be established once additional funding becomes available:

- Develop incentive program for nail and hair salons.
- Develop outreach materials for the program.
- Distribute outreach materials as part of the business education strategy.
- Implement and execute incentives program.
- Evaluate number of participants and continue engaging with the community as needed, pending availability of funds.

Tracking Metrics

- Transparent reporting on number of salons that participated
- Number of incentive dollars used
- Track number of interested participants and number of participants who apply for incentive

DRAFT

Implementing Agency, Organization, Other Entity, or Potential Partner(s)

Name	Responsibilities
Sac Metro Air District	• Coordinate with nonprofits like Sac350 for educational materials and leverage programs that have run in the past. • Develop incentive program.
Community-based organization or nonprofit (i.e. Sac350, Breathe California Sacramento Region)	• Conduct community outreach. • Manage participant list and reporting. • Oversee program operations. • Create/review educational materials.
Other Partners as Identified	• Conduct community outreach. • Review and distribute educational materials.

DRAFT

Incentives for Small Businesses – Autobody Shops

Strategy C-4b

1/16/2026



Concern Category

Commercial Sources

Strategy Type

- Incentives

Strategy

Providing incentives for autobody shops to get cleaner equipment, tools, products to use, air filters, access to better indoor ventilation systems, or lower emitting products.

Actions

- Develop a pilot program to share firsthand experiences.
- Evaluate types of incentives that would benefit autobody shops.
- Develop an incentive program for interested participants to apply.
- Distribute incentives to targeted communities impacted by indoor air pollution.

Goals (Long-Term)

- Provide incentives to autobody shops to improve indoor air quality.

Estimated Timeline(s)

The timeline and the following associated milestones will be established once additional funding becomes available:

- Develop incentive program for autobody shops; develop outreach materials for the program.
- Distribute outreach materials as part of the business education strategy.
- Implement and execute incentives program.
- Evaluate number of participants and continue engaging with the community as needed, pending availability of funds.

Tracking Metrics

- Transparent reporting on number of autobody shops that participated
- Number of incentive dollars used
- Track number of interested participants and number of participants who apply for incentive

DRAFT

Implementing Agency, Organization, Other Entity, or Potential Partner(s)

Name	Responsibilities
Sac Metro Air District	• Coordinate with nonprofits like Sac350 for educational materials and leverage programs that have run in the past. • Develop incentive program.
Community-based organization or nonprofit (i.e. Sac350, Breathe California Sacramento Region)	• Conduct community outreach. • Manage participant list and reporting. • Oversee program operations. • Create/review educational materials.
Other Partners as Identified	• Conduct community outreach. • Review and distribute educational materials.

DRAFT

Incentives for Small Businesses – Landscaping (Lawn and Garden)
Strategy C-4c

1/16/2026



Concern Category
Commercial Sources

Strategy Type
- Incentives

Strategy
Providing incentives for landscaping businesses to get cleaner equipment.

Actions
- Develop a pilot program to share firsthand experiences.
- Evaluate types of incentives that would benefit landscaping businesses.
- Develop an incentive program for interested participants to apply.
- Distribute incentives to targeted communities impacted by indoor air pollution.

Goals (Long-Term)
- Provide incentives to landscaping businesses to swap older gas-powered equipment for electric lawn and garden tools to improve indoor air quality.

Estimated Timeline(s)
- **Mid-2026:** Develop incentive program for landscaping businesses; develop outreach materials for the program.
- **End-2026:** Distribute outreach materials as part of the business education strategy.
- **Early-2027:** Implement and execute incentives program.
- **Late-2027:** Evaluate number of participants and continue engaging with the community as needed, pending availability of funds.

Tracking Metrics
- Transparent reporting on number of landscaping businesses that participated
- Number of incentive dollars used
- Track number of interested participants and number of participants who apply for incentive

DRAFT

Implementing Agency, Organization, Other Entity, or Potential Partner(s)

Name	Responsibilities
Sac Metro Air District	• Coordinate with nonprofits like Sac350 for educational materials and leverage programs that have run in the past. • Enhance the District's commercial lawn and garden program to do focused outreach to the community.
Community-based organization or nonprofit (i.e. Sac350, Breathe California Sacramento Region)	• Conduct community outreach. • Manage participant list and reporting. • Oversee program operations. • Create/review educational materials.
Other Partners as Identified	• Conduct community outreach. • Review and distribute educational materials.

DRAFT

Source Investigation and Focused Enforcement

Strategy C-5

1/16/2026



Concern Category

Commercial Sources

Strategy Type

- Enforcement

Strategy

Ensure all commercial sources are compliant by conducting unpermitted source investigations and other focused enforcement efforts.

Actions

- **Year 1:** The District will run an unpermitted source identification program (USIP) for the new areas in the expanded community boundaries.
- **USIP Program:**
  - Using readily available business data, the District will screen businesses in expanded boundary to determine if they need a permit.
  - Issue notices to business operating without a permit.
  - Report out on results:
    - Exempt businesses.
    - Businesses that needed a permit.
- **Year 2:** Focused Enforcement as identified from CSC.
  - Based on feedback from USIP results, the District will review priorities/concerns with CSC.
  - Based on enforcement concerns from CSC, the District will execute a strategy to address these concerns and report back to CSC.

Goals (Medium-Term)

- Ensure compliance for businesses in expanded community boundary.

Estimated Timeline(s)

The timeline and the following associated milestones will be established once additional funding becomes available:

- Execute USIP Program.
- Report out on results.
- Focused enforcement initiatives.

Tracking Metrics

- Number of sources screened
- Number of Notices of Violation (NOVs) and Notices to Comply (NTCs) issued
- Compliance rate

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Implementing Agency, Organization, Other Entity, or Potential Partner(s)

Name	Responsibilities
Sac Metro Air District Compliance Team	• Run dedicated USIP Program in expanded boundaries.

DRAFT

Public Transparency with Permitted Sources – Violations

Strategy C-6

1/16/2026



Concern Category

Commercial Sources

Strategy Type

- Public Education
- Increase Access to Information

Strategy

Make compliance information about permitted sources, including violations and the type of violations, available to the public.

Actions

- Develop a report of resolved violations for permitted sources, listed by sources and addresses that spans the last three years.
- Include a description and agreed-upon way of communicating the severity of the violation. (Must be approved by District Legal Office.)
- Publish quarterly violation reports on the District's AB 617 community webpage.
- Share the webpage through the District's social media platforms.
- Share the report with the Board of Directors.
- Share the webpage at other relevant District meetings.

Goals (Quick)

- Enhance transparency in air quality enforcement by sharing clear and accessible information with the public in a way that builds trust and supports community understanding.

Estimated Timeline(s)

The timeline and the following associated milestones will be established once additional funding becomes available:

- Three months to develop and get feedback/input from the community.
- Quarterly summary report on violations for permitted sources.

Tracking Metrics

- Completion of the report every quarter
- Number of webpage visits
- Number of report downloads
- Number of social media impressions

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Implementing Agency, Organization, Other Entity, or Potential Partner(s)

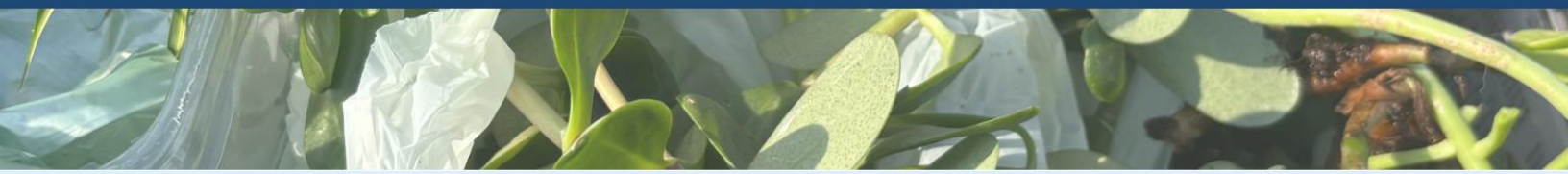
Name	Responsibilities
Sac Metro Air District	• Develop a report, implement publishing the report, and release on social media platforms.

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Outreach Strategies



6.5.4 Outreach

Outreach strategies focus on raising awareness and reducing exposure to harmful air pollutants through education, outreach, and community engagement. The following strategies aim to empower youth and families, promote public understanding of air quality and health, and build stronger connections with schools, communities, and stakeholders. Emphasis is placed on accessible communication to ensure broad participation and support for cleaner air initiatives.







Participate in Outreach Events

Strategy O-1

1/16/2026



Concern Category

Outreach

Strategy Type

- Public Outreach

Strategy

Participate in outreach events.

Actions

Establish a regular presence at events in the South Sacramento-Florin community:

- Create a calendar of events.
- Distribute educational materials on air quality to inform residents about health impacts and available resources.
- Collect community input by administering short air quality surveys to better understand local concerns and needs.
- Track outreach activities by logging attendance, types of materials distributed, and community interactions at each event.
- Create our own event.

Goals (Quick)

- Expand community awareness of air pollution and protective actions by establishing a regular presence at community events, building strong relationships with residents, and becoming a trusted source for air quality education and resources.

Estimated Timeline(s)

- **2025:** Attend at least six community events to pilot the outreach approach and establish a presence; host an event.
- **2026-2027:** Attend up to eight community events annually to maintain consistent engagement and expand outreach efforts; host an event.
- **2027-2031:** Attend at least eight community events annually with a goal of becoming a regular and trusted resource for air quality education.

Tracking Metrics

- Number of events attended
- Number of types of educational materials distributed
- Number of attendance at event (estimated)
- Number of air quality surveys completed
- Number of social media or website visits driven by QR codes or flyers

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Implementing Agency, Organization, Other Entity, or Potential Partner(s)

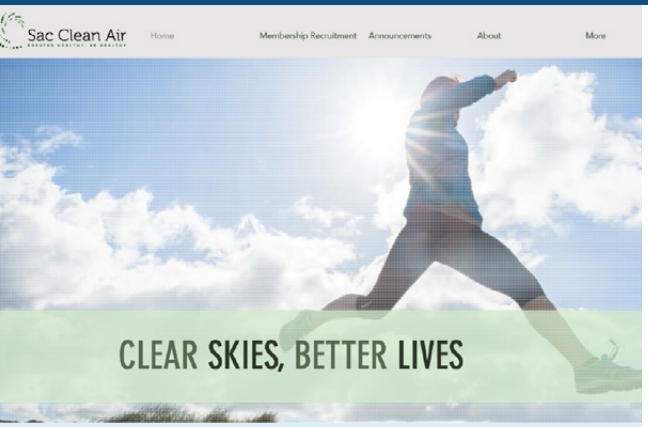
Name	Responsibilities
Community Steering Committee	• Attend events.
Sac Metro Air District	• Provide educational materials, develop survey.
Collaborating Organizations (Valley Vision)	• Attend/coordinate events.
Other Partners as Identified	• Attend/coordinate events.

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Outreach Through Traditional and Social Media

Strategy O-2

1/16/2026



Concern Category

Outreach

Strategy Type

- Public Outreach

Strategy

Outreach through traditional and social media.

Actions

- Launch community air quality outreach to expand community awareness of air quality by sharing accessible information about Air Quality Index (AQI), protective actions, or seasonal air quality concerns.
- Manage and maintain an online presence to educate and engage the public (example: Sac Clean Air).
- Distribute air quality information to selected neighborhoods, partners, and media. Work with partners to amplify distribution efforts.
- Create a media kit in multiple languages for steering committee members.

Goals (Quick)

- Expand community awareness of air pollution and protective actions by performing targeted outreach through traditional and social media channels to educate, engage, and empower residents.

Estimated Timeline(s)

- **2025-2026:**
  - Curate and prepare air quality outreach materials.
  - Select specific neighborhoods for air quality outreach.
  - Distribute air quality outreach materials.
  - Create media kit for steering committee members.
  - Begin sharing materials with media.
- **2027-2031:**
  - Expand partnerships with local commercial/community radio and TV stations.

Tracking Metrics

- Number of impressions or views across platform
- Number of air quality outreach materials distributed
- Number of interviews/stories aired

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Implementing Agency, Organization, Other Entity, or Potential Partner(s)

Name	Responsibilities
Sac Metro Air District	• Develop community air quality outreach materials. • Distribute air quality information. • Create media kit.
Community Steering Committee	• Manage and maintain an online presence. • Distribute air quality information.
Partners (i.e., Valley Vision, Sacramento Academic and Vocational Academy (SAVA), BREATHE California, Civic Thread, Civic Well, Sacramento Municipal Utility District (SMUD), Sacramento County Library branches, Color the Block, Sacramento Job Corps, etc.)	• Distribute air quality information.
Other Partners as Identified	• Distribute air quality information.

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Promote Air Quality Education in Schools

Strategy O-3

1/16/2026



Concern Category

Outreach

Strategy Type

- Public Outreach

Strategy

Promote air quality education in schools.

Actions

- Develop or source educational materials that explain the health and environmental impacts of air pollution for targeted audiences from elementary, middle, and high schools (i.e., Sacramento Academic and Vocational Academy [SAVA] curriculum, Spare The Air materials [www.aqmdscooter.com]).
- Promote educational materials by leveraging relationships with local school districts.
- Distribute educational materials to participating elementary, middle, and high schools and encourage curriculum adoption (i.e., data reports).
- Distribute educational materials to participating community colleges.
- Approach community colleges to encourage integration of air quality curriculum that educates students on health and environmental impacts of air pollution.
- Host/participate in environmental/educational workshops at schools to share materials (presentations, hands-on activities, engagement and interactive learning styles) (i.e., Civic Thread Safe Routes to School, SAVA Field Trip).
- Art integration as a teaching model (i.e., Teatro Nagual).

Goals (Medium-Term)

- Expand community awareness of air pollution and protective actions by sourcing or developing educational materials and working with schools to integrate them into instruction.

Estimated Timeline(s)

- **2026-2027:** Develop or source educational materials for the target audience (6-12 grades and community colleges).
- **2027-2028:** Participate at school events.
- **2027-2031:** Promote and distribute materials to schools and students.

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Tracking Metrics

- Number of schools participating
- Number of students engaged through distributed educational materials (estimated based on classroom size)
- Number of events participated in

Implementing Agency, Organization, Other Entity, or Potential Partner(s)

Name	Responsibilities
Sac Metro Air District	• Develop and promote educational materials. • Distribute educational materials to schools.
Community Steering Committee	• Promote educational materials.
School Districts (Sac City and Elk Grove), Community Colleges	• Approve events and material distribution.
Valley Vision	• Develop and promote educational materials. • School outreach and event support. • Evaluating and tracking metrics.
Sacramento Job Corps	• Promote educational materials (host speakers, etc.).
Other Partners as Identified	• Promote educational materials.

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Build Relationships with Stakeholders and Community Members

Strategy O-4

1/16/2026



Concern Category

Outreach

Strategy Type

- Public Outreach

Strategy

Build relationships with stakeholders and community members.

Actions

- Identify stakeholders, including neighborhood associations, faith-based organizations and places of worship, and community groups, that will be included in initial outreach.
- Create an outreach toolkit for stakeholders with materials and QR codes linking to the District's newsletter, social media, and AB 617 webpage/Sac Clean Air website.
- Meet with trusted community leaders to share air quality information and understand the most effective way to reach their community members (example: informational materials, community meetings, tabling).

Goals (Medium-Term)

- Expand community awareness of air pollution and protective actions through trusted community leaders and members.

Estimated Timeline(s)

The timeline and the following associated milestones will be established once additional funding becomes available:

- Identify stakeholders, including faith-based organizations and community groups, that will be included in initial outreach.
- Create an outreach toolkit for stakeholders with materials and QR codes linking to the District's newsletter, social media, and AB 617 webpage/Sac Clean Air website.
- Meet with trusted community leaders to share air quality information and understand the most effective way to reach their community members (example: informational materials, community meetings, tabling).

Tracking Metrics

- Number of community stakeholders and groups included in outreach efforts
- Number of outreach toolkits distributed
- Number of meetings

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Implementing Agency, Organization, Other Entity, or Potential Partner(s)

Name	Responsibilities
Sac Metro Air District	• Identify stakeholders. • Create an outreach toolkit. • Meet with trusted community leaders.
Community Steering Committee	• Identify stakeholders. • Assist in creating outreach toolkit Meet with trusted community leaders.
Valley Vision	• Identify stakeholders. • Assist with outreach. • Coordinating meetings with stakeholders.
Other Partners as Identified	• Identify stakeholders. • Assist in creating outreach toolkit. • Meet with trusted community leaders.

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Improve Awareness, Accessibility, and Transparency of Complaint Reporting System

Strategy O-5

1/16/2026



Concern Category

Outreach

Residential Sources

Strategy Type

- Public Education
- Increase Access to Information
- Increase Transparency

Strategy

Improve awareness, accessibility, and transparency of the complaint reporting system.

Actions

Increase public awareness of District complaint system:

- Develop and distribute multilingual brochures and flyers that explain the purpose of the complaint system, what can be reported, and how to file a complaint.
- Produce a short instructional video demonstrating how to file a complaint through the District's website or phone line. Promote through digital and traditional media.
- Explore hosting public workshops to educate residents on what qualifies as an air quality complaint and how to file one through the District's complaint system.
- Explore promotion through social media platforms (like Facebook, Nextdoor, or Ring).
- Ensure accessibility to key audiences, including disability groups.

Improve accessibility and transparency of complaint reporting system:

- Gather community feedback on the current complaint reporting process through Community Steering Committee (CSC) meetings or focus groups.
- Incorporate community suggestions into an updated complaint reporting form, with a focus on accessibility features such as language translation and mobile compatibility.
- Revamp the District's complaint webpage to enhance user experience by simplifying instructions and adding visual guides or Frequently Asked Questions (FAQs).
- Assess the feasibility of an interactive map to display complaint data and improve transparency.
- Explore link to incorporate complaint reporting to existing systems (partner with local agencies).

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Goals (Medium-Term)

- Increase public understanding of air pollution and strengthen trust in enforcement by making the District's complaint system easier to find, access, and use.

Estimated Timeline(s)

The timeline and the following associated milestones will be established once additional funding becomes available:

- Gather community feedback on the current complaint reporting process through CSC meetings or focus groups.
- Design and develop new District complaint module and begin developing educational materials to increase public awareness of District complaint system.
- Go live with new complaint module; hold public workshops.
- Finalize outreach materials and begin distribution to public.
- Track key performance metrics, including the number of website visits to the complaint webpage and proposed complaint map, number of impressions across digital and traditional media, number of views of the instructional video, and the number of languages the materials are made available in.

Tracking Metrics

- Number of website visits to the District complaint webpage
- Number of impressions on digital and traditional media
- Number of views on instructional video
- Number of languages complaint material is available in
- Number of website visits to proposed complaint map
- Number of public workshops held

Implementing Agency, Organization, Other Entity, or Potential Partner(s)

Name	Responsibilities
Sac Metro Air District	• Gather community feedback on the complaint reporting system update complaint reportingform. • Revamp the District's complaint webpage. • Develop and distribute multilingual brochures and flyers.
Community Steering Committee	• Provide feedback on the complaint reporting system. • Distribute educational materials.
Other Partners as Identified	• Distribute educational materials.

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6.6 Strategy Prioritization

The feasibility analysis results showed that all strategies were feasible with continuous funding and resources. Recognizing the limitations of implementing all strategies simultaneously, the strategies needed to be phased over five years. Therefore, the CSC prioritized strategies for immediate action, and the remaining strategies were sequenced. The 28 strategies were divided into three groups:

1. Early action strategies that have already begun their implementation (Table 6-2)
2. Strategies that require implementation funds (Table 6-3 and Table 6-4), and
3. Strategies that require incentive funds (Table 6-4 and Table 6-5). Strategies in Table 6-5 align with existing District incentive programs.

Prioritization was completed for the strategies in blue below. Several strategies have multiple components that require different funding streams and are therefore listed individually for each funding stream.

Table 6-2 Early action strategies.

Deploy Portable Emissions Acquisition System (PEAQS)
Roaming idling inspections during PEAQS deployment
Participate in Outreach Events
Outreach Through Traditional and Social Media

*Strategy O-3 Increase Tree Canopy has several early action components that have begun implementation; however, the rest of the strategy associated with longer term actions and goals was included in prioritization activities.

Table 6-3 Strategies that require implementation funding.

Strategies Requiring Implementation Funding	
Urban Planning & Mobile Sources	Commercial Sources
Outreach	Residential Sources
Clean Air Products	**Reduce Idling at Schools and Near Sensitive Receptors**
Raise Awareness of Proper Mask and Air Purifier Use During Poor Air Quality	**Safe & Resilient Streets Standards**
Business Education	**Portable Air Sensor Distribution Program**
Increase education for Nail and Hair Salons	**Increase Community Input on Truck Routes**
Source Investigation and Focused Enforcement	**Build Relationships with Stakeholders and Community Members**
Public Transparency with Permitted Sources – Violations	**Promote Air Quality Education in Schools**
Public Information Portal	**Improve Awareness, Accessibility, and Transparency of Complaint Reporting System**
Industrial and Warehouse Zoning	

Table 6-4 Strategies that require funding to develop and implement new incentive programs.

New Incentive Programs - Requiring Implementation Funding	
Increase Tree Canopy	
Incentives for Small Businesses	*Nail and Hair Salons*
	Autobody Shops
Zero Emissions Vehicles and Infrastructure	*Infrastructure*
	Enhanced CC4A & No Scrap
	e-Bike Voucher
Increase Public Ridership on Public Transportation	
Electrification of Household Appliances	*Electric Fireplace Insert*
	SMUD Energy Saver Bundle
Air Filters in Indoor Public Spaces	
Portable Air Filter	
Increase Community Input on Truck Routes/ Industrial and Warehouse Zoning	*Truck Route Study*
Safe & Resilient Streets	*Quick Builds*

Table 6-5 Strategies that align with existing District incentive programs. "Lawn and Garden" encompasses both Residential Lawn and Garden and Incentives for Small Businesses - Landscaping Strategies due to their programmatic similarities.

Strategies that Align with Existing District Programs
Zero Emissions Vehicles - *CC4A (light duty vehicles/cars)*
Zero Emissions Infrastructure - *Electric Vehicle Supply Chargers & Hydrogen Fueling Stations*
Commercial Vehicle Replacement
Lawn and Garden

To determine a timeline for implementation, the CSC participated in two prioritization activities. Since implementation of CERP strategies draw from two different streams of funding, implementation funds and incentives funds, prioritization was conducted within these two groupings. The first activity took place during the October 2025 CSC meeting for strategies that require implementation funds. The second activity during the November 2025 CSC meeting included a discussion of strategies that require incentive funding. Some strategies were split into multiple components for prioritization; due to the different funding streams they may need. Several strategies may also require both types of funding.

6.6.1 Implementation Prioritization

Strategies that require implementation funding were prioritized during the October 2025 CSC meeting. The activity, described below, helped identify three priority groups for implementation:

1. CSC members were given 10 stickers to place on their top priority strategies. The 10 strategies with the most stickers were considered the highest-priority strategies to implement first, called Priority 1 strategies. These Priority 1 strategies were then blocked off on the poster, and the remaining strategies were prioritized using the next 10 stickers to identify Priority 2 and Priority 3 strategy groupings.
2. The top 10 strategies from the second round were considered Priority 2 strategies to be implemented, as resources become available.
3. The remaining strategies were considered Priority 3 strategies to be implemented following Priority 2 strategies, as resources become available.

The prioritization results are shown in Figure 6-7. Figure 6-8 provides a summary of the results of the implementation funding prioritization activity in order of priority.



Figure 6-7 Prioritization activity from the October 2025 CSC meeting. Yellow sticky notes indicate ranking of each strategy to determine Priority 1 strategies (ranks 1-10), Priority 2 strategies (ranks 11-20), and Priority 3 strategies (ranks 21 and higher).

Priority 1	Priority 2	Priority 3
UM: Increase Tree Canopy	C: Business Education	C: Incentives for Small Businesses - *Autobody Shops*
O: Promote Air Quality Education in Schools	R: Portable Air Filter	UM: *Truck Route Study*
UM: Safe & Resilient Streets - *Quick Builds*	UM: ZEV- *Infrastructure (location based)*	R: Electrification of Household Appliances - *Electric Fireplace Insert*
R: Clean Air Products	UM: Reduce Idling at Schools and Near Sensitive Receptors	R: Raise Awareness of Proper Mask and Air Purifier Use During Poor Air Quality
C: Increase Education for Hair and Nail Salons	UM: Portable Air Sensor Distribution Program	C: Public Transparency with Permitted Sources – Violations
UM: Safe & Resilient Streets - *Standards*	C: Incentives for Small Businesses - *Hair and Nail Salons*	UM: ZEV - *e-bike voucher*
C: Public Information Portal	UM: ZEV - *Enhanced CC4A & No Scrap*	UM: Industrial and Warehouse Zoning
R: Residential Lawn and Garden	UM: Increase Public Ridership	O: Improve Awareness, Accessibility, and Transparency of Complaint Reporting System
R: Electrification of Household Appliances - *SMUD - Energy Saver Bundle*	O: Build Relationships with Stakeholders and Community Members	UM: Increase Community Input on Truck Routes
R: Air Filters in Indoor Public Spaces	C: Source Investigation and Focused Enforcement	

UM: Urban Planning & Mobile Sources
C: Commercial Sources
R: Residential Sources
O: Outreach
New Incentives Programs
Implementation Funds

Figure 6-8 Summarized results by priority category and by order of priority within each group.

6.6.2 Strategy Implementation Timeline

The District considered three primary factors to determine the implementation timeline:

1. Steering Committee priorities of strategies
2. Available resources and funding
3. District capacity to develop or implement the combination of strategies all at once or in phases.

Based on the prioritization results from the October 2025 CSC meeting and the District Feasibility Analysis, all Priority 1 strategies, with the addition of Strategy C-3 Business Education from the Priority 2 strategies category, were determined to be feasible within the first phase of implementation. The following order of implementation was determined (Table 6-6).

Table 6-6 Estimated implementation timeline.

Years 1 & 2	Years 3 – 5
UM-3 Increase Tree canopies **O-3** Promote Air Quality Education in Schools **UM-4a** Safe & Resilient Streets - *Quick Builds* **R-1** Clean Air Products **C-1** Increase Education for Nail and Hair Salons **UM-4b** Safe & Resilient Streets - *Standards* **C-2** Public Information Portal **R-2** Residential Lawn and Garden (outreach) **R-3a** Electrification of Household Appliances – *SMUD Energy Saver Bundle*	Continue Years 1 & 2 Strategies **R-4** Air Filters in Indoor Public Spaces **C-3** Business Education

UM: Urban Planning & Mobile
C: Commercial Sources
R: Residential Sources
O: Outreach

As additional state-provided resources become available, the CSC will provide its priorities through another funding allocation activity for the remaining Priority 2 strategies, followed by those in the Priority 3 grouping. If any strategy does not receive the expected participation or disbursement of funds, e.g., for Strategy **R-2**/**C-4c** Lawn and Garden, the District will work with the CSC to determine whether to reallocate those funds to a different strategy.

6.6.3 Incentives Strategies – Funding Allocation

The second prioritization component focused on incentive-related strategies. During the November 2025 CSC meeting, Steering Committee members participated in an incentives funding allocation activity inspired by participatory budgeting. Strategies that build off existing District programs were automatically included in this activity (Figure 6-9). The remaining strategies were Priority 1 items from the implementation funding prioritization, except for the two strategies below:

1. **R-3a Electrification of Household Appliances – *SMUD Energy Saver Bundle***
    a. In the first year of implementation (2026), the District will partner with SMUD by supporting outreach for SMUD's implementation of a pilot of their Energy Saver Bundle Program to replace natural gas appliances and infrastructure in homes in the South Sacramento-Florin community.
    b. In the years following, the CSC will have the opportunity to allocate incentive funding to the program.

2. **R-4 Air Filters in Indoor Public Spaces.**
    a. According to the current available funds, this program will be developed in 2028, the third year of implementation. The CSC will have the opportunity to allocate funds to this program at that time.

In this activity, each member was given three stickers, each representing $50,000 they could "invest" in a strategy. Members were able to allocate their funds across multiple strategies or allocate them all to one

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strategy, depending on their priorities. A reference sheet[94] was provided to the CSC in advance to help promote informed decision-making during the activity.

The reference sheet included:

1. Scoring for the "Outdoor Air Quality Benefit" and "Exposure and Community Benefit" for each strategy. The California Emissions Estimator Model (CalEEMod) Health and Equity Association scoring criteria[95] was used as a guide for scoring each strategy.
2. Rationale for the assigned scores for each strategy.
3. Estimation of how much a $100,000 investment could purchase for each strategy.

Once all CSC funds (stickers) were "invested" into a strategy, the percentage of the total number of stickers for each strategy was calculated. For example, if a total of 40 stickers were invested and 10 were allocated to one strategy, that translates to 25% of the total available funding would be used for that strategy. The percentages from the activity will determine the actual available funding to be allocated to each specific strategy during implementation.

Figure 6-9 displays the results from the incentives funding allocation activity. Table 6-7 summarizes this information and shows the CSC's recommended percentage allocation of incentive funds for existing programs and Priority 1 new strategies planned for implementation in the first two years. Allocation of funds is for the first two funding cycles and will be revisited once more programs are developed in later years of implementation.

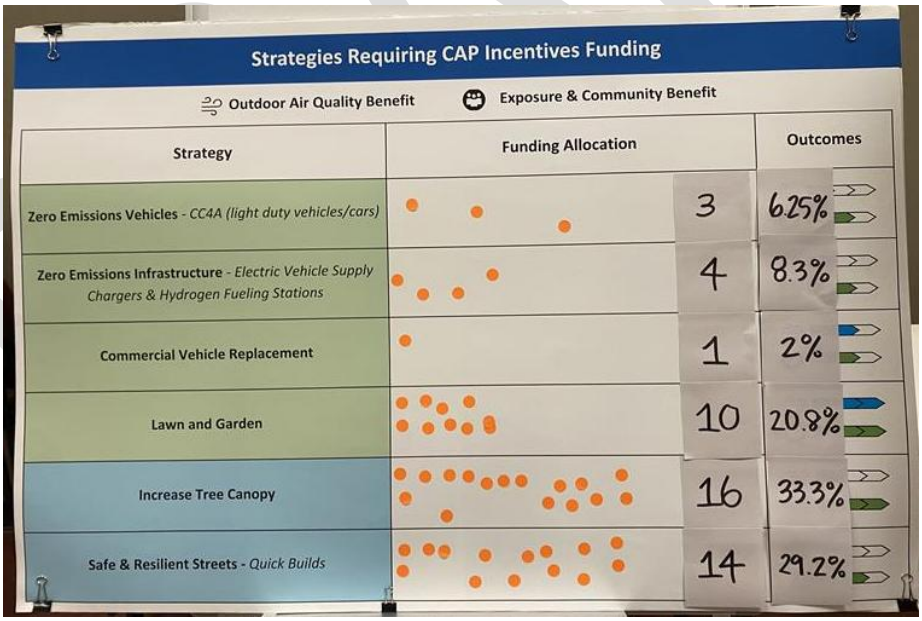


Figure 6-9 Incentives funding allocation activity results from the November 2025 CSC meeting.

[94] Sacramento Metropolitan Air Quality Management District. (2025). *Prioritizing Incentive Strategies Reference Sheet.* https://www.airquality.org/AB617/Documents/CERP%20Incentive%20Strategies%20Reference%20Sheet.pdf

[95] California Emissions Estimator Model (CalEEMod) Health & Equity Association. (2022). *Support Documentation for Health and Equity Association Scoring.* https://caleemod.com/documents/user-guide/07_Appendix%20F.pdf

Table 6-7 Summary of the percent allocation of funds. Some percentages may be different due to standardization of rounding.

Strategy	Number of Stickers	Funding Allocation
Increase Tree Canopy	16	33.3%
Safe & Resilient Streets - *Quick Builds*	14	29.2%
Lawn and Garden	10	20.8%
Zero Emissions Infrastructure - *Electric Vehicle Supply Chargers & Hydrogen Fueling Stations*	4	8.3%
Zero Emissions Vehicles - *CC4A (light duty vehicles/cars)*	3	6.3%
Commercial Vehicle Replacement	1	2.1%
Total	**48**	**100.0%**

If any strategy does not receive the expected participation, e.g., Strategy R-2/C-4c Lawn and Garden, the District will work with the CSC to determine whether to reallocate those funds to another strategy. The Air Pollution Control Officer is authorized to make any necessary modifications to the strategies included in the CERP, including minor typographical or technical corrections, clarifications, and reallocations of funding among strategies, to meet administrative or technical needs. These adjustments may be made as needed to ensure effective and timely implementation of the CERP and its goals.

Funding targets for each strategy can result in different levels of impact. Strategy implementation requires thoughtful planning, and strategy outcomes will depend on how the funding is used. For example, under the Increase Tree Canopy strategy, it may be more difficult and costly, but also more beneficial, to plant a tree at a higher-need location, such as a busy bus stop lacking shade, rather than planting many trees on private property.

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Chapter 7
Enforcement Plan



This chapter provides an enforcement overview and summarizes data findings from regulated sources to understand local air quality challenges in the South Sacramento–Florin AB 617 community.

The District and CARB share enforcement responsibilities. The District is primarily responsible for stationary sources such as industrial and commercial operations, while CARB focuses on mobile sources, including vehicles, and heavy-duty equipment. CARB also regulates consumer products. In some cases, enforcement actions may be conducted jointly by both agencies.

The enforcement data presented in this chapter covers the calendar years 2021 through 2024. The data provides valuable insight into enforcement patterns, types of violations, and potential areas of concern. By reviewing this historical information, the District aims to identify opportunities to strengthen enforcement efforts, prioritize community concerns, and support the broader goals of the AB 617 program to reduce emissions and improve air quality in overburdened communities.

7.1 Enforcement Authority and Responsibilities of Sac Metro Air District

The District's enforcement program is grounded in its legal responsibility to implement and uphold federal, state, and local air quality laws. These laws are designed to reduce harmful emissions, protect public health, and ensure the Sacramento region meets air quality standards. The District exercises this authority through a comprehensive compliance program that monitors stationary sources of air pollution across the region.

Inspectors and compliance staff carries out a range of enforcement activities to ensure regulated facilities operate in accordance with their permits and applicable air quality rules in a way that minimizes their impact on local communities.

These activities include:

- Conducting inspections of permitted and unpermitted facilities to assess compliance.
- Regular and focused identification of unpermitted facilities.
- Investigating public complaints, such as odors or fugitive dust, for potential air quality violations.
- Inspecting renovation and demolition projects under the District's Asbestos Program[96] to prevent exposure to hazardous asbestos particles.
- Enforcing seasonal restrictions on residential wood burning through the Check Before You Burn program.[97]
- Overseeing compliance with the State's Portable Equipment Registration Program (PERP)[98] for portable engines and equipment.
- Responding to equipment breakdown incidents[99] reported by facilities.

[96] Sac Metro Air District. *Asbestos Program*. https://www.airquality.org/Businesses/Asbestos
[97] Sac Metro Air District (2007). *Check Before You Burn Program*. https://www.airquality.org/Residents/Fireplaces-Wood-Stoves/Check-Before-You-Burn
[98] Sac Metro Air District. *Portable Equipment Registration Program*. https://www.airquality.org/businesses/permits-registration-programs/portable-equipment-registration-program-(perp)
[99] Sac Metro Air District. *Breakdowns & Variances*. https://www.airquality.org/businesses/compliance-with-permits-rules/breakdowns-variances

- Providing compliance assistance[100] to businesses to help them understand and meet air quality requirements.
- Administering the Mutual Settlement Program[101] to resolve certain violations through negotiated settlements.

Enforcement data included in this chapter provides a foundation for identifying trends, targeting enforcement resources, and informing future efforts to support cleaner air in the South Sacramento–Florin community.

7.1.1 Stationary Sources Permitting Program

The District regulates air pollution from stationary sources through its permitting program, which ensures that equipment and operations comply with air quality rules and limit emissions that could harm public health. Under District Rule 201 General Permit Requirements,[102] businesses must obtain the appropriate air quality permits and be required to obtain more than one permit. Rule 201 identifies the types of equipment and processes subject to permitting and outlines the procedural steps involved for obtaining a permit to operate. This process helps ensure that air quality considerations are integrated early in project planning and that facilities remain accountable over time.

After permits are issued, facilities are subject to ongoing enforcement and oversight. Facilities are required to renew their permits annually by paying renewal fees and are subject to routine inspections to verify continued compliance with permit conditions and regulations. This continuous enforcement is essential to maintaining air quality standards and preventing violations. The stationary source permitting program, supported by active compliance efforts, plays a vital role in reducing emissions and protecting communities throughout the Sacramento region.

7.1.1.1 Types of Permitted Sources in the Sacramento-Florin Community

The Sacramento-Florin community has historically been an area where industry was concentrated due to land-use decisions made over the decades of Sacramento's growth and development. As demonstrated by the map of permitted sources in Figure 7-1, the South Sacramento-Florin area of approximately 70.1 square miles has a large variety of permitted source types, including power plants, wastewater treatment, chrome plating and auto-coating facilities, gas stations, and a high density of industrial manufacturing facilities in the northeastern part of the community (Table 7-1).

[100] Sac Metro Air District. *Compliance Assistance*. https://www.airquality.org/businesses/compliance-with-permits-rules/compliance-assistance
[101] Sac Metro Air District. *Violations & Settlements*. https://www.airquality.org/businesses/compliance-with-permits-rules/violations-settlements
[102] Sac Metro Air District. *Rule 201 General Permit Requirements*. https://www.airquality.org/ProgramCoordination/Documents/rule201.pdf

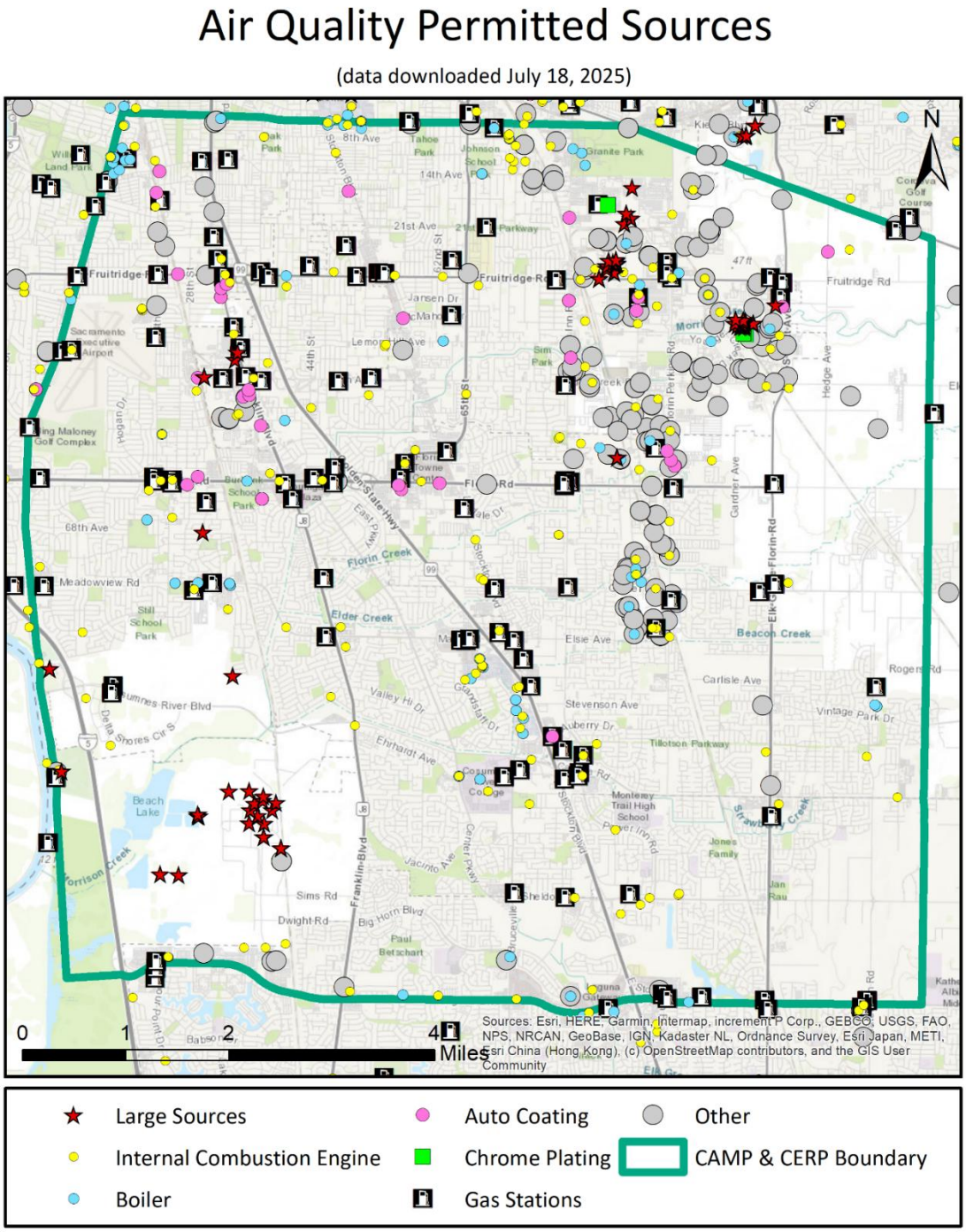


Figure 7-1 Permitted sources within the South Sacramento-Florin community by source type. Large sources include Title V Facilities and Synthetic Minor Sources. 'Other' Source type includes a variety of equipment and/or processes that did not fit into the earlier source type categories, which include air pollution control devices and small-scale industrial systems. Data were downloaded on July 18, 2025.

Table 7-1 Summary of permit types in the South Sacramento-Florin community, Sacramento County, and the percent of Community Permits in Sacramento County. Data were downloaded on July 18, 2025. Note a facility may have multiple permits for different equipment and operations onsite.

Permit Type	# Permits in Community	# Permits in Sacramento County	% of Community Permit Type in Sacramento County
Large Sources	129	343	37.6%
Internal Combustion Engine	199	1,552	12.8%
Boiler	109	776	14.0%
Auto Coating	40	235	17.0%
Chrome Plating	10	12	83.3%
Gas Stations	106	543	19.5%
Other	292	993	29.4%
Total	**885**	**4,454**	**19.9%**

Building on its industrial legacy, the South Sacramento-Florin community continues to host a diverse range of permitted sources. As shown in Figure 7-2, some of these facilities are classified as large sources, either part of the federal U.S. EPA Title V program or regulated as Synthetic Minor sources. Synthetic Minor sources, while not issued a federal operating permit, are still subject to U.S. EPA oversight through the District's compliance monitoring program. These facilities are significant because, if operated at full capacity, they could emit at levels comparable to Title V sources. However, these facilities have voluntarily limited their operations to remain below those federal thresholds. Title V and Synthetic Minor sources are further discussed in Section 7.1.1.2.

In South Sacramento-Florin, notable large sources include three SMUD power generation plants, Procter & Gamble, Mitsubishi Chemical Carbon Fiber & Composites, the Regional Sanitation facility, and Silgan Can Company. These major facilities account for 14.6% of the total permits in the South Sacramento-Florin community. The bulk of permitted sources, around 34.8%, are more typical of communities across the region, consisting of internal combustion engines, boilers, and gas stations.

What sets South Sacramento-Florin apart, however, is the unusually high percentage, 33%, of permits categorized as "Other." As shown in Table 7-2, this category includes a variety of equipment, such as control devices and small-scale industrial systems. This reflects the area's light industrial business activities and the presence of unique businesses, such as those producing wood products or performing specialized coating operations beyond auto-related work. Together, this mix of large and specialty sources underscores how historical land use patterns continue to shape the area's environmental landscape today.

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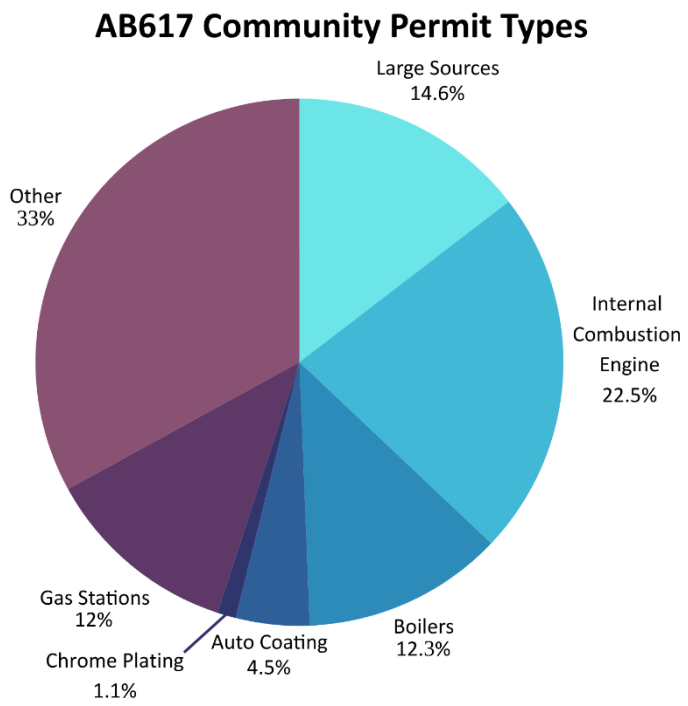


Figure 7-2 Permit Types in the South Sacramento-Florin community.

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Table 7-2 List of "Other" category permit types and count in the South Sacramento-Florin community.

"Other" Category Permit Types	# of Permits	Typical Industries
Abrasive Blasting	14	Powder-coating, Manufacturing, Used to strip metal of coatings
Air Pollution Control - Baghouse/Dust Collector	51	Sand and Gravel Operations, Wood Working Operations, Flour handling, Fertilizer Manufacturing, and General dust control at various manufacturing businesses.
Air Pollution Control - Carbon Adsorption/Miscellaneous	9	Soil Remediation, General VOC or Particulate control at various businesses
Air Pollution Control - Oxidizer	3	General VOC control
Air Pollution Control - Scrubber	5	General Particulate or VOC control at various businesses
Coating Operations other than Autobody	65	Coating operations for Wood, Metal, Plastics, etc.
Coffee Roaster	4	Coffee Roaster
Concrete Plant	16	Concrete Storage and Mixing, Gunite, and Stucco
Crematory	10	Human crematories
Degreaser	2	Parts Washers
Dry Cleaning Unit	4	Dry Cleaning processing
Dryer	24	Commercial Laundry Operations
Heaters	4	Used to produce heat
Landfill	2	Landfill gas collection and flare
Manufacturing Process	6	Paint, Cardboard, Particle Board, etc.
Material Handling	13	Flour, Cement, Minerals, Soil, Wood, etc.
Metal Cutting	11	Iron and sheet metal
Mineral Products	6	Clay processing
Miscellaneous	6	CO2 and Hydrogen Production, Chemical manufacturing, etc.
Organic Liquid Storage	1	Solvent storage
Oven/Kiln	18	Drying or curing of coatings on metal products, Bakery
Fiberglass products manufacturing	1	Production of Fiberglass Parts
Printing Process	6	Printing Industry
Sawdust Handling	3	Wood Milling Operation
Soil Vapor Extraction	4	Soil cleanup
Solvent Cleaning	1	Cleaning of electronic parts
Turbine	1	Non - Powerplant scale electricity and heat production
Welding	2	Radiator manufacturing

7.1.1.2 Major Sources in the Community

The South Sacramento-Florin area has seven of the District's 14 Title V facilities located within its boundaries. Title V facilities, as listed in Table 7-3, are regulated under the federal Clean Air Act[103] through the U.S. EPA's Title V operating permit program. Title V applies to major stationary sources of air pollution, which are typically defined as facilities that have the potential to emit 100 tons per year or more of a regulated pollutant, 10 tons per year or more of a single hazardous air pollutant (HAP), or 25 tons per year or more of any combination of HAPs. The program also applies to certain other types of facilities, including affected sources under the acid rain program, incinerators, and sources subject to specific federal standards like New Source Performance Standards (NSPS) or National Emission Standards for Hazardous Air Pollutants (NESHAPs). While the District is delegated authority to issue and enforce these permits, Title V sources are still subject to additional federal requirements, including enhanced recordkeeping, reporting, and public transparency provisions due to the scale and complexity of their operations. The Title V program was established under the 1990 amendments to the Clean Air Act to improve the enforceability of air quality regulations, clarify applicable requirements, and enhance public participation in the permitting process.

Table 7-3 Major Sources in the South Sacramento-Florin Community and their classifications.

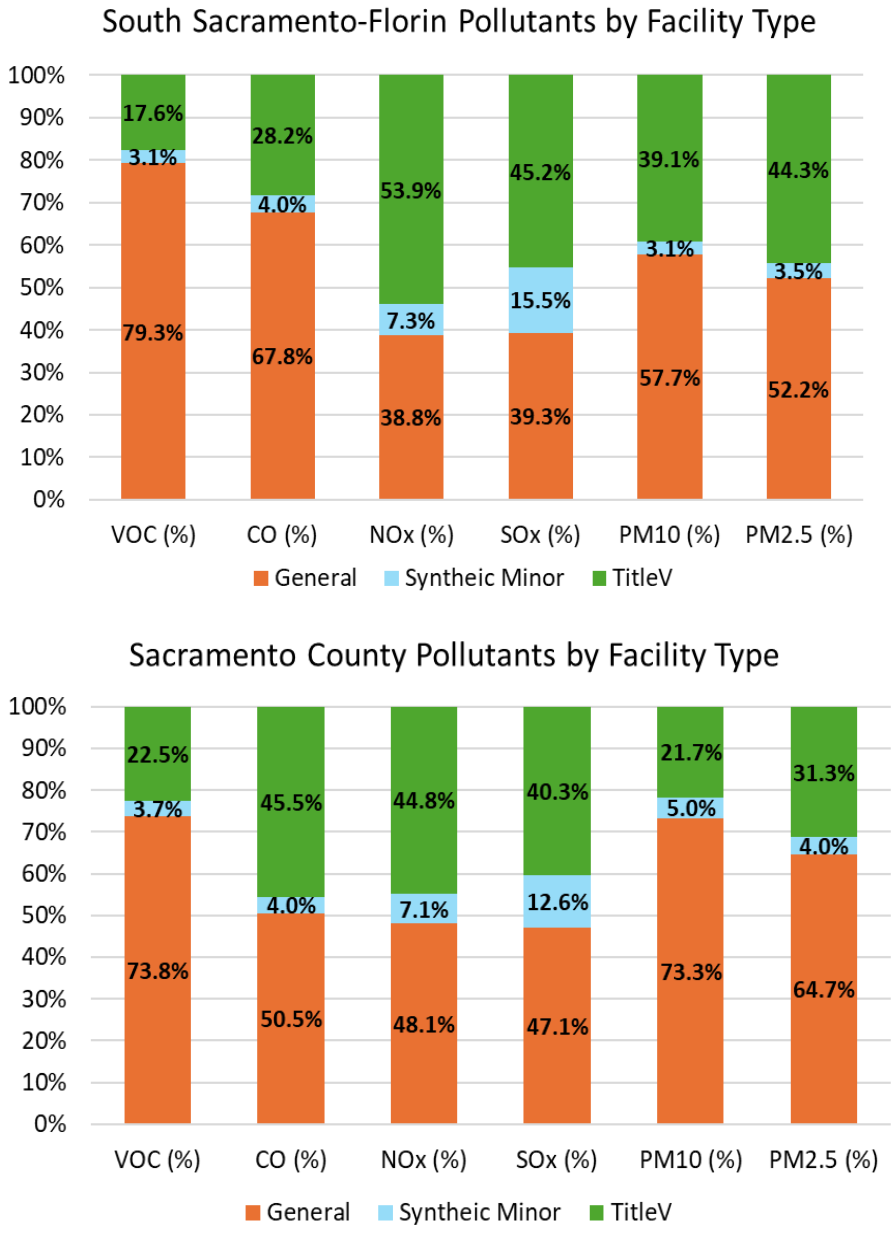
Organization Name	Class Size
Procter & Gamble	Major (Title V)
Mitsubishi Chemical Carbon Fiber & Composites Inc	Major (Title V)
D & T Fiberglass	Major (Title V)
Silgan Can Company	Major (Title V)
SMUD Financing Authority dba Campbell Power Plant	Major (Title V)
SMUD Financing Authority dba Procter and Gamble Power Plant	Major (Title V)
SMUD Financing Authority dba Carson Power Plant	Major (Title V)
Sacramento Area Sewer District	Synthetic Minor
Verizon Data Services, Inc	Synthetic Minor
HP Hood, LLC	Synthetic Minor

In addition to these major facilities, the community is also home to several Synthetic Minor sources that operate under federally enforceable limits to avoid crossing the threshold that would officially require a Title V permit. These sources are termed Synthetic Minor 80 sources (SM80), which are facilities that have the potential to emit regulated pollutants at or above the thresholds for major sources but have accepted enforceable limits that reduce their emissions to just below those thresholds. SM80 sources are not defined in District rules but are recognized and regulated through U. S. EPA guidance. Oversight of these sources is implemented through the District's Compliance Monitoring Strategy to ensure accountability, transparency, and alignment with federal expectations. Because of their potential to emit at high levels if operated without restrictions, SM80 sources are still closely monitored through the District's compliance and enforcement programs.

Together, Title V and SM80 facilities contribute to a share of the permitted emissions in the South Sacramento-Florin community. While they represent a smaller portion of total air quality permits issued, their emissions can be more substantial due to the size and scale of their operations. Figure 7-3

[103] Clean Air Act, 42 U.S. Code §§7661–7661f

illustrates the relative contribution of Title V and Synthetic Minor sources to overall permitted emissions in the South Sacramento-Florin community, as well as how this compares to other source types in both the community and the broader Sacramento County. This comparison helps provide context for the emission contribution these sources have in the area's overall emissions profile.



VOC: volatile organic compounds
CO: carbon monoxide
NO_X: nitrogen oxides
SO_X: sulfur oxides
PM_{10}: particulate matter with an aerodynamic diameter of 10 microns or smaller
$PM_{2.5}$: particulate matter with an aerodynamic diameter of 2.5 microns or smaller

Figure 7-3 Relative emissions contributions from Title V sources, Synthetic Minor sources, and general stationary sources within the South Sacramento-Florin community compared to Sacramento County.

7.1.2 Compliance Activities in the Community

7.1.2.1 Inspections in the Community

All permitted sources in the South Sacramento-Florin community are subject to regular inspection by the District's compliance team. This team is comprised of 14 air quality inspectors, some of whom specialize in specific types of operations, such as gasoline dispensing facilities (GDFs or gas stations), while collectively ensuring coverage of all permitted sources in the community. While the District aims to inspect each facility annually, inspection frequency can vary. Some sources may be inspected every two years, while others, particularly those undergoing operational changes or in the process of obtaining or modifying a permit, may receive fewer inspections as they work closely with engineering staff to finalize new or revised permit conditions. This permitting process can take several years for complex facilities or major process changes. The number of inspections conducted by year and inspection type within the community boundary is summarized in Table 7-4 and can be compared to the county-wide inspections summarized in
Table 7-5.

Table 7-4

	2021	2022	2023	2024	Total
Compliance	2147	3014	2930	2176	10267
Breakdown	67	44	14	28	153
Complaint	22	6	14	12	54
Initial	125	185	157	97	564
Reinspection	10	16	11	13	50
Source Test Observation	112	95	99	67	373
Other	20	65	53	31	169
Total	2503	3425	3278	2424	11630

Inspections conducted 2021-2024 by inspection type within the South Sacramento-Florin Community.

	2021	2022	2023	2024	Total
Compliance	330	775	666	388	2159
Breakdown	8	6	2	8	24
Complaint	4	2	2	5	13
Initial	26	21	21	21	89
Reinspection	3	5	7	3	18
Source Test Observation	42	31	29	18	120
Other	3	15	9	6	33
Total	416	855	736	449	2456

	2021	2022	2023	2024	Total
Compliance	2147	3014	2930	2176	10267
Breakdown	67	44	14	28	153
Complaint	22	6	14	12	54
Initial	125	185	157	97	564

Table 7-5 Number of inspections by inspection type from 2021-2024 throughout the entire Sacramento County.

Reinspection	10	16	11	13	50
Source Test Observation	112	95	99	67	373
Other	20	65	53	31	169
Total	2503	3425	3278	2424	11630

From 2021 to 2024, inspection data show a slightly higher rate of inspections in the South Sacramento-Florin community compared to the county overall:

- **Countywide:** 2.67 inspections per permit (approximately 0.67 per permit per year)
- **South Sacramento-Florin Community:** 2.87 inspections per permit (approximately 0.72 per permit per year)

This elevated inspection frequency reflects the concentration of more industrial sources in the South Sacramento-Florin area, which are prioritized for inspection due to their higher potential emissions and operational complexity.

In addition to onsite inspections, permitted sources, especially larger or more complex operations, must meet other compliance requirements such as source testing, emissions monitoring, and periodic reporting. These activities are not reflected in inspection counts but are essential components of the District's overall compliance oversight. The District also has implemented an Annual Reporting program[104] that requires facilities to submit operational or emissions data each year, providing an additional tool to track trends and strengthen compliance in the community.

There are several types of inspections conducted by the District, including compliance (routine annual inspections), initial, source testing, breakdown, reinspection, complaint, and others (inspections to see if a source needs a permit or joint inspections with another regulatory agency that do not fall under routine types listed above). Compliance inspections account for the majority of inspections, as they are typically conducted annually at permitted sources. Figure 7-4 shows the breakdown of inspection types across the total inspections, illustrating the relative frequency of each and highlighting the central role of compliance inspections in the District's oversight efforts.

[104] Sac Metro Air District. Annual Reporting. https://www.airquality.org/businesses/compliance-with-permits-rules/annual-reporting

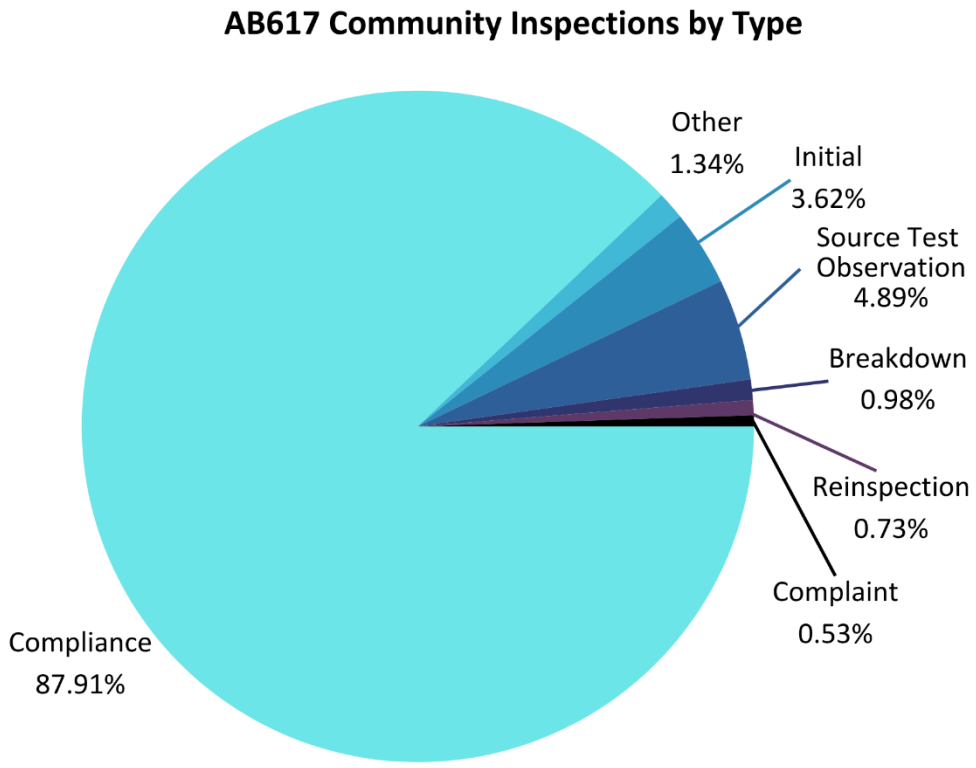


Figure 7-4 Inspections conducted between 2021-2024 in the South Sacramento Florin community, shown by inspection type.

7.1.2.2 Complaints in the Community

Another meaningful way the District gains insight into air quality issues in the South Sacramento-Florin community is through its public complaint program. This program provides an accessible and confidential way for community members to report air quality concerns directly to the District. Complaints can be submitted anonymously over the phone by calling 279-207-1122 or 800-880-9025 or through an online form accessible at https://www.airquality.org/Residents/Complaints, allowing residents to raise concerns safely and discreetly.

While some complaints are related to permitted businesses, many stem from non-permitted sources such as construction site dust, residential burning (including outdoor burning and use of fireplaces), or unusual odors in a neighborhood. These complaints from unpermitted sources fall under the District's regulatory authority if they are subject to other District rules, such as residential burning regulations, fugitive dust, or public nuisance regulations. As a government agency that accepts public complaints, the District often receives complaints where it has no regulatory authority. The District quickly routes these complaints to the appropriate agency for enforcement through the District's partner agencies referral program. The District's complaint system is highly responsive, ensuring all complaints received are responded to, whether by District staff or by referral to partner agencies within two business days. The District's response rate is over 95%.

Table 7-6 summarizes complaints that the District received within the South Sacramento-Florin community from 2021-2024, delineated by year and complaint type. Table 7-7 compares the number of complaints in South Sacramento-Florin attributed to permitted versus unpermitted sources. Over the review period, only 20 complaints were linked to permitted facilities, while 240 were associated with unpermitted sources. Of those 240 complaints, the majority were smoke-related: 86 related to open

burning and 46 to wood-burning in fireplaces. This pattern reflects the prevalence of residential and temporary activities as primary sources of air quality concerns in the area.

Table 7-6 Complaints received within the South Sacramento-Florin community from 2021-2024 by year and by complaint type.

Complaint Type	2021	2022	2023	2024	Total
Asbestos	0	0	1	1	2
Dust	15	7	6	28	56
Gasoline Dispensing Facility (GDF)	3	1	1	1	6
Idling/Exhaust	2	2	1	2	7
Odor	5	1	10	15	31
Other	1	4	3	9	17
Smoke - Business	2	1	2	4	9
Smoke - Fireplace/Woodstove	6	19	8	13	46
Smoke - Open Burn	17	25	19	25	86
Smoke - Ag Burn	0	0	0	0	0
Total	51	60	51	98	260

Table 7-7 Permitted and Unpermitted source complaints in the South Sacramento-Florin community by complaint type.

Complaint Type	Permitted Source		Unpermitted Source		Total	
	Count	Percent	Count	Percent	Count	Percent
Asbestos	0	0.0%	2	0.8%	2	0.8%
Dust	9	45.0%	47	19.6%	56	21.5%
Gasoline Dispensing Facility (GDF)	4	20.0%	2	0.8%	6	2.3%
Idling/Exhaust	0	0.0%	7	2.9%	7	2.7%
Odor	2	10.0%	29	12.1%	31	11.9%
Other	2	10.0%	15	6.3%	17	6.5%
Smoke - Ag Burn	0	0.0%	0	0.0%	0	0.0%
Smoke - Business	3	15.0%	6	2.5%	9	3.5%
Smoke - Fireplace/Woodstove	0	0.0%	46	19.2%	46	17.7%
Smoke - Open Burn	0	0.0%	86	35.8%	86	33.1%
Total	**20**		**240**		**260**	

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Permitted source complaints were higher for gasoline dispensing facilities (GDFs or gas stations), which is expected since all gas stations are permitted and often located in commercial zones near residences. Dust complaints from permitted sources were also notable—nine out of the 20 total permitted source complaints. This number is primarily due to two specific facilities with ongoing dust issues over the past two years, making this more of an outlier than a consistent trend. For unpermitted sources, there were 47 dust-related complaints from various locations.

When comparing complaint types in the South Sacramento-Florin community to those in the broader county, a few key differences emerge (Figure 7-5). In the South Sacramento-Florin area, open burning accounts for 33.1% of complaints, and woodburning makes up 17.7%. Countywide, open burning comprises 24.6% and woodburning 27.5% of complaints. While the combined share of smoke-related complaints is similar (around 50%), the South Sacramento-Florin community has a noticeably lower proportion of fireplace-related complaints.

This trend is consistent with findings from the District's historical Rule 421[105] compliance efforts. From 2008 to 2018, the District conducted a required surveillance program across the county. During that period, data shows that of the 1,900 Rule 421 violations, only 120 occurred within the South Sacramento-Florin Community. Because this program relied on direct surveillance, these results observed enforcement outcomes.

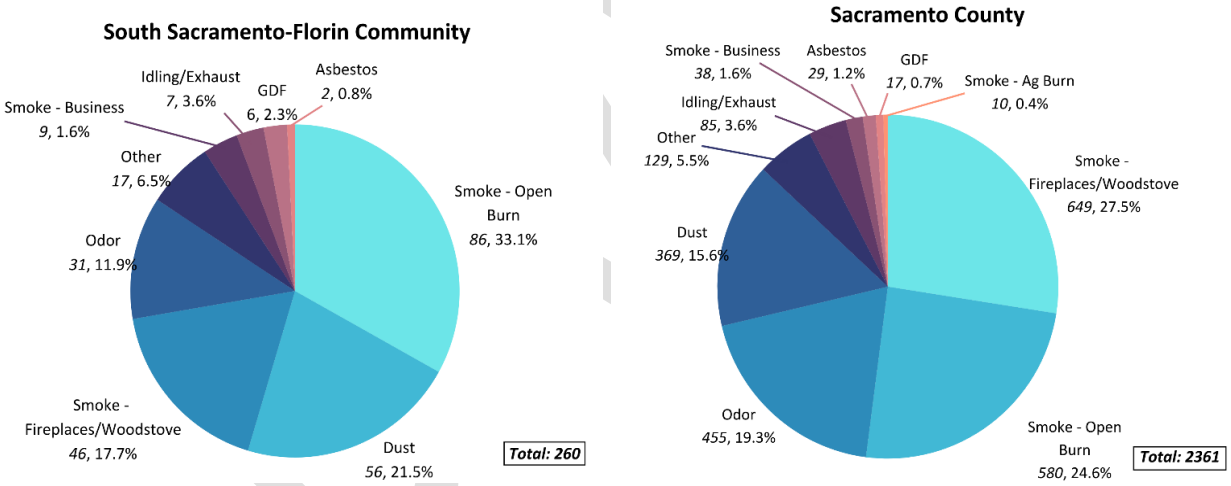


Figure 7-5 South Sacramento-Florin community vs Sacramento County complaint characteristics.

The higher proportion of open burning complaints in South Sacramento-Florin indicates a higher prevalence of illegal burning, such as burning yard waste. Possible factors contributing to increased illegal burning activities may be misunderstandings about regulations prohibiting open burning. Aside from smoke-related complaints, other complaint types in South Sacramento-Florin generally track with or fall below countywide levels. One exception is gas station complaints, which are slightly higher in South Sacramento-Florin (2.3%) compared to the county (0.7%). This difference may be attributed to the community's more urbanized and developed landscape, which has a greater concentration of permitted GDFs than rural areas.

[105] Sacramento Metropolitan Air Quality Management District. *Rule 421 – Mandatory Episodic Curtailment of Wood and Other Solid Fuel Burning.* https://www.airquality.org/ProgramCoordination/Documents/rule421.pdf

While the differences in complaint types between the South Sacramento Florin community and the rest of the county are generally minor, aside from the higher rates of burning-related complaints and slightly more reports concerning gas stations, these figures should be interpreted with some caution. The data reflects only what is reported through the District's complaint system, which may not capture all issues experienced in the community. Although the District provides multiple accessible methods for filing complaints, including an online form and a phone line, there is a need for additional outreach and education to ensure residents are aware of the District's role in regulating air quality, what activities are prohibited, and understand how to report potential violations. Addressing these gaps will better equip residents to report their air quality concerns leading to more accurate complaint data to support the District's ongoing efforts to ensure compliance and address air quality concerns across the region.

7.1.2.3 Compliance Action Program

When looking at the overall distribution of compliance actions, the South Sacramento-Florin community shows some notable trends. Compliance actions taken between 2021-2024 in the South Sacramento-Florin community are summarized in Table 7-8 by year, and compliance actions in the community are compared to the rest of Sacramento County in Table 7-9. There is significantly fewer Rule 421[106] penalties (woodburning violations) in this community, which aligns with previous observations of lower fireplace burning and fewer smoke-related complaints. In terms of violations issued to permitted sources, the South Sacramento-Florin community shows a slightly higher share at 35.1%, compared to 29.5% countywide. This difference is expected given the area's more industrial character and its concentration of larger facilities, including major and synthetic minor sources.

Table 7-8 2021-2024 compliance actions taken in South Sacramento-Florin summarized by year.

	2021	2022	2023	2024	Total
Rule 421 (NOP)	**0**	**2**	**0**	**1**	**3**
Permitted NOV	6	17	19	18	60
Permitted NTC	3	24	15	10	52
Permitted Other (WL)	0	1	0	1	2
Permitted Other (CO)	0	0	0	0	0
Permitted Total	**9**	**42**	**34**	**29**	**114**
Unpermitted NOV	7	10	9	12	38
Unpermitted NTC	2	4	3	2	11
Unpermitted Other (WL)	1	0	0	1	2
Unpermitted Other (CO)	1	1	0	0	2
Unpermitted Total	**11**	**15**	**12**	**15**	**53**
Total Compliance Actions	**20**	**59**	**46**	**45**	**170**

Table 7-9 2021-2024 total compliance actions in the South Sacramento-Florin community compared to Sacramento County.

[106] Sac Metro Air District. (2007) Rule 421 – Mandatory Episodic Curtailment of Wood and Other Solid Fuel Burning. https://www.airquality.org/ProgramCoordination/Documents/rule421.pdf

Type	South Sacramento-Florin Community (Count)	South Sacramento-Florin Community (%)	Sacramento County (Count)	Sacramento County (%)
Rule 421 (NOP)	**3**	**1.8%**	**110**	**13.2%**
Permitted NOV	60	35.3%	245	29.5%
Permitted NTC	52	30.6%	226	27.2%
Permitted Other (WL)	2	1.2%	5	0.6%
Permitted Other (CO)	0	0.0%	0	0.0%
Permitted Total	**114**	**67.1%**	**476**	**57.3%**
Unpermitted NOV	38	22.3%	195	23.5%
Unpermitted NTC	11	6.4%	38	4.6%
Unpermitted Other (WL)	2	1.2%	8	1.0%
Unpermitted Other (CO)	2	1.2%	4	0.5%
Unpermitted Total	**53**	**31.1%**	**245**	**29.5%**
Total Compliance Actions	**170**		**831**	

OP: Notice of Penalty NOV: Notice of Violation
WL: Warning Letter CO: Compliance Order

Major source operations are prioritized for more frequent inspections, and their permits tend to include more complex and stringent operating conditions—both of which increase the likelihood of violations. Overall, 66.7% of violations in the AB 617 community were issued to permitted facilities, compared to 57.3% for the county. The remaining share of violations originates from unpermitted sources, which are typically complaint-driven. Another potential explanation for the higher number of violations issued to permitted sources is that fewer complaints are recorded from the AB 617 area, which affects the relative proportions and results in permitted-source violations making up a larger share of the total.

Looking more closely at the types of violations issued to permitted facilities in the South Sacramento-Florin area, the most common category involves exceeding allowable emissions or operational limits, which accounts for 37.1% of all violations (Figure 7-6). This is followed by failures to obtain or modify permits when required (16.1%) and failures to maintain required records (14.5%). Together, these three categories represent nearly 70% of all violations issued to permitted sources in the community. The higher rate of exceedance violations is consistent with the presence of manufacturing operations in the area, which are more likely to operate under tighter emission and operational limits. However, it is important to note that this category also includes violations from smaller equipment, such as backup generators that exceed annual usage limits—an activity that can vary widely from year to year.

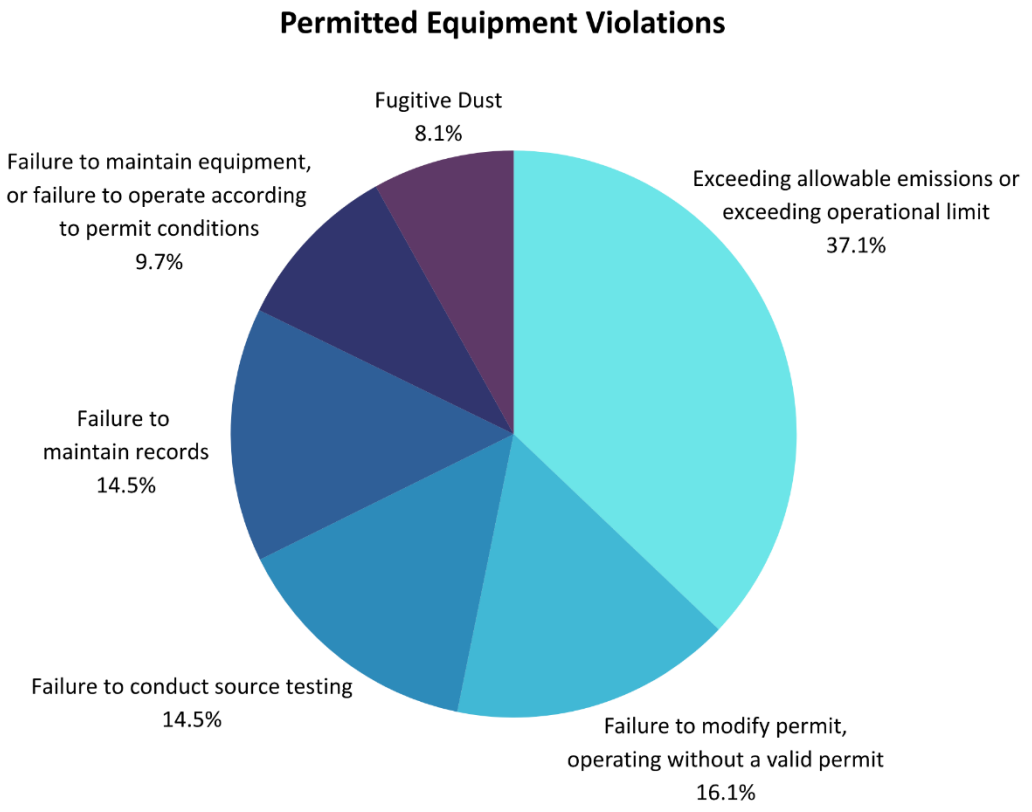


Figure 7-6 Types of permitted equipment violations in the South Sacramento-Florin community between 2021-2024.

Once a violator has corrected the violation, the District uses an internal settlement program that establishes a financial penalty to resolve the violation. This process of establishing an appropriate fine to formally resolve violations is referred to as the District's Mutual Settlement Program[107] (MSP). The MSP is based on the California Health and Safety Code, and its guiding policy document was adopted by the District's Board of Directors. The MSP helps maintain the integrity of the District's enforcement program and ensures an unbiased, consistent, and fair approach is used to resolve violations.

The MSP is designed to create a level playing field for businesses by holding all violators accountable while also recognizing when someone takes prompt and meaningful action to return to compliance. The program discourages violations by making them less desirable than simply following the rules, and it provides an incentive for regulated parties to correct problems quickly and take steps to prevent future issues. It is also built to be transparent and fair, with an objective formula used to calculate penalties. The process allows for consideration of both aggravating and mitigating factors, including efforts to fix the violation, financial hardship, and business size. The MSP applies to a wide range of sources, including smaller businesses and residential violations, helping ensure that enforcement remains proportional and balanced.

[107] Sacramento Metropolitan Air Quality Management District. *Mutual Settlement Program.* https://www.airquality.org/businesses/compliance-with-permits-rules/violations-settlements

In addition to the MSP, the District also runs a Supplemental Environmental Project (SEP) program.[108] The SEP program allows a portion of settlement funds to be used for community projects that improve air quality, support environmental education, and raise public awareness—especially in areas most impacted by air pollution. The SEP program helps both businesses and violators by turning penalties into opportunities to fund unique projects that can directly benefit the community. Past SEP projects have included improving community gathering spaces, replacing dirty vehicles and lighting with cleaner electric alternatives, and leading community workshops to make do-it-yourself indoor air filters. These are projects that typically would not be funded through other channels and have a direct and lasting impact on public health in communities that will benefit the most.

Together, the MSP and SEP programs reflect a balanced and fair approach—promoting compliance, supporting community investment, and helping protect public health.

The violation trends in the South Sacramento Florin community help illustrate local compliance dynamics. These include fewer violations related to residential wood burning, a slightly higher number of violations from permitted sources, and a greater number of air quality issues involving exceeded operational limits or lack of proper permits. These patterns reflect both the area's industrial character. Moving forward, the District will continue its robust inspection program and take steps to improve transparency and access to compliance data. Making information about violations and permitted equipment more publicly available can help residents better understand air quality regulations, identify possible violations, and report concerns more effectively. Additionally, helping the public easily locate permitted sources can support efforts to detect unpermitted operations, which remain a persistent challenge, as reflected by the number of violations in the community related to operating without a valid permit or failing to modify an existing one. Improving public visibility into these issues will support stronger compliance and empower community members to be active partners in protecting local air quality.

7.2 Enforcement Authority and Responsibilities of CARB

CARB's Enforcement Division aims to develop partnerships with South Sacramento-Florin community organizations to co-lead the development of community-focused action plans that reduce disproportionate exposures within the South Sacramento-Florin boundary. CARB enforces regulations applicable to mobile sources, consumer products and other area-wide categories, such as fuels, and climate programs, while the District is primarily responsible for enforcement relating to stationary sources (e.g., boilers, powerplants).

CARB enforcement programs cover the vehicles people drive, the diesel engines that power the economy, consumer products, and greenhouse gas (GHG) emissions from industries and activities. The goal of CARB enforcement programs is to achieve comprehensive compliance in every regulation that CARB adopts. Through enforcement, CARB works to bring parties into compliance, ensure fairness across industry, and discourage future violations.

[108] Sacramento Metropolitan Air Quality Management District. *Supplemental Environmental Projects (SEP).* https://www.airquality.org/businesses/compliance-with-permits-rules/violations-settlements/supplemental-environmental-projects-(sep)

CARB administers enforcement programs in accordance with its Enforcement Policy,[109] which was updated in 2017. CARB uses data and inspections to identify potential non-compliance and then investigates each case. Once a violation is identified, CARB notifies the potential violator and evaluates the incident. CARB works with the responsible party to achieve compliance and measure the relevant facts and circumstances of each case, relative to eight factors set in law and described in the enforcement policy, to determine an appropriate penalty. The case is settled when the party responsible has achieved compliance and paid the appropriate penalty. If the case cannot be settled, CARB works with legal staff to refer the case to California's Attorney General for litigation.

Field inspectors are a critical component of the diesel enforcement program. The inspectors work across the state to inspect trucks and other equipment for compliance with CARB's diesel regulations, such as Clean Truck Check, Solid Waste Collection Vehicle, Statewide Truck and Bus, Tractor-Trailer Greenhouse Gas, Off-Road Diesel Equipment, Commercial Vehicle Idling, and Transport Refrigeration Unit. Field inspectors also conduct inspections for compliance with Public Agencies and Utilities, Cargo Handling Equipment, Commercial Harbor Craft, Ocean Going Vessel, and Shore Power regulations. CARB inspectors examine heavy-duty vehicles and equipment at numerous locations throughout California, such as along roadsides, at California Highway Patrol scale facilities, warehouses, fleet yards, construction sites, truck stops, rest areas, ports, and rail yards.

CARB's enforcement activities can be found in CARB's Enforcement Data Visualization System[110] (EDVS) along with its guide[111] to how to use EDVS. The Enforcement Data Portal,[112] highlights CARB's enforcement efforts across the state, summarizes recently closed cases, assesses compliance status in several programs, and provides detailed statistics about enforcement-related program activities. Additional information on CARB's enforcement activity can be found in its annual Enforcement Reports.[113]

HEAVY-DUTY DIESEL VEHICLE ENFORCEMENT

CARB regulations establish stringent emission requirements that new diesel vehicles must meet. These regulations require engine manufacturers to meet lower particulate matter (PM) and nitrous oxides (NOx) emission standards. Many manufacturers employ the installation of diesel particulate filters to meet the PM standard, as well as exhaust aftertreatment to meet the NO_X emission standard. These devices remove more than 95% of toxic diesel emissions from Heavy-Duty Diesel Trucks (HDDTs) when properly functioning. In addition, because diesel engines and equipment are designed to last decades, CARB's diesel fleet regulations require operators to replace older, higher-polluting vehicles and equipment with cleaner vehicles, equipment, and technologies to provide emission reductions as quickly as possible. These regulations apply to owners and operators of on-road diesel vehicles, such as trucks, and off-road diesel vehicles and equipment, including construction and cargo handling equipment,

[109] California Air Resources Board. *Enforcement Policy.* Available at: https://ww2.arb.ca.gov/resources/documents/enforcement-policy
[110] California Air Resources Board. *Enforcement Data Visualization System*. https://webmaps.arb.ca.gov/edvs/
[111] California Air Resources Board. *Enforcement Data Visualization System Guide.* https://ww2.arb.ca.gov/sites/default/files/2021-05/EDVS_052521_0.pdf#:~:text=The%20California%20Air%20Resources%20Board%20%28CARB%29%20developed%20the,local%20compliance%20rates%20and%20locating%20gaps%20in%20inspections
[112] California Air Resources Board. *Enforcement Data Portal*. https://ww2.arb.ca.gov/our-work/programs/enforcement-policy-reports/enforcement-data-portal
[113] California Air Resources Board. *Enforcement Reports.* https://ww2.arb.ca.gov/resources/documents/enforcement-reports

transport refrigeration units, commercial harbor craft, and other sources. As a result of these programs, according to EDVS, CARB has greatly reduced diesel PM and NO_X emissions, and the statewide compliance rate was over 90% for diesel programs in 2024.

CARB has also developed a comprehensive heavy-duty vehicle inspection and maintenance regulation to ensure that vehicles' emissions control systems are properly functioning when traveling on California's roadways. CARB approved its Clean Truck Check regulation in December 2021, with implementation to be phased in starting January 2023. The Clean Truck Check program combines periodic vehicle testing requirements with other emissions monitoring techniques and expanded enforcement strategies to identify vehicles in need of emissions-related repairs and ensure any needed repairs are performed. The Clean Truck Check subjects nearly all non-gasoline vehicles with a gross vehicle weight rating over 14,000 pounds that operate in California to periodic emissions testing. Analogous to California's Smog Check program for light-duty vehicles, these testing requirements help ensure that heavy-duty vehicles operating in California remain equipped with properly functioning emissions controls, and when malfunctioning, that these systems get repaired in a timely manner. When fully implemented, the program will provide significant reductions in smog-forming and carcinogenic toxic air pollution necessary to achieve federal air quality mandates and healthy air in California's communities.
As reported in EDVS, CARB did not conduct any heavy-duty diesel inspections for the years 2021 through 2023 within the South Sacramento-Florin community, including all heavy-duty vehicle inspection programs, idling, transport refrigeration units, and off-road. However, several inspections were completed in Sacramento and near the South Sacramento-Florin boundary. Those vehicles traveled through South Sacramento-Florin boundary, and these inspections and emissions affected the community. CARB completed several inspections within the South Sacramento-Florin community boundary in 2024, as shown in Table 7-10. CARB has committed to working with the Community Steering Committee to prioritize inspection locations to ensure that sufficient heavy-duty diesel enforcement is taking place in the community.

Table 7-10 2024 Heavy-Duty Diesel Inspections.

Program Categories	2024	
	Inspections	Compliance Rate
HDVIP-Emission Control Label	55	98%
HDVIP-Smoke Opacity	50	98%
HDVIP-Tampering	91	97%
HDVIP-Reporting	45	71%
Idling	0	N/A
Off-Road	0	N/A
Transport Refrigeration Unit	7	86%
Truck and Bus	52	98%
On-Board Diagnostics	36	72%
MIL Status	29	90%

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As reported in EDVS, CARB field enforcement data show high compliance rates in 2024 for HDVIP, Transport Refrigeration Units, Truck and Bus, and MIL Status programs within the South Sacramento-Florin community.

Truck and Bus Rule

Nearly all trucks and buses operating in California were required to have a certified 2010 or newer model year engine by January 2023 to comply with CARB's Truck and Bus rule. California is entering the sixth year of holding California Department of Motor Vehicles (DMV) registrations for some trucks and buses that are not in compliance with CARB's Truck and Bus rule, as required by Senate Bill (SB) 1(Beall, Chapter 5, Statutes of 2017). According to DMV registration records, this regulation resulted in a statewide compliance for heavy-duty of 98.3% and light-duty trucks of 99.3% in January 2025. In comparison, the compliance rate for South Sacramento-Florin heavy-duty trucks was 99.3% and 99.5% for light-duty trucks in 2025. Trucks and buses that cannot demonstrate compliance with the statewide Truck and Bus rule have DMV registration holds placed on them to prevent them from being driven legally in California. This program has been active since 2020, and according to DMV data, in January 2025, DMV notified nine heavy-duty and nine light-duty vehicle registered owners in South Sacramento-Florin community zip codes that their registration will be held until they can document compliance with the Truck and Bus rule.

Portable Emission Acquisition System

The Portable Emission Acquisition System (PEAQS) is an emission screening system that obtains a real-time snapshot of each truck's exhaust emissions, including black carbon, carbon dioxide, and oxides of nitrogen, as it passes through the device's detection area. PEAQS includes an automated license plate reader camera to help pair the exhaust emissions measurements with a specific vehicle. The portable system has piping that draws in air above or next to the road and measures emissions of vehicles as they pass. CARB Enforcement staff monitor the results on the PEAQS computer system. If inspectors see an unusual spike in the pollutant measurements caused by a passing vehicle, they will work with California Highway Patrol officers to pull the vehicle over for a full inspection of the emission control systems. Vehicles may also be pulled over for other reasons, including at random, for full inspections of the emission control systems. A video explaining PEAQS is available at https://www.youtube.com/watch?v=5kdsRR7_VVE.

In 2023 and 2024, in the South Sacramento-Florin community, CARB Enforcement deployed PEAQS on nine occasions (Table 7-11). CARB conducted PEAQS deployment in 2025 as part of the early action strategy, Strategy UM-1, and plans to continue to deploy PEAQS in the South Sacramento-Florin boundary one to two times a year for the next five years (Table 7-12).

Table 7-11 PEAQS 2023 and 2024 data.

Date and Location	2023		
	Vehicles Screened	Vehicles Inspected	Citations Issued
1/25/2023 Near Fruitridge and Florin Perkins Rd Sacramento, CA 95828	359	11	3
1/26/2023 8635 Fruitridge Rd. (East bound inspection) Sacramento, CA 95826	206	18	2

4/25/2023 8670 Fruitridge Rd. Sacramento, CA 95826	No Data	32	7
4/26/2023 8670 Fruitridge Rd. Sacramento, CA 95826	No Data	24	2
7/26/2023 8635 Fruitridge Rd. Sacramento, CA 95826	260	14	2
Date and Location	**2024**		
	Vehicles Screened	**Vehicles Inspected**	**Citations Issued**
2/13/2024 7500 French Rd. Sacramento, CA 95828	94	24	19
2/14/2024 7500 French Rd. Sacramento, CA 95828	No Data	22	17
2/15/2024 7500 French Rd. Sacramento, CA 95828	25	7	2
4/19/2024 7500 French Rd. Sacramento, CA 95828	No Data	10	4

Table 7-12 2025 PEAQS data as part of the early action strategy, Strategy UM-1 PEAQS.

Date and Location	**2025**		
	Vehicles Screened	**Vehicles Inspected**	**Citations Issued**
4/2/2025 7500 Florin Perkins Rd. Sacramento, CA 95828	121	24	12
4/3/2025 7500 Florin Perkins Rd. Sacramento, CA 95828	23	31	5
4/23/2025 8670 Fruitridge Rd. Sacramento, CA 95826	111	36	3
4/24/2025 8670 Fruitridge Rd. Sacramento, CA 95826	62	28	5
11/4/2025 7276 French Rd. Sacramento, CA 95828	246	22	3

Fuels

CARB is authorized to adopt standards, rules, and regulations to achieve the maximum degree of emission reduction possible from vehicular and other mobile sources to accomplish the attainment of the state ambient air quality standards at the earliest practicable date. CARB's fuels effort is made up of several components, which broadly fall into two categories: (1) adopting and enforcing fuel specifications, and (2) controlling emissions from marketing and distributing fuels in California.

Although CARB conducted fuel inspections in Sacramento and near the South Sacramento-Florin boundary, from 2021 through 2024, CARB conducted no gas, diesel, ethanol, racing, renewable, or biodiesel fuel inspections within the community boundary. CARB will increase inspections for fuel violations in South Sacramento-Florin to ensure compliance.

Other Areas of Mobile Enforcement

CARB enforces many areas related to mobile vehicles, including engines, fuel containers, refrigerants, and windshield washer fluids. All these programs contribute to CARB's overall efforts to tackle emissions of all types from all sources. See Appendix D for more information on these programs. From 2021 to

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2024, CARB conducted 12 Vehicle and Engine inspections within the South Sacramento-Florin community (Table 7-13).

Table 7-13 2021-2024 vehicle and engine enforcement.

Program	Inspections	Violations
Non-California Certified (49-State)	1	0
Portable Fuel Containers	4	0
Automotive Windshield Washer Fluid	5	0
Electric Vehicle Supply Equipment	1	1
Off-Highway Recreational Vehicle	1	0

Refrigeration Systems

In 2024, CARB inspected Seafood City Supermarket Sacramento, on Mack Road, which had refrigeration systems subject to the regulation. Although the inspection had no discoverable refrigerant leaks, the results of the inspection are still pending.

Consumer Goods

Consumer product inspections are an important regulatory tool to improve public health in the community. Consumer products, such as hairsprays, deodorants, and flooring, are widely used sources of toxic air containments and volatile organic compounds (VOC) that can occur in homes. As reported in EDVS within the South Sacramento-Florin community, CARB conducted 41 Consumer Goods and two Composite Wood inspections for the years 2021 through 2023 (currently no consumer goods or composite wood data available for 2024) (Table 7-14). The results of many of these inspections are still pending due to lab analysis. CARB Enforcement staff continues focused outreach and inspections in South Sacramento-Florin to ensure chemically formulated products sold into this community are compliant.

Table 7-14 2021-2024 Consumer goods enforcement.

Program	Inspections	Violations	Pending
Consumer Goods	41	1	40
Composite Wood	2	0	2

Also, in November 2023, CARB reached a settlement with Raza Enterprises, doing business as Expo Furniture Gallery (Expo Furniture), with its principal location in Sacramento, California in the amount of $6,000. The company's violation of the Airborne Toxic Control Measure to Reduce Formaldehyde Emissions from Composite Wood Products (Composite Wood Regulation), as codified in California Code of Regulations, title 17, section 93120 et seq. Expo Furniture violated the Composite Wood Regulation requirement by purchasing furniture made of composite wood without taking reasonable precautions. Expo Furniture failed to ensure its products were compliant with the applicable emissions standards set forth in the Composite Wood Regulation. To come into compliance, Expo Furniture has instructed each supplier that the products they supply to Expo Furniture must comply with the applicable emissions

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standards, and Expo Furniture will obtain written documentation from each supplier confirming their products are compliant.

Stationary sources

California state law gives local air districts the primary authority to regulate stationary sources for criteria pollutants. CARB plays an important role in supporting air districts through training and enforcement. Stationary source-focused programs in CARB's Enforcement Division are implemented consistently with legal authority through training and support, conducting analyses of air district rules, regulations, variances, and policies as required by state law, including direct enforcement.

Summary of Complaints Received

CARB staff responds to all complaints within 24 hours, or the next business day. The complainant gets a complaint ID number, and an email is sent to the complainant when the complaint is opened and when it is closed. Phone calls are made to the complainant if more information is needed. Often investigation details cannot be discussed during the inspection process, but every attempt to resolve the complaint will be made. CARB takes enforcement action based on the investigation of the complaint, which can lead to a notice of violation. Sometimes investigations can take a long time and remain pending until resolved, other times the complaints are not actionable because CARB did not receive enough information to initiate an investigation. Based on the nature of the complaint, CARB may refer the complaint to another agency with the appropriate jurisdiction.

Reporting potential violations of air quality requirements can provide important information for CARB Enforcement. Staff investigates tips about non-compliance and takes all complaints very seriously. Complaints received by CARB between 2021-2024 are summarized in Table 7-15.

Table 7-15 Complaints Received at CARB 2021-2024.

Complaint/Program Type	Number	Action Taken
Aircraft / Chemtrails	16	Outside CARB jurisdiction
Consumer Goods	1	Referred to Federal EPA
Fugitive Dust	2	1 NOV issued, 1 referred to district
Gas Station	4	3 referred to district, 1 referred to county
Greenhouse Cultivation Venting Ozone	2	Referred to air district
Heavy Duty Inspection and Maintenance	2	2 investigations opened
Idling	8	1 inspection opened, 2 insufficient information, 3 letters sent, 2 referred to CARB Investigators
Leased Truck Complaint	1	Referred to CARB Investigators

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Odor	8	4 referred to air district, 4 outside CARB jurisdiction due to odors from aircraft
Off-Road	6	1 registration hold, 2 insufficient information, 1 letter sent, 1 inspection opened, 1 no further action
Outside Lighting	1	Outside CARB jurisdiction
Smoking Vehicles	5	1 inspection opened, 1 unknown, 1 referred to CARB Investigators, 1 insufficient information, 1 not subject to regulation
Tampering	1	Referred to outside agency
Toxic Substance	1	Referred to the Department of Toxic Substances Control
Transport Refrigeration Units	2	1 insufficient information, 1 referred to CARB Investigators
Truck and Bus	9	1 registration hold, 3 in compliance, 1 insufficient information, 2 contained no allegations of environmental concerns, 1 no further action, 1 letter sent

An important part of the CAP program is increasing community awareness of the tools that are available to residents. Reporting complaints to both the District and CARB enables members of the public to play an active role in addressing air pollution concerns in their community. Both agencies rely on community input for identifying additional locations and sources of concern. CARB accepts and addresses all air quality complaints as they come into the system, including mobile sources and stationary facilities. To report a complaint to CARB regarding environmental concerns, please visit CARB's online complaint page[114].

Supplemental Environmental Projects

CARB has a SEP policy[115] that allows community-based projects to be funded from a portion, up to 50%, of the penalties received during the settlement of enforcement actions. SEPs can improve public health, reduce pollution, increase environmental compliance, and bring awareness to communities most burdened by environmental harm. Currently, one SEP is funded in South Sacramento-Florin:

> Urban Wood Utilization (SEP22-016): The Sacramento Tree Foundation expanded its Urban Wood Rescue program, which ensures that logs are diverted from the landfill when trees are removed from the urban forest. Rather than decomposing, the trees are offered a new life as milled lumber, thereby reducing the urban waste stream, sequestering and storing carbon, and mitigating the effects of the changing climate.

CARB staff can help community members or organizations identify where SEPs would be more impactful and assist with the submittal of proposals. CARB will work with CSC and other community organizations to encourage increased SEP awareness and participation. For more information on SEPs, please visit: https://ww2.arb.ca.gov/our-work/programs/supplemental-environmental-projects-sep or email CARB at SEP@arb.ca.gov.

[114] California Air Resources Board. *Environmental Complaints.* https://ww2.arb.ca.gov/environmental-complaints
[115] California Air Resources Board. *Supplemental Environmental Projects Policy.* https://ww2.arb.ca.gov/sites/default/files/2018-06/Supplemental%20Environmental%20Projects%20Policy.pdf

Partnerships for Strategies

CARB Enforcement has begun developing a community-based approach to ensure its partners work directly with community members to understand community issues more holistically. Rather than relying on CARB's traditional enforcement programs, the proposal brings CARB's expertise and staff into a collaborative team with community members to investigate concerns more broadly and work together to identify strategies that address the issues residents are experiencing. CARB aims to provide a broader array of assistance through this approach. CARB's goal is to develop co-designed and co-led projects that empower communities, focus on community-identified priorities, leverage enforcement, and result in community investigations that help them understand how to develop stronger enforcement approaches in the South Sacramento-Florin community.

Table 7-16 summarizes the strategies that were developed in partnership with the community, where CARB will support the implementation of the strategy.

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Table 7-16 Strategies developed in partnership with the Steering Committee.

Strategy	Corresponding Action	Enforcement Program Element
UM-1 Deploy Portable Emissions Acquisition System (PEAQS)	CARB will work with the Community Steering Committee (CSC), the District, and CHP to identify locations to deploy roadside inspections within the South Sacramento-Florin boundary, that have high heavy-duty truck traffic or are a concern to the community.	Mobile Source Inspections

UM-2 Roaming Idling Inspections during PEAQS deployment	CARB will conduct roaming idling inspections during PEAQS deployment. CARB will also conduct idling inspections in locations of concern identified by the community.	Mobile Source Inspections
UM-6 Reduce Idling at Schools and Sensitive Receptors	CARB will work with the CSC and local agencies to identify locations, where it's feasible, to install *No Idling* signs on roadsides, at schools, and parks.	Community Outreach Enforcement Section and local agencies

7.3 Compliance Mechanisms

Building on ongoing District and CARB permitting and compliance efforts, and guided by community input, the Steering Committee worked with both agencies to develop the following strategies to address compliance-related concerns in the South Sacramento-Florin community. Table 7-17 summarizes these strategies and provides a brief description of each. Please refer to Chapter 6 for more detailed information on each strategy.

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Table 7-17 Enforcement related strategies developed in partnership with the Steering Committee.

Strategy	Overview
UM-1 Deploy Portable Emissions Acquisition System (PEAQS)	CARB will deploy the Portable Emissions Acquisition System (PEAQS) once or twice a year for 5 years to conduct roadside inspections that have high heavy-duty truck traffic or are a concern to the community.
UM-2 Roaming Idling Inspections during PEAQS deployment	Conduct roaming idling inspections during PEAQS deployment.
C-5 Source Investigation and Focused Enforcement	Ensure all commercial sources are compliant by conducting unpermitted source investigations and other focused enforcement efforts.

C-6 Public Transparency with Permitted Sources-Violations	Make compliance information about permitted sources, including violations and the type of violations, available to the public.
O-5 Improve Awareness, Accessibility, and Transparency of Complaint Reporting System	Improve awareness, accessibility, and transparency of the complaint reporting system.
C-2 Public Information Portal	Enhance public access to air quality and compliance-related information through a user-friendly Public Records Portal. Implement outreach and educational initiatives to ensure community members understand how to navigate and effectively use the portal to access relevant data.
C-3 Business Education	Provide information to businesses on environmental regulations, availability of cleaner products, incentives, and other strategies to encourage them to make changes to their operations that will protect their employees, customers, and nearby residents.

UM: Urban Planning & Mobile Strategies
C: Commercial Sources Strategies
O: Outreach Strategies

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Chapter 8
Targets and Early Action Accomplishments

Each CERP plan must establish emissions and exposure-reduction targets to ensure accountability and track progress in strategy implementation. Since funding directly affects the achievable levels of emissions and exposure reductions, the targets depend on the funding allocated to each strategy.

As discussed in Chapter 6, this CERP will be implemented in phases, contingent upon available funding. Based on the current resources and the implementation timeline presented in Chapter 6, Priority 1 strategies and the Priority 2 Business Education Strategy will be implemented first. These strategies are the focus of this chapter. The remaining Priority 2 and 3 strategies will follow, as additional funding becomes available. The Steering Committee will reassess the funding allocation, revise the targets accordingly, and report them in its annual reports to CARB.

Strategy prioritization and funding decisions informed the targets for this plan. The prioritized strategies from the October 2025 Steering Committee meeting are displayed in Figure 6-8. The results of the CAP Incentives funding allocation activity for strategies designated for the first phase of implementation from the November 2025 meeting are presented in Table 6-7. Once more funding becomes available, the Steering Committee will participate in additional funding allocation activities to direct resources to ongoing and/or new strategies. The estimated targets presented in this chapter will be updated accordingly.

8.1 CAP Incentives Funding Targets

Among the strategies estimated to begin implementation in the first phase, four are incentive programs (indicated in blue in Table 8-1). Steering Committee members allocated funds to strategies for the first two years of implementation during the November 2025 Steering Committee meeting. Several existing CAP Incentives programs managed by the District, aligned with CSC developed strategies, and are included on this list (indicated by green cells in Table 8-1). Strategy R-2/C-4c Lawn and Garden has both existing (Commercial Lawn and Garden) and new components (Residential Lawn and Garden). Table 8-1 summarizes the estimated target incentive dollars to be invested in each of the following strategies based on the percentage of funds from the funding allocation activity. These are estimated funding targets based on the known CAP Incentives funding available as of December 12, 2025, from FY 2024-2025 incentives funding, and will change as more funding becomes available in the following years. Actual dollars to be spent will depend on the project size and solicitation requests to ensure that projects are fully funded.

If any strategy does not receive the expected participation, the District will work with the Steering Committee to determine whether to reallocate those funds to a different strategy. The Air Pollution Control Officer is authorized to make any necessary modifications to the strategies included in the CERP, including minor typographical or technical corrections, clarifications, and reallocation of funding among strategies, to meet administrative or technical needs. These adjustments may be made as needed to ensure effective implementation of the CERP and its goals.

Funding targets for each strategy can result in different levels of impact. Strategy implementation requires thoughtful planning, and strategy outcomes will depend on how the funding is used. For example, under the Increase Tree Canopy strategy, it may be more difficult and costly, but also more beneficial, to plant a tree at a higher-need location, such as a busy bus stop lacking shade, rather than planting many trees on private property.

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Table 8-1 Incentives related strategies and target funding allocation.

Strategy		Percentage of Funds[1]	Estimated Incentive Dollars as of November 30, 2025[2]
R-3a	Electrification of Household Appliances – *SMUD – Energy Saver Bundles*	N/A	Pilot Program from SMUD to be tested first.
R-4	Air Filters in Public Spaces	N/A	Estimated to begin implementation in 2028. Funding will be allocated at that time.
UM-3	Increase Tree Canopy	33.3%	$783,333
UM-4a	Safe & Resilient Streets – Quick Builds	29.2%	$685,417
R-2/C-4c[3]	Lawn and Garden	20.8%	$489,583
UM-5	Zero Emissions Vehicles – *CC4A (light duty/cars)*	6.3%	$146,875
UM-5	Zero Emissions Infrastructure – *Infrastructure*	8.3%	$195,833
UM-11	Commercial Vehicle Replacement	2.1%	$48,958

O: Outreach Strategy
UM: Urban Planning and Mobile Sources Strategy
R: Residential Sources Strategy
C: Commercial Sources Strategy

New Incentives Program
Existing Program

[1] Percentage of funds is based on the November 17, 2025 CSC Meeting Funding Allocation activity.
[2] Estimated incentive dollars are based on the fiscal year 2024/2025 CAP Incentives program funding ($2.35 million). This dollar amount will be updated once FY 2025-2026 is allocated from the state level. As additional funding is available, the CSC will have an opportunity to participate in funding allocation activities to determine if they would like to continue to fund these strategies or fund additional strategies.
[3] Strategy R-2 Residential Lawn and Garden and Strategy C-4c Incentives for Small Businesses – Landscaping were combined into a general "Lawn and Garden" program.

8.2 Emissions Reductions

Priority 1 strategies and existing CAP Incentives programs are expected to achieve the estimated emissions reductions outlined in Table 8-2. The emissions reductions presented in the table are calculated based on the allocated incentive funding to each strategy, as presented in Table 8-1. As additional funding becomes available, the Steering Committee will have the opportunity to participate in funding allocation activities to determine whether these strategies will be further funded or whether they would like to fund additional strategies not yet listed.

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Table 8-2 Estimated emissions reductions.

Strategy	Estimated Emissions Reductions (total tons)				Funding Targets	Notes
	$PM_{2.5}$	PM_{10}	NO_X	ROG		
Increase Tree Canopy	NA[1]	NA	NA	NA	$783,333	
Safe & Resilient Streets – Quick Builds	NA	NA	NA	NA	$685,417	Indirect emissions reduction through behavioral changes.
Lawn and Garden[2]	NA	0.0256	0.3870	2.3641	$489,583	
Zero Emissions Vehicles – CC4A (light duty/cars)	0.0053	NA	0.1462	0.0256	$146,875	
Zero Emissions Infrastructure – Infrastructure	NA	NA	NA	NA	$195,833	Indirect emissions reduction through supporting clean energy transition and CC4A program.
Commercial Vehicle Replacement	NA	0.0678	1.2669	0.0426	$48,958	

O: Outreach Strategy R: Residential Sources Strategy
UM: Urban Planning and Mobile Sources Strategy C: Commercial Sources Strategy
$PM_{2.5}$: particulate matter with an aerodynamic diameter of 2.5 microns or smaller
PM_{10}: particulate matter with an aerodynamic diameter of 10 microns or smaller
NO_X: nitrogen oxides
ROG: reactive organic gases
[1] Please note that a reduction indicated as "NA" does not mean there are no emissions or exposure reductions. There may be nonconventional ways to achieve reductions that are not included in these calculations.
[2] Strategy R-2 Residential Lawn and Garden and Strategy C-4c Incentives for Small Businesses – Landscaping were combined into a general "Lawn and Garden" program.

As additional funding becomes available, the following emissions reductions are estimated if an additional $100,000 were to be allocated to each initial incentive strategy (Table 8-3).

Table 8-3 Estimated emissions reductions for each additional $100,000 allocated to a strategy.

Strategy		Estimated Emissions Reductions (total tons)			
		$PM_{2.5}$	PM_{10}	NO_X	ROG
UM-3	Increase Tree Canopy	NA*	NA	NA	NA
UM-4a	Safe & Resilient Streets – Quick Builds	NA	NA	NA	NA
R-2/ C-4c**	Lawn and Garden	NA	0.0052	0.0790	0.4829
UM-5	Zero Emissions Vehicles – *CC4A (light duty/cars)*	0.0036	NA	0.0995	0.0174
UM-5	Zero Emissions Infrastructure – *Infrastructure*	NA	NA	NA	NA
UM-11	Commercial Vehicle Replacement	NA	0.1386	2.5877	0.0869

[1] Please note that a reduction indicated as "NA" does not mean there are no emissions or exposure reductions. There may be nonconventional ways to achieve reductions that are not included in these calculations.
[2] Strategy R-2 Residential Lawn and Garden and Strategy C-4c Incentives for Small Businesses – Landscaping were combined into a general "Lawn and Garden" program.

8.3 Exposure Reductions, Education, and Enhancing Transparency

The remaining strategies focus on exposure reductions, education, and enhancing transparency, all of which can have indirect impacts on emissions reductions. Table 8-4 provides a summary of the Exposure, Education, and Enhanced Transparency targets.

Table 8-4 Exposure Reduction, Education, and Enhanced Transparency targets.

Strategy			Exposure, Education, Enhanced Transparency Related Targets
O-3		Promote Air Quality Education in Schools	Collected and developed materials to distribute to as many schools as funding allows.
R-1		Clean Air Products	Developed materials to distribute to the general public at up to eight outreach events per year.
R-4		Air Filters in Public Spaces	• Developed an accessible version of the portable air cleaner air exchange rate tool and educational materials of appropriate filters. • As many public spaces as funding allows, to be determined at a later date.
C-1		Increase education for Hair and Nail Salons	Developed materials and programs to distribute to as many salons as funding allows.
C-2		Public Information Portal	Developed a public information portal.
C-3		Business Education	Developed materials and programs to distribute to as many autobody shops and landscaping businesses as funding allows.
UM-4b		Safe & Resilient Streets - *Standards*	All three local jurisdictions to adopt safe and resilient street standards.
Early Action Targets	UM-3	Increase Tree Canopy	Distributed 300 trees to the community
	O-1	Participate in Outreach Events	Participated in at least 6 outreach events. Hosted own event.
	O-2	Outreach using Traditional and Social Media	Shared materials with media.
	UM-1	PEAQS	Identified safe locations to deploy PEAQS. Deployed PEAQS in June-July 2025
	UM-2	Roaming Inspections during PEAQS	Identified safe locations to deploy PEAQS. Conduct roaming idling inspections during PEAQS deployment in June-July 2025

O: Outreach Strategy
UM: Urban Planning and Mobile Sources Strategy
R: Residential Sources Strategy
C: Commercial Sources Strategy

The funding targets, emission reduction targets, and exposure reduction targets were voted on and approved by the CSC during the December 2025 CSC meeting.

8.4 Early Action Accomplishments

As mentioned in Chapter 6, several strategies considered as early action strategies have already begun implementation and are ongoing. Table 8-5 provides a summary of the early action accomplishments and progress through December 2025.

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Table 8-5 Early action strategy accomplishments.

Strategy	Accomplishments	Date
UM-3 Increase Tree Canopy	Distributed trees to South Sacramento-Florin residents during **The Great Tree Giveaway** by Color the Block • **300+ community members** in attendance • **434 trees and plants** distributed (67 edible and climate-resistant species) • **188 households** served	November 2, 2025
O-1 Participate in Outreach Events	Hosted one event – **The Air We Share: A Community Conversation**	October 15, 2025
	Participated in more than 20 Community Events in 2025	Various Dates (Refer to Chapter 2 for events that took place in 2025)
O-2 Outreach using Traditional and Social Media	Shared Air Quality Information and local events through email, X (Twitter), Instagram, and Facebook.	Various Dates; Please refer to the District website[116] and social media accounts.[117]
UM-1 PEAQS	Conducted inspections in 2025. • **April 2-3, 2025 (7500 Florin Perkins Rd):** ○ 144 vehicles screened ○ 55 vehicles inspected ○ 17 citations issued • **April 23-24, 2025 (8670 Fruitridge Rd):** ○ 173 vehicles screened ○ 64 vehicles inspected ○ 8 citations issued • **November 4, 2025 (7276 French Rd):** ○ 246 vehicles screened ○ 22 vehicles inspected ○ 3 citations issued	April 2-3, 2025; April 23-24, 2025; November 4, 2025
UM-2 Roaming Idling Inspections during PEAQS deployment	Conducted inspections in 2025. • **April 2-3, 2025** ○ 30 inspections, no violations found. • **August 15, 2025 (No PEAQS were deployed during this time)** ○ 11 trucks checked under the Clean Truck Check, Truck and Bus, and Idling Regulations. One citation issued.	April 2-3, 2025; August 15, 2025

[116] Sac Metro Air District. https://www.airquality.org/

[117] Sac Metro District. X https://x.com/AQMD; Facebook: https://www.facebook.com/SacMetroAirDistrict; Instagram: https://www.instagram.com/SacMetroAirDistrict/#

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Chapter 9
California Environmental Quality Act (CEQA) Analysis

Note: The CEQA Analysis will be conducted following the January 2026 public comment period to ensure that any changes resulting from public comments are incorporated. The CEQA analysis will be publicly available for review prior to the Sacramento Metropolitan Air Quality Management District's Board adoption.

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Appendices

Appendix A: List of CARB Regulatory Programs

A.1 CARB Actions Related to the South Sacramento-Florin Community

This appendix highlights CARB actions that apply throughout California and that may relate to the South Sacramento-Florin Community actions identified by the CSC. This list should not be interpreted as exhaustive but rather illustrative of some of the major statewide strategies driving emissions reductions in conjunction with those local-level strategies identified in this community's emissions reduction program. More information on CARB's regulatory process can be found in the Online Resource and Document Index.[118] The list of CARB actions and their anticipated benefits in current AB 617 communities is also available on the Program Community Hub.[119]

A.2 Recently Adopted CARB Regulations Relevant to the South Sacramento-Florin Community

In 2017, CARB approved the Incentive Funding to Support Immediate Emissions Reductions.[120] The Community Air Protection (CAP) Incentives Program focuses on implementing advanced technologies to reduce air pollution in California's most impacted communities. In April 2024, CARB updated the program guidelines to expand opportunities for disadvantaged areas by increasing eligibility and introducing new project categories based on five years of community-driven emission reduction efforts.

In 2019, CARB approved the Advanced Clean Truck[121] The Advanced Clean Trucks Regulation aims to accelerate the adoption of zero-emission vehicles (ZEVs) in the medium- and heavy-duty truck sector to reduce harmful emissions from on-road sources. Its objectives include achieving 100% zero-emission pickup and delivery by 2040, supporting the transition to zero-emission drayage trucks by 2035, and fostering a large-scale, self-sustaining ZEV market, with a focus on environmental benefits for disadvantaged communities.

In 2020, CARB approved the Heavy-Duty On-Road and Off-Road Engine In-Use Testing.[122] This strategy will involve real world screening of heavy-duty trucks and off-road engines operating in selected communities to target heavy-duty in-use compliance testing.

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[118] Community Air Protection Program Resource and Document Index: https://ww2.arb.ca.gov/capp/cst/resources-and-documents-index

[119] Community Air Protection Program Communities: https://ww2.arb.ca.gov/capp-communities

[120] For more information on Incentive Funding to Support Immediate Emissions Reductions, visit: https://ww2.arb.ca.gov/our-work/programs/resource-center/strategy-development/incentive-funding

[121] For more information on Advanced Clean Truck, visit: https://ww2.arb.ca.gov/our-work/programs/advanced-clean-trucks

[122] For more information on Heavy-Duty On-Road and Off-Road Engine In-Use Testing, visit: https://ww2.arb.ca.gov/heavy-duty-in-use-compliance-program

In 2021, CARB approved the Clean Miles Standard.[123] In May 2021, CARB adopted the Clean Miles Standard to reduce emissions from transportation network companies (TNCs) like Uber and Lyft, addressing concerns over increased vehicle miles traveled, congestion, and emissions. The regulation aligns with California's Advanced Clean Cars II regulations and the SB 375 program, which promotes regional greenhouse gas reductions through land use and transportation planning.

In 2021, CARB approved the Consumer Products Standards.[124] The 2022 Consumer Products Standard Amendments lower VOC standards for various personal care products, extend the ban on certain toxic air contaminants and high global warming potential compounds, and eliminate the Two Percent Fragrance Exemption for most consumer products. They also promote the use of innovative propellants in select products and enhance regulatory measures to reduce emissions and improve program transparency.

In 2021, CARB approved the Clean Truck Check.[125] The program combines periodic vehicle testing requirements with other emissions monitoring techniques and expanded enforcement strategies to identify vehicles in need of emissions related repairs and ensure any needed repairs are performed. When fully implemented, the program will provide significant reductions in smog-forming and carcinogenic toxic air pollution necessary to achieve federal air quality mandates and healthy air in California's communities.

In 2021, CARB approved the On-Board Diagnostic System Requirements (OBD II & HD OBD).[126] CARB proposed updates to California's On-Board Diagnostic (OBD) regulations for various vehicle types to improve emission and performance monitoring. These revisions introduce stricter standards, modified phase-in schedules, and new reporting requirements, while addressing stakeholder feedback and balancing impacts on manufacturers and air quality objectives.

In 2021, CARB approved the Small Off-Road Engine Amendment.[127] CARB amended regulations for small off-road engines (SORE) to transition toward zero-emission equipment by 2035, setting stricter standards by 2024 and achieving zero emissions for generators by 2028. This initiative aims to reduce pollution from SORE and improve public health, while aligning with California's climate and air quality goals.

In 2021, CARB approved the Amendments to the Airborne Toxic Control Measure for In-Use Diesel-Fueled Transport Refrigeration Units (TRU) and TRU Generator Sets, and Facilities Where TRUs Operate.[128] CARB's amendments to the TRU ATCM require transitioning diesel-powered truck TRUs to zero-emission technology, introducing stricter PM standards, and using lower-GWP refrigerants. Facility

[123] For more information on Clean Miles Standard, visit: https://ww2.arb.ca.gov/our-work/programs/clean-miles-standard

[124] For more information on Consumer Products Standards, visit: *https://ww2.arb.ca.gov/our-work/programs/consumer-products-program*

[125] For more information on Clean Truck Check, visit: *https://ww2.arb.ca.gov/our-work/programs/CTC*

[126] For more information on On-Board Diagnostic System Requirements (OBD II & HD OBD), visit: *https://ww2.arb.ca.gov/our-work/programs/obd*

[127] For more information on Small Off-Road Engine Amendment, visit: *https://ww2.arb.ca.gov/our-work/programs/small-off-road-engines-sore*

[128] For more information on Amendments to the Airborne Toxic Control Measure for In-Use Diesel-Fueled Transport Refrigeration Units (TRU) and TRU Generator Sets, and Facilities Where TRUs Operate, visit: *https://ww2.arb.ca.gov/resources/fact-sheets/2022-amendments-tru-atcm*

and TRU owners must comply with new reporting, labeling, and fleet turnover requirements, ensuring all truck TRUs in California are zero-emission by 2029.

In 2022, CARB approved the Advanced Clean Cars II.[129] The Advanced Clean Cars II regulations will reduce emissions from light-duty vehicles between 2026 and 2035 by increasing the number of zero-emission vehicles and strengthening standards for gasoline-powered cars. These measures support California's goal of having all new passenger vehicles be zero-emission by 2035, as outlined in Governor Newsom's 2020 Executive Order.

In 2022, CARB approved the Advanced Clean Fleets.[130] The ACF Regulation aims to reduce emissions from California's truck and bus fleets by introducing zero-emission vehicle (ZEV) technologies, requiring targeted fleets to phase in ZEVs and manufacturers to produce only ZEV trucks starting in 2036. This regulation is expected to introduce 1.69 million ZEVs by 2050, improve air quality, and provide $26.5 billion in health benefits while saving fleet owners an estimated $48 billion.

In 2022, CARB approved the In-Use Locomotive Regulation.[131] The In-Use Locomotive Regulation (Regulation) will achieve emission reductions from diesel-powered locomotives and increase the use of zero-emission (ZE) technology. The Regulation will help meet California's public health, air quality and climate goals by reducing criteria pollutants, toxic air contaminants, and greenhouse gas emissions for locomotives in-use.

In 2022, CARB approved the In-Use Off-Road Diesel Fueled Fleets Amendment.[132] The amendments to California's In-Use Off-Road Diesel-Fueled Fleets Regulation, effective January 2024, accelerate the phase-out of older diesel vehicles and enforce stricter emission controls. These changes aim to reduce harmful pollutants, improve air quality, and support environmental justice, with funding available for cleaner technology.

In 2022, CARB approved the National Locomotives Standards Petition.[133] In 2022, the U.S. EPA agreed to review and potentially strengthen locomotive emission standards in response to CARB's 2017 petition. The EPA aims to phase out older, high-emission locomotives and support zero-emission technology, with a focus on reducing pollution in disadvantaged communities.

In 2022, CARB approved the Off-Road Diesel Engine Emission Standards.[134] The Regulation for In-Use Off-Road Diesel-Fueled Fleets reduces emissions by requiring fleet owners to phase out older diesel engines

[129] For more information on Advanced Clean Cars II, visit: https://ww2.arb.ca.gov/our-work/programs/drive-forward-light-duty-vehicle-program/advanced-clean-cars
[130] For more information on Advanced Clean Fleets, visit: https://ww2.arb.ca.gov/our-work/programs/advanced-clean-fleets
[131] For more information on In-Use Locomotive Regulation, visit: https://ww2.arb.ca.gov/our-work/programs/reducing-rail-emissions-california
[132] For more information on In-Use Off-Road Diesel Fueled Fleets Amendment, visit: https://ww2.arb.ca.gov/our-work/programs/use-road-diesel-fueled-fleets-regulation
[133] For more information on National Locomotives Standards Petition, visit: https://ww2.arb.ca.gov/resources/documents/us-epa-responds-carbs-petition-strengthen-locomotive-emission-standards
[134] For more information on Off-Road Diesel Engine Emission Standards, visit: https://ww2.arb.ca.gov/our-work/programs/use-road-diesel-fueled-fleets-regulation

and adopt cleaner technologies. It enforces reporting and compliance deadlines based on fleet size, aiming to cut harmful pollutants and improve air quality, especially in impacted communities.

In 2023, CARB approved the Proposed Amendments to the Hexavalent Chromium Airborne Toxic Control Measure (ATCM) for Chrome Plating and Chromic Acid Anodizing Operations.[135] CARB's amendments to the Airborne Toxic Control Measure for chromium electroplating aim to phase out hexavalent chromium, a known carcinogen, by 2039. The amendments introduce alternative technologies, stricter emission controls, and prioritize health benefits for disadvantaged communities while addressing economic impacts.

In 2023, CARB approved the Heavy-Duty "Omnibus" Low NOx Rulemaking.[136] In August 2020, CARB approved stricter NOx and particulate matter emission standards for heavy-duty vehicles, along with extending warranty and useful life requirements to ensure long-term emission control effectiveness. The amendments also introduced new compliance programs, incentives for zero-emission vehicles, and clarified regulations to better align with federal standards and support California's emissions reduction goals.

In 2024, CARB approved the Zero Emission Off-Road Forklift Regulation.[137] CARB's Zero-Emission Forklift (ZEF) regulation phases out gasoline and propane forklifts by 2026, replacing them with battery-electric and fuel-cell options to reduce pollutants like NOx and PM2.5. This initiative supports California's climate goals, offering health benefits and economic savings while reducing emissions through 2043.

A.3 Future and Upcoming CARB Rulemakings

Cargo Handling Equipment Regulation to Transition to Zero-Emissions - CARB plans to amend the Cargo Handling Equipment regulation to require zero-emissions technology at seaports and railyards, replacing diesel and other combustion-powered equipment like yard trucks and forklifts. The amendments may include an implementation schedule for new equipment and infrastructure, prioritizing early adoption in communities most impacted by air pollution. For more information, visit: *https://ww2.arb.ca.gov/our-work/programs/cargo-handling-equipment*

California Clean Construction - CARB's voluntary program would encourage fleets to adopt advanced technology and zero-emission vehicles (ZEVs) beyond regulatory requirements, using a rating system to reflect their progress. The program would offer incentives such as access to jobs, public recognition, and marketing opportunities, motivating fleets to exceed standard practices as zero-emission technology becomes more available. For more information, visit: *https://ww2.arb.ca.gov/our-work/programs/truckstop-resources/road-zone/road-recognition-program-request-information*

Targeted Enforcement Administrative Modifications (TEAMs) - This strategy will amend the CARB Composite Wood Products Airborne Toxic Control Measure (ATCM), approved in 2007. The Composite Wood Products ATCM established formaldehyde emission standards for three types of composite wood

[135] For more information on Proposed Amendments to the Hexavalent Chromium Airborne Toxic Control Measure (ATCM) for Chrome Plating and Chromic Acid Anodizing Operations, visit: https://ww2.arb.ca.gov/our-work/programs/chrome-plating-atcm

[136] For more information on Heavy-Duty "Omnibus" Low NOx Rulemaking, visit: https://ww2.arb.ca.gov/our-work/programs/heavy-duty-low-nox

[137] For more information on Zero Emission Off-Road Forklift Regulation, visit: https://ww2.arb.ca.gov/our-work/programs/zero-emission-forklifts

products (hardwood plywood, particleboard, and medium-density fiberboard) and requires that all consumer goods that contain such materials (e.g., flooring, cabinets, furniture) destined for sale in California must comply with the Composite Wood Products ATCM. For more information, visit: *https://ww2.arb.ca.gov/our-work/programs/composite-wood-products-program*

Phased Advanced Clean Equipment (PACE) Rule - CARB plans to propose a regulation in 2027 requiring off-road equipment manufacturers to sell a percentage of zero-emission (ZE) equipment annually. This measure aims to increase ZE options in the off-road sector and support initiatives that encourage or mandate the adoption of cleaner technologies. For more information, visit: *https://ww2.arb.ca.gov/our-work/programs/potential-phased-advanced-clean-equipment-pace-regulation*

Short-Lived Climate Pollutant Reduction Strategy – Amendments to the Landfill Methane Regulation - The SLCP Reduction Strategy seeks to reduce methane emissions by cutting the disposal of organic waste in landfills by 75% by 2025, promoting the diversion of organic materials into compost, renewable natural gas, and energy. It supports regulations and incentives to enhance recycling infrastructure and reduce methane emissions from landfills. For more information, visit: *https://ww2.arb.ca.gov/our-work/programs/landfill-methane-regulation/*

Off-Road New Diesel Engine Emission Standards (Tier 5) - CARB is proposing Tier 5 amendments to significantly tighten emission standards for off-road diesel engines, targeting a 90% reduction in NOx and 75% in PM, while introducing CO2 standards for the first time. These changes aim to improve air quality, with implementation set for 2029 and enhanced compliance measures. For more information, visit: *https://ww2.arb.ca.gov/our-work/programs/tier5/about*

Transport Refrigeration Unit Regulation Part 2 - CARB's new regulation for Transport Refrigeration Units (TRUs) aims to reduce emissions by transitioning diesel-powered TRUs to zero-emission technology. The regulation focuses on improving public health near distribution centers and meeting California’s climate goals, with new standards being implemented in phases. For more information, visit: *https://ww2.arb.ca.gov/our-work/programs/transport-refrigeration-unit/new-transport-refrigeration-unit-regulation*

Zero-Emission Standard for Space and Water Heaters - CARB's Zero-Emission Space and Water Heater Standards aim to reduce greenhouse gas emissions and NOx from building-related sources, supporting California's climate and air quality goals. The standards focus on transitioning to zero-emission technologies while ensuring affordability, equity, and health benefits for communities statewide. For more information, visit: *https://ww2.arb.ca.gov/our-work/programs/zero-emission-space-and-water-heater-standards*

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Appendix B. Strategies & Actions in Screen-reader Accessible Format

B.1 Urban Planning & Mobile Sources

The Urban Planning and Mobile Sources strategies focus on creating healthier, more sustainable communities through land use planning, transportation reform, clean energy adoption, and increased involvement in planning decisions. These strategies aim to reduce pollution exposure by evaluating zoning practices, promoting urban greening, and supporting cleaner mobility options. Enhanced collaboration with agencies and communities is emphasized to improve enforcement and support transparent, data-informed decision-making.

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UM-1 Deploy Portable Emissions Acquisition System (PEAQS)

Concern Category:

Mobile Sources

- Heavy Duty (HHD) and Medium Duty (MHD) Diesel Truck Emissions

Strategy:

Deploy Portable Emissions Acquisition System (PEAQS) once/twice a year for 5 years.

Strategy Type:

Enforcement

- PEAQS is a portable roadside emission reader that identifies potential high-emitting trucks.
- PEAQS is equipped with a license plate reader and will count the number of heavy-duty vehicles over 14,000 lbs. passing by the roadside location.
- Inspect HHD and MHD trucks for compliance with CARB diesel regulations.
- Enforce HHD and MHD idling regulations.
- Write citations if non-compliance is found.

Actions:

The California Air Resources Board (CARB) will work with the South Sacramento-Florin Community Steering Committee (CSC), Sacramento Metropolitan Air Quality Management District (Sac Metro Air District), and California Highway Patrol (CHP) to identify locations to deploy safe roadside inspections within the South Sacramento-Florin AB 617 boundary, that have high heavy-duty truck traffic or are a concern to the community.

- Identify potential locations through CSC input, enforcement data, Air District knowledge and CHP suggestions.
- Scout locations for feasibility of PEAQS deployment for safety and truck activity.
- Schedule deployment with CHP.
- Deploy PEAQS.
- Report the results to CSC.
- Repeat steps biennially/annually.

Goal(s): Please check one: ☒ Quick, ☐ Medium, or ☐ Long-term

- Engage CSC with CARB enforcement activities.
- Deter high-emitting non-compliant trucks from operating within the boundary.
- Collect traffic data for HHD and MHD with a license plate reader.
- Share results with CSC with the exception of Personally Identifiable Information (PII).

Estimated Timeline(s):

Early Action:

- **May 12-26, 2025:** Identify safe locations to deploy PEAQS.
- **June-July 2025:** Deploy PEAQS in the early morning/midday to account for summer heat.
- **September 2025:** Report results back to CSC.

Long Term Action:

- **January-June and July-December 2026:** deploy PEAQS.
- **January-June and July-December 2027:** deploy PEAQS.
- **January-June and July-December 2028:** deploy PEAQS.
- **January-June and July-December 2029:** deploy PEAQS.

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Tracking Metric(s):	
• Number of PEAQS deployment days • Number of trucks screened, and citations written • Number of report backs to community	
Implementing Agency, Organization, Other Entity, or Potential Partner(s)	
Name:	Responsibilities:
CARB	• Work with CHP to schedule safe PEAQS deployment • Collect data and report results.
Community Steering Committee, CARB, and Sac Metro Air District	• Work together to suggest locations for PEAQS safe deployment.
Additional Information:	
• Video on how CARB operates PEAQS	

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UM-2 Roaming Idling Inspections during PEAQS Deployment

Concern Category:
Mobile Sources • Heavy Duty (HHD) and Medium Duty (MHD) Diesel Truck Emissions
Strategy:
Roaming idling inspections during PEAQS deployment.
Strategy Type:
Enforcement • During PEAQS deployment (see PEAQS strategy UM-1) CARB staff will send a team of two to roam the surrounding areas and nearby sensitive receptor locations. • PEAQS is a portable roadside emission reader that identifies high-emitting truck polluters in passing truck traffic. • Inspect HDD and LDD trucks for compliance with CARB diesel idling regulations. • Write citations if non-compliance is found.
Actions:
CARB will work with the South Sacramento-Florin Community Steering Committee (CSC), Sac Metro Air Quality Management District (Sac Metro Air District), and California Highway Patrol (CHP) to identify locations to deploy safe roadside inspections within the South Sacramento-Florin AB 617 boundary, that have high heavy-duty truck traffic or are a concern to the community. • Identify potential locations through CSC input, enforcement data, Air District knowledge and CHP suggestions. • Roam locations near PEAQS deployment. • Roam nearby sensitive receptor locations (e.g. schools, hospitals, senior care facilities). • Report back results to CSC. • Repeat steps during every PEAQS deployment.
Goal(s): Please check one: ☒ Quick, ☐ Medium, or ☐ Long-term
• Engage CSC with CARB enforcement activities. • Deter diesel trucks from idling within the boundary. • Share results with CSC.
Estimated Timeline(s):
Early Action: • **May 12-26, 2025:** Identify safe locations to deploy PEAQS. • **June-July 2025:** Deploy PEAQS and send roaming team to inspect idling. • **September 2025:** Report results back to CSC. **Long Term Action:** • **January-June and July-December 2026:** send roaming team to inspect idling. • **January-June and July-December 2027:** send roaming team to inspect idling. • **January-June and July-December 2028:** send roaming team to inspect idling. • **January-June and July-December 2029:** send roaming team to inspect idling.
Tracking Metric(s):
• Number of idling inspections during roaming days • Number of trucks inspected, and number of citations written • Number of report backs to community

Implementing Agency, Organization, Other Entity, or Potential Partner(s)	
Name:	Responsibilities:
CARB	• During PEAQS deployment, send out a roaming team to inspect idling. • Collect data and report back results.
CSC, CARB, and Sac Metro Air District	• Work together to suggest locations for PEAQS safe deployment and idling roaming.
Additional Information:	
• Video of how CARB operates PEAQS	

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UM-3 Increase Tree Canopies

Concern Category:
Urban Planning
Strategy:
Increase tree canopies to provide more shade and cool surfaces in areas of concern and/or create vegetative barriers to protect communities from sources of pollution.
Strategy Type:
• Incentives • Public Outreach
Actions:

• Outreach and engage with businesses and private property owners to encourage new tree canopies and vegetative barriers on private properties and maintain existing canopy.
• Identify areas of concern and potential project locations.
• Meet with local jurisdictions and Community Steering Committee (CSC) to discuss prioritized areas and develop a plan to increase tree canopies in areas of concern (e.g. parks, sidewalks, bus stop, etc.).
• Fund the South Sacramento Tree Alliance project that includes these elements:
  ○ Plant 1,000 trees in South Sacramento-Florin community, specifically the Franklin Boulevard corridor area.
  ○ Implement outreach and education campaign (workshops, planting events).
• Identify other sources of funding or programs available for tree planting/vegetative barrier projects.
  ○ When available, apply to fund new projects in the community.
• Design and launch Incentive Program:
  ○ Fund the design, planting, and maintenance of vegetative barriers between sources of pollution and communities.
  ○ Fund the design, planting, and maintenance of community greening programs to increase tree canopy in key locations to reduce urban heat island effect and increase active modes.
• Partner with Color the Block to distribute 300+ trees to the South Sacramento-Florin Community.

Goal(s): Please check one: ☐ Quick, ☐ Medium, or ☒ Long-term
• Maintain regular communication with other jurisdictions to address areas of concern. • Increase tree canopies and vegetative barriers to reduce exposures in areas with sensitive populations. • Launch an incentive program, pending the availability of funds, for well-qualified projects to address sources of pollution within the community. • Prioritize projects that will provide at least 50% tree canopy within 15 years in the project area.

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Estimated Timeline(s):

- **November 2025:** Distribute 300+ trees to the South Sacramento-Florin Community.
- **End 2025-2027:** Implement South Sacramento Tree Alliance Project.
- **Mid-end 2026:** Connect with local businesses and private property owners to share information.
- **Mid-end 2026:** Connect with other jurisdictions to discuss strategy.
- **Mid 2026, On-going:** Provide an update for new or existing programs to support tree planting.
- **End 2026-mid 2027:** Launch an incentive program (pending availability of funds) and/or apply for funding to implement projects.

Tracking Metric(s):

- Number of engagement with business and private property owners
- Number of dollars spent on tree canopies and/or vegetative barriers
- Number of areas, corridors, or spaces with new trees/vegetation planted
- Number of new trees or vegetation planted
- Survival rate of trees

Implementing Agency, Organization, Other Entity, or Potential Partner(s)

Name:	Responsibilities:
Sac Metro Air District	• Maintain regular communication with CSC and local jurisdiction. • Design an incentive program for urban greening and/or vegetative barriers. • Provide updates on other available funding sources for new projects.
Local jurisdictions (City of Sacramento, City of Elk Grove, Sacramento County)	• Work with Sac Metro Air District to identify potential programs for tree planting and/or vegetative barriers. • City of Sacramento commits to having a CSC member on the Urban Forest Plan Implementation Working Group.
Community Steering Committee	• Apply for and incorporate tree canopies/vegetative barriers within the community.
Sacramento Tree Foundation and United Latinos	• Supplemental Environmental Project implementation.
Color the Block	• Partner with Sac Metro Air District to Distribute trees to the community in November 2025. • Partner with Sac Metro Air District to identify potential programs to increase tree canopy.
Meadowview Urban Tree Project	• Partner with Sac Metro Air District to identify potential programs to increase tree canopy.
Other Partners as Identified	• Partner with Sac Metro Air District to identify potential programs to increase tree canopy.

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UM-4a Safe & Resilient Streets-Quick Builds

Concern Category:	
Urban Planning	
Strategy:	
Support installation of quick builds to create protected and shaded cycling and walking routes.	
Strategy Type:	
• Urban Planning/Public Works	
Actions:	
• Identify community desired infrastructure. • Prioritize locations for intervention. • Implement a Neighborhood Street Safety Program – work with jurisdictions. • Fund changes to the built environment.	
Goal(s): Please check one: ☐ Quick, ☐ Medium, or ☒ Long-term	
• Increase tree canopy for foot and cycle paths. • Increase and prioritize pedestrian and cyclist safety. • Reduce vehicle miles traveled within the South Sacramento-Florin Community.	
Estimated Timeline(s):	
• **2027-2031:** Implement the neighborhood street safety program and install quick builds to enhance pedestrian and cyclist safety.	
Tracking Metric(s):	
• Number of quick builds installed	
Implementing Agency, Organization, Other Entity, or Potential Partner(s)	
Name:	Responsibilities:
Sac Metro Air District	• Provide information on areas with high urban heat impacts which would benefit from cooling strategies.
Local jurisdictions (i.e. County of Sacramento, City of Elk Grove, and City of Sacramento); CalTrans	• Identify high-injury corridors. • Design and implement safety enhancements for vulnerable road users. • Evaluate existing street standards and incorporate, as feasible, additional safety and cooling strategies for vulnerable road users.
Community Steering Committee	• Assist with identification of locations in need of safety and cooling treatments.
Other Partners as Identified	• Partner with Sac Metro Air District to assist with identification of locations in need of safety and cooling treatments.

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UM-4b Safe & Resilient Streets-Standards

Concern Category:	
Urban Planning	
Strategy:	
Support and/or amend street standards to create protected and shaded cycling and walking routes.	
Strategy Type:	
• Urban Planning/Public Works	
Actions:	
• Identify community desired infrastructure. • Locate deficiencies in existing standards. • Prioritize locations for intervention. • Work with local jurisdictions to adopt new design or redesign standards and to implement improvements. • Implement a Neighborhood Street Safety Program – work with jurisdictions.	
Goal(s): Please check one: ☐ Quick, ☐ Medium, or ☒ Long-term	
• Increase tree canopy for foot and cycle paths. • Increase and prioritize pedestrian and cyclist safety. • Reduce vehicle miles traveled within the South Sacramento-Florin Community.	
Estimated Timeline(s):	
• **2026-2031:** Adopt or evaluate standards to focus on pedestrian and cyclist safety.	
Tracking Metric(s):	
• Number of VMT reduced in specific routes, where changes were in effect • Type of change discussed or implemented to street standards • Number of standards reviewed	
Implementing Agency, Organization, Other Entity, or Potential Partner(s)	
Name:	Responsibilities:
Sac Metro Air District	• Provide information on areas with high urban heat impacts which would benefit from cooling strategies.
Local jurisdictions (i.e. County of Sacramento, City of Elk Grove, and City of Sacramento); CalTrans	• Identify high-injury corridors. • Design and implement safety enhancements for vulnerable road users. • Evaluate existing street standards and incorporate, as feasible, additional safety and cooling strategies for vulnerable road users.
Community Steering Committee	• Assist with identification of locations in need of safety and cooling treatments. • Review and comment on street standards.
Other Partners as Identified	• Partner with Sac Metro Air District to assist with identification of locations in need of safety and cooling treatments.

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UM-5a Increase Clean Mobility Options with Zero Emission Vehicles and Charging Infrastructure-Infrastructure Only

Concern Category:	
Mobile Sources	
Strategy:	
Support the transition to zero-emissions vehicles through adding fast-charging infrastructure and mobility hubs.	
Strategy Type:	
• Incentives • Public Outreach	
Actions:	
• Create more fast-charging and hydrogen fueling opportunities for both the public and community-serving commercial vehicles.	
Goal(s): Please check one: ☐ Quick, ☒ Medium, or ☐ Long-term	
• Increase availability and reliability of charging infrastructure with emphasis on fast charging and leveraging existing partnerships.	
Estimated Timeline(s):	
The timeline and the following associated milestones will be established once additional funding becomes available: • Prioritize and fund mobility hubs and charging infrastructure, including fast-charging, that is open to the public.	
Tracking Metric(s):	
• Number of publicly available level 2 chargers, level 3 charges, hydrogen fueling stations	
Implementing Agency, Organization, Other Entity, or Potential Partner(s)	
Name:	Responsibilities:
Sac Metro Air District	• Recruit eligible participants in desirable locations for creation of mobility hubs, charging infrastructure, and hydrogen fueling infrastructure.
Community Steering Committee	• Recruit eligible participants.
Other Partners as Identified	• Recruit eligible participants.

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UM-5b Increase Clean Mobility Options with Zero Emissions Vehicles and Charging Infrastructure-Enhanced Clean Cars for All/No-Scrap

Concern Category:	
Mobile Sources	
Strategy:	
Increase clean mobility options for residents with the Clean Cars for All (CC4A) program.	
Strategy Type:	
• Incentives • Public Outreach	
Actions:	

• Enhance the CC4A program by:
  ○ Streamlining application and award process for eligible participants.
  ○ Making available charging installation/credits for participants.
  ○ Working with funding organizations to remove eligibility barriers, including registration/insurance continuity requirements and scrap requirements.
• Explore mobility options for vehicle modifications to increase accessibility.	

Goal(s): Please check one: ☐ Quick, ☒ Medium, or ☐ Long-term	
• Reduce application to award letter timeline to no more than three months. • Increase dealer options. • Ensure consumer protections for program participants.	
Estimated Timeline(s):	
The timeline and the following associated milestones will be established once additional funding becomes available: • Streamline application and award processes. • Establish no-scrap CC4A program.	
Tracking Metric(s):	
• Days from completed application to award letter • Number of cars scrapped • Number of cars purchased	
Implementing Agency, Organization, Other Entity, or Potential Partner(s)	
Name:	Responsibilities:
Sac Metro Air District	• Recruit dealers. • Oversee local CC4A program. • Recruit eligible participants for CC4A program.
Community Steering Committee	• Recruit eligible participants.
Other Partners as Identified	• Recruit eligible participants.

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UM-5c Increase Clean Mobility Options with Zero Emissions Vehicles and Charging Infrastructure-Electric Bicycle Voucher

Concern Category:	
Mobile Sources	
Strategy:	
Increase clean mobility options for residents with electric bicycle (eBike) voucher.	
Strategy Type:	
• Incentives • Public Outreach	
Actions:	
• Explore mobility options. • Increase subsidized mobility options for community members with eBike vouchers.	
Goal(s): Please check one: ☐ Quick, ☒ Medium, or ☐ Long-term	
• Increase mobility options.	
Estimated Timeline(s):	
The timeline and the following associated milestones will be established once additional funding becomes available: • Establish no-scrap eBike program.	
Tracking Metric(s):	
• Number of eBikes purchased	
Implementing Agency, Organization, Other Entity, or Potential Partner(s)	
Name:	Responsibilities:
Sac Metro Air District	• Recruit dealers and bike vendors. • Develop eBike voucher program.
Community Steering Committee	• Recruit eligible participants.
Other Partners as Identified	• Recruit eligible participants.

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UM-6 Reduce Idling at Schools and Sensitive Receptors

Concern Category:	
Urban Planning	
Strategy:	
Limit the location and negative impacts of idling at schools, sensitive receptors (parks, hospitals, clinics).	
Strategy Type:	
• Outreach	
Actions:	
• Provide signage to discourage idling at school pick-up and drop-off locations. • Work with Public Work departments to ensure loading zones are away from sensitive receptors. • Monitor for emissions impacts from idling near schools, parks, hospitals, and clinics. • Explore policy change of currently exempt vehicles or idling only in designated areas.	
Goal(s): Please check one: ☐ Quick, ☒ Medium, or ☐ Long-term	
• Reduce impact of idling on the community.	
Estimated Timeline(s):	
The timeline and the following associated milestones will be established once additional funding becomes available: • Identify locations of excessive idling. • Work with CARB and School Districts to place appropriate signage in high-idling locations around schools to encourage residents to shut-off their engines. • Alter curb regulations and signage to prevent idling in sensitive locations.	
Tracking Metric(s):	
• Number of schools implementing anti-idling programs • Number of locations with curb regulation change	
Implementing Agency, Organization, Other Entity, or Potential Partner(s)	
Name:	Responsibilities:
Sac Metro Air District	• Work with school districts, local jurisdictions, and other agencies to share information, provide guidance, and encourage anti-idling habits at schools and sensitive areas.
School Districts	• Post appropriate signage to reduce idling.
Community Steering Committee	• Identify locations with unacceptable levels of idling.
Local Jurisdictions (City of Sacramento, City of Elk Grove, Sacramento County)	• Implement curb regulation changes in locations identified by the Community Steering Committee.
California Air Resources Board	• Work with Community Steering Committee and local agencies to identify locations, where feasible, to install *No Idling* signs on roadsides, at schools, and parks.
Other Partners as Identified	• Work with the Air District, the Community Steering Committee, community organizations to identify locations, where feasible, to install *No Idling* signs on roadsides, at schools, and parks.

UM-7 Portable Air Monitor Distribution Program

Concern Category:	
Outreach; Air Monitoring	
Strategy:	
Increase awareness of particulate matter concentrations and the impact it can have on human health.	
Strategy Type:	
• Outreach; Air Monitoring	
Actions:	
• Provide outreach information to the South Sacramento – Florin community. Outreach information to include where to find air quality information, sources of particulate matter, and the impact on health. • Attend community events in the South Sacramento – Florin community and distribute information about particulate matter and portable sensors. • During the public outreach events, compile a list of people that would like to install an air sensor at their residence. • Determine eligibility of applicants and determine recipients of the sensors • Provide portable sensors to participants that would like to install a particulate matter monitor at their residence.	
Goal(s): Please check one: ☐ Quick, ☒ Medium, or ☐ Long-term	
• Educate the community about particulate matter and its health impacts. • Enhance real time air quality information within the community by providing free portable air sensors and educate on how the community can use this information.	
Estimated Timeline(s):	
The timeline and the following associated milestones will be established once additional funding becomes available: • Community events will be attended within the first year of implementation. • Portable sensors will be distributed within two years of implementation.	
Tracking Metric(s):	
• Number of community events attended • Record the number of people visiting our booth at community events • Record the number of people interested in deploying a portable sensor • Record the number of people that receive a portable sensor and map the additional coverage it provides	
Implementing Agency, Organization, Other Entity, or Potential Partner(s)	
Name:	Responsibilities:
Sacramento Metropolitan Air Quality Management District	• Attend a minimum of three community events. • Distribute portable sensors to interested community members. • Map the additional particulate matter coverage in the South Sacramento – Florin community.
Other Partners as Identified	• Help with outreach to distribute portable air monitors to community members.

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UM-8 Increase Public Ridership on Public Transportation

Concern Category:

Mobile Sources

- Mobility
- Vehicle Emissions
- Public Transportation

Strategy:

- Increase public ridership on public transportation within the community.

Strategy Type:

- Incentive
- Public Outreach

Actions:

- Work with organizations, businesses, and agencies to provide incentives for employees to take sustainable transportation (i.e., carpool, public transportation, electric vehicle).
- Work with Sacramento Regional Transit (SacRT) to continue the funding for a free yearly bus pass to community members, focused on increasing student ridership.
- Provide public outreach to community members on information on how to access transportation apps, how to access maps and routes, and schedules.
- Provide transportation demand management services for residents and businesses within the community.

Goal(s): Please check one: ☐ Quick, ☒ Medium, or ☐ Long-term

- Reduce traffic congestion in the community with increased ridership on public transportation.
- Align bus routes with school schedules to help students arrive at school on time.
- Increase website traffic activity for SacRT.

Estimated Timeline(s):

The timeline and the following associated milestones will be established once additional funding becomes available:

- Work with SacRT to continue the program to fund free yearly bus passes.
- Work with SacRT to do public outreach to the community on information about the website, maps/routes, and schedules.
- Work on a plan to work with organizations to provide materials and information/ materials.
- Work with organizations, businesses, and agencies to provide incentives.

Tracking Metric(s):

- Tracking ridership on how many times the passes were used
- Number of annual passes issued
- Number of organizations, businesses, and agencies participating in the commuter incentive program

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Implementing Agency, Organization, Other Entity, or Potential Partner(s)	
Name:	Responsibilities:
Sacramento Regional Transit (SacRT)	• Adjust schedules to facilitate student trips. • Provide subsidized transit passes to eligible riders.
Sacramento Transportation Management Association	• Provide transportation demand management services within the community.
Sac Metro Air District	• Work with SacRT and other agencies to provide support for outreach and funding.
Community Steering Committee	• Increase community buy-in by participating outreach events and sharing information.
School Districts	• Inform SacRT of bell schedules.
Other Partners as Identified	• Increase community buy-in by participating outreach events and sharing information.

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UM-9a Industrial and Warehouse Uses/Zoning

Concern Category:	
Urban Planning	
Strategy:	
Limit new and reduce existing negative impacts of industrial and warehouse uses.	
Strategy Type:	
• Regulatory • Incentives	
Actions:	
• Ensure compliance with AB 98 and other state warehouse requirements. • Update development standards to require buffer zones, vegetative barriers, truck routing plans, transportation demand management, and other provisions, especially near sensitive receptors (such as neighborhoods, schools, community centers, etc). • Ensure appropriate enforcement of development standards.	
Goal(s): Please check one: ☐ Quick, ☐ Medium, or ☒ Long-term	
• Reduce impact of industrial and warehouse uses on the community. • Determine thresholds.	
Estimated Timeline(s):	
2025: Elk Grove Climate Action Plan public comment in July 2025. **2027-2029:** City of Sac – Implementing GP actions (Environmental Justice performance standard study - **2027**) Phase I of a zoning overhaul (simplification, fewer residential zones & objective development standards **2028-29**). The timeline and the following associated milestones will be established once additional funding becomes available: • Steering committee recommends amendments to the zoning codes, development standards and/or design guidelines for the three jurisdictions within the AB 617 community. • Have jurisdictions appropriate development standards for specific land uses.	
Tracking Metric(s):	
Adoption of amendments to zoning code, design guidelines, and development standards.	
Implementing Agency, Organization, Other Entity, or Potential Partner(s)	
Name:	Responsibilities:
Sac Metro Air District	• Advise the steering committee or their designees on development standards which would reduce impacts.
Local Jurisdictions	• Advise the steering committee or their designees on development standards which would reduce impacts. • Present steering committee recommendations to their elected boards for action.
Community Steering Committee	• Recommend development standards to local jurisdictions.
Other Partners as Identified	• Recommend development standards to local jurisdictions.

UM-9b Industrial and Warehouse Uses/Zoning - Truck Route Study

Concern Category:	
Mobile Sources	
Strategy:	
Conduct truck route studies to identify areas of concern.	
Strategy Type:	
• Study	
Actions:	
• Conduct cut-through route studies to substantiate the need for any changes, as needed.	
Goal(s): Please check one: ☐ Quick, ☐ Medium, or ☒ Long-term	
• Reduce impact of industrial and warehouse uses and truck routes in key areas.	
Estimated Timeline(s):	
The timeline and the following associated milestones will be established once additional funding becomes available: • Work with local jurisdictions to conduct truck route studies.	
Tracking Metric(s):	
• Completion of studies • Identification of areas of concern	
Implementing Agency, Organization, Other Entity, or Potential Partner(s)	
Name:	Responsibilities:
Sac Metro Air District	• Work with local jurisdictions and Community Steering Community to conduct truck route studies.
Local Jurisdictions (i.e. County of Sacramento, City of Elk Grove, and City of Sacramento); CalTrans	• Conduct truck route study. • Present to the Community Steering Committee truck route study results. • Present steering committee recommendations to their elected boards for action.
Community Steering Committee	• Recommend initial areas of concern to local jurisdictions.
Other Partners as Identified	• Recommend initial areas of concern to local jurisdictions.

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UM-10 Increase Community Input on Truck Routes

Concern Category:
Mobile Sources
Strategy:
Increase community input on truck route decisions.
Strategy Type:
• Public Outreach
Actions:
• Ensure Steering Committee (or their designee) are involved in any decisions with Caltrans, County of Sacramento, City of Elk Grove, and City of Sacramento regarding the establishment or designation of truck routes within the designated community.
Goal(s): Please check one: ☐ Quick, ☐ Medium, or ☒ Long-term
• Reduce truck emissions in key areas.
Estimated Timeline(s):
The timeline and the following associated milestones will be established once additional funding becomes available: • Ensure Caltrans, County of Sacramento, City of Elk Grove, and City of Sacramento will route any truck route proposals to the steering committee for review and comment. • Number of truck route project proposals that CSC members provided comments on.
Tracking Metric(s):
• Number of proposed amendments to the California Truck Route network within the designated community • Number of truck route project proposals that CSC members provided comments on

Implementing Agency, Organization, Other Entity, or Potential Partner(s)	
Name:	Responsibilities:
Sac Metro Air District	• Ensure all truck route processes involve the Community Steering Committee.
Local Jurisdictions (i.e. County of Sacramento, City of Elk Grove, and City of Sacramento); CalTrans	• Ensure Assembly Bill 98 implementation involves the Community Steering Committee.
Community Steering Committee	• Review and comment on truck route proposals.
Other Partners as Identified	• Review and comment on truck route proposals.

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UM-11 Commercial Vehicle Replacement

Concern Category:	
Mobile Sources	
Strategy:	
Incentive strategy to transition from diesel to zero-emission commercial vehicles.	
Strategy Type:	
• Public Outreach • Incentive Programs	
Actions:	
• Fund scrap-and-replace programs for commercial vehicles (evaluate funding not from CERP/CAP funding, but Cap-and trade funding from other 'buckets'). • Provide supporting electric or hydrogen fueling infrastructure. • Include no-scrap vehicle options (especially for smaller fleets). • Prioritize vehicles with regular routes and long dwell times in the AB 617 community (such as school buses, garbage trucks, delivery vehicles, or based at warehouses in the community).	
Goal(s): Please check one: ☐ Quick, ☒ Medium, or ☒ Long-term	
• Reduce diesel emissions with the AB 617 community. • Increase acceptance and use of zero-emission technologies. • Support small fleets and community organizations.	
Estimated Timeline(s):	
The timeline and the following associated milestones will be established once additional funding becomes available: • Execute incentive solicitation to forward program goals. • Deliver projects within the AB 617 Community.	
Tracking Metric(s):	
• Number of vehicles scrapped • Tons of pollution removed/prevented • Number of participants • Number of electric or hydrogen fueling infrastructure installed	
Implementing Agency, Organization, Other Entity, or Potential Partner(s)	
Name:	Responsibilities:
Sac Metro Air District	• Manage incentive program. • Ensure project delivery and compliance.
Community Steering Committee	• Recruit eligible participants. • Review solicitation criteria to ensure program goals being met.
Other Partners as Identified	• Recruit eligible participants. • Review solicitation criteria to ensure program goals being met.
Additional Information:	
• Sac Metro Air District incentive programs: https://www.airquality.org/Businesses/Incentive-Programs	

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B.2 Residential Sources

The strategies in this concern category center on improving indoor air quality through targeted incentives, education, and partnerships. These strategies aim to reduce exposure to indoor pollutants by supporting electrification and cleaner technologies in homes, particularly older and multi-family unit housing, promoting the use of air purifiers, and electric landscaping tools. Education efforts focus on helping consumers understand sources of indoor pollution, effective mitigation practices, and cleaner alternatives.

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R-1 Clean Air Products

Concern Category:	
Residential Sources	
Strategy:	
Provide education on the use of non-toxic household products and natural cleaning agents to improve air quality.	
Strategy Type:	
Public Outreach and Education	
Actions:	
• Create outreach materials (e.g. door hanger, pamphlet, etc.) on in-door air quality and how some cleaning, sanitizing and disinfecting products can lower air quality within living spaces, and what actions can be taken to reduce the effects of these products. • Share information for cleaning products that are certified as meeting the United States Environmental Protection Agency's (U.S. EPA) Safer Product Standards: U.S EPA's "Safer Choice" during tabling events.	
Goal(s): Please check one: ☒ Quick, ☐ Medium, or ☐ Long-term	
• Engage and educate the community to share information on in-door air quality, impacts from cleaning products, and safer alternatives.	
Estimated Timeline(s):	
• **Mid-2027:** Create materials for outreach and engagement. • **End 2027:** Establish a plan to engage with the community and begin outreach. • **2028:** Implement outreach campaign.	
Tracking Metric(s):	
• Number of household/individuals engaged during community events or outreach • Number of product and type of product distributed • Number of events attended	
Implementing Agency, Organization, Other Entity, or Potential Partner(s)	
Name:	Responsibilities:
Sac Metro Air District	• Ensure outreach materials are created. • Ensure transparent reporting to the Community Steering Committee. • Identify and reach out to potential vendors for clean household product samples. • Plan and attend community outreach and events.
Community Steering Committee	• Plan and attend community outreach and events. • Identify and reach out to potential vendors for clean household product samples.
Other Partners as Identified	• Plan and attend community outreach and events. • Identify potential community events to distribute outreach materials.
Additional Information:	
• Indoor air-quality: https://www.epa.gov/indoor-air-quality-iaq/indoor-pollutants-and-sources • Cleaning Products and Air Quality: https://ww2.arb.ca.gov/resources/fact-sheets/cleaning-products-indoor-air-quality • U.S. EPA "Safer Choice": https://www.epa.gov/saferchoice	

R-2 Residential Lawn and Garden

Concern Category:
Residential Sources • Air Pollution Exposure
Strategy:
Establish incentive and equipment checkout programs to expand access for residents within AB 617 boundaries to replace existing gas-powered lawn and garden equipment with zero-emission, battery-electric equipment.
Strategy Type:
• Incentives • Public Outreach and Media
Actions:
• Create outreach materials on the benefits of battery-electric lawn and garden equipment and information on available grant funding and eligible equipment. • Conduct public outreach in identified residential neighborhoods, parks, and community centers. • Partner with various entities to develop a checkout program and host events where residents can try out the equipment. • Establish partnerships with Community Groups, Manufacturers, Vendors, Recycling Facilities, and Others. • Develop a streamlined incentive program for interested participants to apply.
Goal(s): Please check one: ☐ Quick, ☐ Medium, or ☐ Long-term
• Engage with the community to share information on the incentive and equipment checkout programs, including benefits of using battery-electric lawn and garden equipment. • Create an equipment checkout program to maximize the number of residents who can use the equipment. • Create an incentive program for residential battery-electric lawn and garden equipment.
Estimated Timeline(s):
• **Mid 2027:** Establish a plan to engage with the community and begin outreach. • **End 2027:** Establish partnerships and create a checkout program. • **End 2027:** Open incentive application for interested participants. • **Early 2028:** Evaluate the number of participants and continue engaging with the community as needed, pending availability of funds.
Tracking Metric(s):
Check out Program • Number and type of equipment checked out • Number of participants, repeated participants • Optional – demographic information/survey • Locations of participants who checked out • Number of events and locations **Incentive** • Number of applications received and awarded, with information on application location • Types of equipment purchased, replaced • Number of interested participants and the number of participants who apply for the incentive

Implementing Agency, Organization, Other Entity, or Potential Partner(s)	
Name:	Responsibilities:
Sac Metro Air District	• Maintain regular check-ins with the implementing partner organization. • Allocate and track funding spent on projects. • Review and approve applications. • Conduct community outreach. • Ensure transparent reporting.
Participant Merchants and Recycling Facilities	• Conduct community outreach. • Provide technical knowledge and support in choosing new equipment for the client. • Approve trade-ins. • Sell battery-electric equipment. • Provide proper documentation to Sac Metro Air District, including invoices and receipts. • Oversee program operations.
Recycling Facilities	• Destroy old equipment and recycle metals and other materials. • Provide Sac Metro Air District with documentation on the number of pieces of equipment delivered to the facility.
Other Partners as Identified	• Conduct community outreach.
Additional Information:	
• SORE Regulation: https://ww2.arb.ca.gov/our-work/programs/small-off-road-engines-sore • Sac Metro Air District Lawn and Garden webpage: https://www.airquality.org/Residents/Incentive-Programs/Commercial-Lawn-and-Garden-Program • Small Engine Fact Sheet: https://ww2.arb.ca.gov/resources/fact-sheets/sore-applicability-fact-sheet	

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R-3a Electrification of Household Appliances – SMUD Energy Saver Bundle

Concern Category:
Residential Sources • Indoor Air Quality
Strategy:
Provide education and incentives to assist homeowners/renters with electrifying household appliances with a focus on homes or residential complexes built prior to 1980.
Strategy Type:
• Incentives • Public Outreach
Actions:

• Identify specific neighborhoods or areas and relevant partners (city, county, Sacramento Municipal Utility District [SMUD]) to conduct outreach.
• Engage and educate homeowners and renters to share information on the benefits of using carbon-free appliances and available resources.
  ○ Share local/regional programs, if available. (e.g. SMUD-Appliance Rebate Programs, City of Sacramento)
• Develop new incentive program to assist qualified residences.
  ○ Engage with local contractors to determine average cost of conversion.
  ○ Assist with conversion and infrastructure (electric panels) upgrades.
  ○ Tiered assistance – Focus on low-income residences, multi-family homes.
• Identify labor unions and apprenticeship school to work with as part of the incentives (e.g. Sacramento Job Corps).
• Coordinate with the local governments to connect requirements with incentives.
• Prioritize at risk or vulnerable communities.

Goal(s): Please check one: ☐ Quick, ☒ Medium, or ☐ Long-term
• Assist homeowners and renters in single-family or multi-family housing with replacing natural gas, propane, or wood-burning appliances with efficient carbon-free appliances. • Provide outreach and education on the benefits of using carbon-free appliances in residential dwellings, particularly focusing on neighborhoods with dwellings built prior to 1980.
Estimated Timeline(s):
• **End 2026:** Establish a plan to engage with the community and begin outreach and education in identified areas; reach out to contractors. • **End 2026:** Work with SMUD or other entities to collaborate on existing programs or determine other areas of partnership for new programs. • **2026-2030:** SMUD will open an incentive application for interested participants and begin ordering devices based on estimating interest; arrange for pickup/delivery of devices. • **2026-2030:** Work with interested participants and continue engaging with the community as needed, pending availability of funds.
Tracking Metric(s):
• Number of homeowners and multi-family housing units reached/interested • Number and type of appliances replaced

Implementing Agency, Organization, Other Entity, or Potential Partner(s)	
Name:	Responsibilities:
Sac Metro Air District	• Maintain regular check-in with implementing partner organization. • Conduct community outreach.
Sacramento Municipal Utility District	• Share information on existing programs. • Participate in outreach and education opportunities in areas identified. • Implement SMUD's Energy Saver Bundle Program.
Community Steering Committee	• Help with community outreach and generate leads.
Local jurisdictions (City of Elk Grove, City of Sacramento, Sacramento County)	• Share opportunities and information on local newsletter.
Community-based organization; non-profit	• Participate in outreach and education opportunities • Apprenticeship.
Other Partners as Identified	• Participate in outreach and education opportunities.
Additional Information:	
Existing SMUD programs - https://www.smud.org/Rebates-and-Savings-Tips/Rebates-for-My-Home/Home-Appliances-and-Electronics-Rebates Energy Saver Bundles: https://www.epa.gov/indoor-air-quality-iaq/indoor-pollutants-and-sources Medical Equipment Discount: https://www.epa.gov/indoor-air-quality-iaq/indoor-pollutants-and-sources	

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R-3b Electrification of Household Appliances – Electric Fireplace Insert Strategy

Concern Category:
Residential Sources • Indoor Air Quality
Strategy:
Provide education and incentives to assist homeowners/renters with electrifying fireplaces.
Strategy Type:
• Incentives • Public Outreach
Actions:

• Identify specific neighborhoods or areas and relevant partners to conduct outreach.
• Engage and educate homeowners and renters to share information on the benefits of using electric fireplace inserts and available resources.
  ○ Share local/regional programs, if available.
• Develop new incentive program to assist qualified residences.
  ○ Engage with local contractors to determine average cost.
  ○ Assist with conversion and infrastructure (electric panels) upgrades.
  ○ Tiered assistance - focus on low-income residences and multi-family homes.
• Identify labors unions and apprenticeship schools to work with as part of the incentives (e.g Sacramento Job Corps).
• Coordinate with the local governments to connect requirements with incentives.
• Prioritize at risk or vulnerable communities.

Goal(s): Please check one: ☐ Quick, ☒ Medium, or ☐ Long-term
• Assist homeowners and renters in single-family or multi-family housing with replacing natural gas, propane, or wood-burning fireplaces with efficient carbon-free appliances. • Provide outreach and education on the benefits of using carbon-free appliances in residential dwellings, particularly focusing on neighborhoods with dwellings built prior to 1980.
Estimated Timeline(s):
The timeline and the following associated milestones will be established once additional funding becomes available: • Establish a plan to engage with the community and begin outreach and education in identified areas; Reach out to contractors. • Work with potential partners to collaborate on existing programs or determine other areas of partnership for new programs. • Open incentive application for interested participants and begin ordering devices based on estimated interest; arrange for pickup/delivery of devices. • Work with interested participants and continue engaging with the community as needed, pending availability of funds.
Tracking Metric(s):
• Number of homeowners and multi-family housing unit reached/interested • Number fireplaces replaced

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Implementing Agency, Organization, Other Entity, or Potential Partner(s)	
Name:	Responsibilities:
Sac Metro Air District	• Maintain regular check-in with implementing partner organization. • Conduct community outreach.
Sacramento Municipal Utility District	• Share information on existing programs. • Participate in outreach and education opportunities in areas identified.
Community Steering Committee	• Help with community outreach and generate leads.
Local jurisdictions (City of Elk Grove/Sacramento, Sacramento County)	• Share opportunities and information on local newsletter.
Community-based organizations; non-profit	• Participate in outreach and education opportunities. • Apprenticeship.
Other Partners as Identified	• Participate in outreach and education opportunities.
Additional Information:	
• Fireplace & Wood Stove incentive programs - https://www.airquality.org/Residents/Fireplaces-Wood-Stoves/Low-Income-Incentive-Programs	

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R-4 Air Filters in Indoor Public Spaces

Concern Category:
Residential Sources • Air Pollution Exposure
Strategy:
Reduce exposure to harmful air quality pollutants and improve indoor air quality at community-oriented locations (e.g. schools, libraries, community centers, cooling centers, etc.) through an air filter replacement/upgrade program.
Strategy Type:
• Incentives • Public Outreach
Actions:

• Develop and launch an air filter replacement or upgrade program.
  ○ Improve air quality at specified locations using High Efficiency Particulate Air [filter] (HEPA) or Minimum Efficiency Rating Values Rating 13 (MERV-13) filters and/or portable air purifiers.
  ○ Prioritize key locations that serve vulnerable or sensitive receptors.
  ○ Distribute new or upgrade existing air filters in targeted community spaces impacted by particulate matter (i.e. schools close to freeways, truck routes, major intersections, railroads, point sources).
• Provide outreach and education on indoor air quality to the public.
  ○ Create multi-lingual collateral materials for appropriate audiences (schools, community spaces, etc.)
  ○ Engage with the public through partner events.
• Install indoor air quality sensors.

Goal(s): Please check one: ☐ Quick, ☒ Medium, or ☐ Long-term
• Engage with the public to share information on indoor air quality and benefits of using high quality air filters. • Establish an air filter replacement or upgrade program for qualifying community-oriented locations. • Improve air quality for sensitive receptors in key public locations using air filters that are rated MERV-13 or higher, or HEPA.
Estimated Timeline(s):

• **Mid 2028:**
  ○ With community and prospective participants, develop program framework.
  ○ Establish a plan to engage with the community and begin outreach.
  ○ Reach out to contractors/vendors for quotes on materials/labor.
• **Late 2028:** Open incentive application for interested participants and begin ordering devices based on estimated interest; arrange for pickup/delivery of devices.
  ○ Reach out to contractors/vendors for quotes on materials/labor.
• **Early 2029:** Evaluate number of participants and continue engaging with the community as needed, pending availability of funds.

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Tracking Metric(s):	
• Number of participants or entities for program • Number of air filters replaced or upgraded • Number of outreach engagement or events	
Implementing Agency, Organization, Other Entity, or Potential Partner(s)	
Name:	Responsibilities:
Sac Metro Air District	• Maintain regular check-in with the implementing partner organization. • Ensure transparent reporting to CSC.
Community-based organization or non-profit	• Conduct community outreach. • Manage participant list and reporting. • Oversee program operations.
Local jurisdictions, school districts, or other public community-focused centers	• Information sharing, events.
Other Partners as Identified	• Conduct community outreach.
Additional Information:	
• Indoor air-quality: https://www.epa.gov/indoor-air-quality-iaq/indoor-pollutants-and-sources • HEPA vs. MERV rating: https://www.epa.gov/indoor-air-quality-iaq/what-hepa-filterNumber • UC Davis Health Neighbor Clean Air Program: https://environmentalplanning.ucdavis.edu/neighbor-clean-air-program	

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R-5 Portable Air Purifier

Concern Category:
Residential Sources
Strategy:
Improve indoor air quality by establishing a program to provide portable high-filtration air purifiers, prioritizing multi-family unit housing.
Strategy Type:
• Public Outreach • Incentives
Actions:
• Create a pamphlet on indoor air quality and benefits of using a portable air purifier. • Conduct public outreach in identified residential neighborhoods and multi-unit housing near freeways or high-traffic streets. • Develop an incentive program for interested participants to apply. • Distribute air purifiers or filters in targeted communities impacted by particulate matter. • Create air filters exchange incentive program.
Goal(s): Please check one: ☒ Quick, ☐ Medium, or ☐ Long-term

• Engage and educate the community to share information on in-door air quality and benefits and real cost of using a portable air purifier.
  ○ Include adverse health impacts as a result of poor air quality exposure.
• Provide portable high-filtration air purifiers to qualifying residents in the high exposure community. Qualifying residents can include single family homes, prioritizing multi-family homes.
  ○ Air purifiers must be rated Minimum Efficiency Reporting Values Rating 13 (MERV-13) or higher, or High Efficiency Particulate Air [filter] (HEPA).

Estimated Timeline(s):
The timeline and the following associated milestones will be established once additional funding becomes available: • Establish a plan to engage with the community and begin outreach. • Open incentive application for interested participants and begin ordering devices based on estimated interest; arrange for pickup/delivery of devices. • Evaluate number of participants and continue engaging with the community as needed, pending availability of funds. • Follow-up survey to identify potential barriers for people applying for funding.
Tracking Metric(s):
• Number of housing or units reached during engagement • Number of interested participants and number of participants who apply for incentive funding • Identification of potential barriers through a survey to determine why people did not apply for incentive funding

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Implementing Agency, Organization, Other Entity, or Potential Partner(s)	
Name:	Responsibilities:
Sac Metro Air District	• Maintain regular check-in with implementing partner organization. • Ensure transparent reporting to CSC.
Community-based organization or non-profit (i.e. Breathe California Sacramento Region)	• Conduct community outreach. • Manage participant list and reporting. • Oversee program operations.
Other Partners as Identified	• Conduct community outreach.
Additional Information:	
• Indoor air-quality: https://www.epa.gov/indoor-air-quality-iaq/indoor-pollutants-and-sources • HEPA vs. MERV rating: https://www.epa.gov/indoor-air-quality-iaq/what-hepa-filterNumber • UC Davis Health Neighbor Clean Air Program: https://environmentalplanning.ucdavis.edu/neighbor-clean-air-program	

DRAFT

R-6 Raise Awareness of Proper Mask and Air Purifier Use During Poor Air Quality

Concern Category:

Residential Sources

Strategy:

Raise awareness of proper mask and air purifier use during poor air quality.

Strategy Type:

Public Outreach

Actions:

- Identify existing materials.
- Partner with Public Health Agencies to develop multilingual and accessible educational materials.
- Work with public health agencies or new partners to distribute educational materials, available in both print and digital formats, that explain when and how to use masks and air purifiers effectively during poor air quality events.
    - Use social and traditional media to share engaging content, including short how-to videos demonstrating proper mask use and air purifier best practices.
- Target outreach in communities and individuals most sensitive to and affected by air pollution.
- Provide partner educational materials to demonstrate proper mask and air purifier use at outreach events.

Goal(s): Please check one: ☐ Quick, ☒ Medium, or ☐ Long-term

- Expand community awareness of air pollution and protective actions by promoting the proper use of masks and air purifiers through multilingual educational materials, community partnerships, digital content, and in-person outreach.

Estimated Timeline(s):

The timeline and the following associated milestones will be established once additional funding becomes available:

- Work with public health agency to develop multilingual educational materials in multiple languages, to be determined.
- Partner with community organizations and local public health agencies and attend community events. Obtain impressions on social and traditional media posts that promote educational material.
- Scale up distribution and outreach by attending community events annually, and generating impressions from digital and traditional media posts.

Tracking Metric(s):

- Number of languages in which educational materials are available
- Number of impressions generated through social and traditional media posts
- Number of community events where educational materials were distributed

Implementing Agency, Organization, Other Entity, or Potential Partner(s)

Name:	Responsibilities:
Sac Metro Air District	• Promote educational materials.
Sacramento County of Public Health	• Develop educational materials. • Demonstrations.
Community Steering Committee	• Promote educational materials.
Other Partners as Identified	• Promote educational materials.

B.3 Commercial Sources

Strategies in the Commercial Sources concern category aim to enhance public and small businesses education about air quality impacts, rules, and enforcement, while also improving access to information tools, and knowledge that help the community make healthy decisions. These strategies also include working with partner agencies, industry, and community organizations to promote best practices, reduce emissions, increase compliance, and enhance education.

DRAFT

C-1 Increase Education for Nail and Hair Salons

Concern Category:	
Commercial Sources	
Strategy:	
Educate the Nail and Hair Salon Industry on exposure and ways to decrease exposure.	
Strategy Type:	
• Public Education • Increase Access to Information	
Actions:	
• Work with the owners of small businesses in the nail and hair salons to understand the types of chemicals they are exposed to, the health effects, and what changes can improve conditions. • Provide educational materials for these businesses about indoor air quality. • Provide educational materials for more healthy alternatives. • Explore incentives opportunities for exposure mitigation (product replacement, indoor air filters, personal protective equipment (PPE)). • Explore partnerships with other local and state agencies. • Explore programs that can inspire businesses to meet health protective changes (Department of Toxic Substances Control (DTSC) and California Healthy Nail Salons Collaborative (CHNSC)).	
Goal(s): Please check one: ☐ Quick, ☒ Medium, or ☐ Long-term	
• Educate the small businesses on indoor air quality exposure and empower the community to make changes to improve working conditions (i.e., personal protective equipment, etc.). • To understand the best practices that can reduce exposure to these indoor pollutants.	
Estimated Timeline(s):	
• **2026:** Work with partner agencies to engage in this strategy • **2026-2027:** Develop the information materials with partner agencies and investigate what air monitors/sensors could be useful to assess indoor air quality. • **2027:** Explore recognition programs that could be instituted in Sacramento. • **2028-2031:** Educate and disseminate educational materials to the Nail and Hair Salons; begin recognition program (if feasible).	
Tracking Metric(s):	
• Number of businesses that received the information • Number of businesses that participate in air monitoring • Number of indoor air filter provided (if incentive program is developed) • Number of educational materials provided to the community (translated materials)	
Implementing Agency, Organization, Other Entity, or Potential Partner(s)	
Name:	Responsibilities:
Sacramento County Business Environmental Resource Center (BERC)	• Working with local and state agencies, develop an educational, training, and certification program for healthy nail salons in the South-Sacramento Florin community boundaries using model

	programs in place in other California cities.
California Air Resources Board (CARB)	• Provide information on their regulation of consumer products and low-VOC alternative products that are used at nail salons (link).
Department of Toxic Substances Control (DTSC)	• Provide information on the Healthy Nail Salon Certification Program (link).
Sacramento County Public Health	• Partner with local agencies to provide educational information on health risks related to products used at nail salons and the California Safe Cosmetic Products program (link).
California Healthy Nail Salons Collaborative (CHNSC)	• Partner with local agencies to provide education, training to nail salon businesses and provide information on certification programs.
California Board of Barbering and Cosmetology (BBC)	• Provide information on requirements for nail salons and other training and educational material.
California Occupational Safety and Health Administration (CalOSHA)	• Provide information on requirements for nail salons and other training and educational material (e.g., Safety & Health Fact Sheet for Nail Salons).
Vietnamese American Community of Sacramento (VACOS)	• Partner with agencies and help disseminate information on healthy nail salon products to reduce exposure, training opportunities, incentives, and certification programs in place.
Office of Environmental Health Hazard Assessment (OEHHA)	• Potentially have OEHHA provide information on Proposition 65 and its requirements and how their program can lead to harmful chemicals being removed from nail care products (link).
Sacramento Metropolitan Air Quality Management District (SMAQMD)	• Facilitate program development with South Sacramento-Florin Community, BERC, and other partners.
Other Partners as Identified	• Partner with agencies and help disseminate information on healthy nail salon products to reduce exposure, training opportunities, incentives, and certification programs in place.
Additional Information:	
https://www.cahealthynailsalons.org/	

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C-2 Public Information Portal

Concern Category:

Commercial Sources

Strategy:

Enhance public access to information through a user-friendly Public Records Portal. Develop and launch an online Public Records Portal that provides easy access to air quality and compliance-related information. Implement outreach and educational initiatives to ensure community members understand how to navigate and effectively use the portal to access relevant data.

Strategy Type:

- Public Education
- Increase Access to Information

Actions

- Develop Public Record Portal with input from the Steering Committee.
    - Public Record Portal will include self-service to the following public records:
        - Stationary Source Permits, ACs, Inspections
        - New Permit Applications
        - Regulated Asbestos Projects (commercial construction projects)
        - Links to complaint map
        - Link to Permit Map
- Launch Public Record Portal along with Public Record Request Form.
- Create and develop outreach material on how to access information.
    - Create video on how to use Public Record Portal.
    - Distribute outreach materials at community events.

Goal(s): Check one ☐ Quick, ☒ Medium, or ☐Long-term

- Increase availability of information on District Website.
- Educate the public on how to access public Information and how to file a public record act request.

Estimated Timeline(s):

- **2026**: Gather input from Community about what information to include.
- **Spring 2027**: Design page/information available as part of the PRAR Module development.
- **Summer 2027**: Review information with Steering Committee and incorporate final feedback.
- **Summer/Fall 2027**: Launch new portal/webpage and training material.

Tracking Metrics

- Number of webpage visits
- Number of permits downloaded
- Number of community events where materials are made available

Implementing Agency, Organization, Other Entity, or Potential Partner(s)

Name:	Responsibilities:
Sac Metro Air District	• Develop Public Record Portal/Webpage. • Develop How to Video with BERC.
Sacramento County Business Environmental Resource Center (BERC)	• Develop How to Video with Sac Metro Air District.

C-3 Business Education

Concern Category:
Commercial Sources
Strategy:
Provide information to businesses on environmental regulations, availability of cleaner products, incentives, and other strategies to encourage them to make changes to their operations that will protect their employees, customers, and nearby residents.
Strategy Type:
Business Education
Actions
• Develop an educational program and related materials for businesses on various changes or strategies they can implement that will improve health and protect the environment. • Connect with businesses to get firsthand experiences and to help structure the program and improve communications, including cultural and language barriers. • Partner with businesses already implementing clean air strategies that can be used to demonstrate and highlight best practices for other businesses. • Attend existing events to provide information to businesses that accommodate business owner availability, and determine appropriate channels of targeted outreach. • Perform personalized door-to-door business outreach to share material and provide education. • Coordinate with other relevant agencies on already-developed certification programs (e.g., Sacramento County's Business Environmental Resource Center's (BERC) Sustainable Business Program). • Explore feasibility of partnering with specific agencies for indoor air pollution and leverage enforcement groups to share information and educate business owners.
Goal(s): Check one: ☐Quick, ☒Medium, or ☐Long-term
• Provide information to businesses whose operations can emit certain chemicals or pollutants that are unhealthy for their employees, customers, and potentially nearby residents. • Encourage businesses to make changes to their operations that will protect their employees, customers, and nearby residents.
Estimated Timeline(s):
• **2029:** Evaluate autobody shop and landscaping businesses that will be targeted for education and outreach. • **Jan – May 2029:** Work with other, businesses, agencies and non-profits that have existing programs or requirements that can partner with community on business education efforts and/or provide already-developed material to the education efforts. • **Jun – Dec 2029:** Develop content and material that will be used at door-to-door outreach, existing events. • **Jan – Jun 2030:** Schedule and implement door-to-door outreach and various outreach efforts for Business Type 1; assess success of events and revamp for additional education efforts. • **July – Dec 2030:** Schedule and implement door-to-door outreach and various outreach efforts for Business Type 2; assess success of events if additional education efforts are needed.

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Tracking Metric(s):	
• Number of businesses contacted in door-to-door outreach events • Number of businesses that made any environmentally beneficial changes to their operations • Number of businesses certified in BERC's Sustainable Business Program	
Implementing Agency, Organization, Other Entity, or Potential Partner(s)	
Name:	Responsibilities:
Sac Metro Air District	• Coordinate with partner agencies, organizations. • Develop outreach material. • Schedule Workshops. • Track Metrics.
Potential Partner Agencies/Organizations: • Sacramento County Business Environmental Resource Center (BERC) • Breathe CA Sacramento Region • Sacramento Chamber of Commerce • Business Improvement Districts (PBID) • Community Steering Committee (CSC)	• Assist with identification of demonstration businesses. • Assist with development of material and educational content. • Assist with outreach efforts (e.g., door-to-door, workshops). • Provide program requirements to businesses.
Other Partners as Identified	• Assist with identification of demonstration businesses. • Assist with development of material and educational content. • Assist with outreach efforts (e.g., door-to-door, workshops). • Provide program requirements to businesses.

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C-4a Incentives for Small Business – Hair and Nail Salons

Concern Category:	
Commercial Sources	
Strategy:	
Providing incentives for nail and hair salons to get cleaner equipment, tools, products to use, air filters, access to better indoor ventilation systems, or lower emitting products.	
Strategy Type:	
Incentives	
Actions:	
• Develop a pilot program to share firsthand experiences. • Evaluate types of incentives that would benefit nail and hair salons. • Develop an incentive program for interested participants to apply. • Distribute incentives to targeted communities impacted by indoor air pollution.	
Goal(s): Please check one: ☐ Quick, ☐ Medium, or ☒ Long-term	
• Provide incentives to nail and hair salons to improve indoor air quality.	
Estimated Timeline(s):	
The timeline and the following associated milestones will be established once additional funding becomes available: • Develop incentive program for nail and hair salons. • Develop outreach materials for the program. • Distribute outreach material for the program as part of the business education strategy. • Implement and execute incentives program. • Evaluate number of participants and continue engaging with the community as needed, pending availability of funds.	
Tracking Metric(s):	
• Transparent reporting on number of salons that participated • Number incentive dollars used • Track number of interested participants and number of participants who apply for incentive	
Implementing Agency, Organization, Other Entity, or Potential Partner(s)	
Name:	Responsibilities:
Sac Metro Air District	• Coordinate with nonprofits like Sac350 for educational materials and leverage programs that have run in the past. • Develop incentive program.
Community-based organization or non-profit (i.e. Sac350, Breathe California Sacramento Region)	• Conduct community outreach. • Manage participant list and reporting. • Oversee program operations. • Create/review educational materials
Other Partners as Identified	• Conduct community outreach. • Review and distribute educational materials.

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C-4b Incentives for Small Business – Autobody Shops

Concern Category:	
Commercial Sources	
Strategy:	
Providing incentives for autobody shops to get cleaner equipment, tools, products to use, air filters, access to better indoor ventilation systems, or lower emitting products.	
Strategy Type:	
Incentives	
Actions:	
• Develop a pilot program to share firsthand experiences. • Evaluate types of incentives that would benefit autobody shops. • Develop an incentive program for interested participants to apply. • Distribute incentives to targeted communities impacted by indoor air pollution.	
Goal(s): Please check one: ☐ Quick, ☐ Medium, or ☒ Long-term	
• Provide incentives to autobody shops to improve indoor air quality.	
Estimated Timeline(s):	
The timeline and the following associated milestones will be established once additional funding becomes available: • Develop incentive program for autobody shops; develop outreach materials for the program. • Distribute outreach material as part of the business education strategy. • Implement and execute incentives program. • Evaluate number of participants and continue engaging with the community as needed, pending availability of funds.	
Tracking Metric(s):	
• Transparent reporting on number of autobody shops that participated • Number incentive dollars used • Track number of interested participants and number of participants who apply for incentive	
Implementing Agency, Organization, Other Entity, or Potential Partner(s)	
Name:	Responsibilities:
Sac Metro Air District	• Coordinate with nonprofits like Sac350 for educational materials and leverage programs that have run in the past. • Develop incentive program.
Community-based organization or non-profit (i.e. Sac350, Breathe California Sacramento Region)	• Conduct community outreach. • Manage participant list and reporting. • Oversee program operations. • Create/review educational materials.
Other Partners as Identified	• Conduct community outreach. • Review and distribute educational materials.

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C-4c Incentives for Small Business – Landscaping (Lawn and Garden)

Concern Category:	
Commercial Sources	
Strategy:	
Providing incentives for landscaping businesses to get cleaner equipment.	
Strategy Type:	
Incentives	
Actions:	
• Develop a pilot program to share firsthand experiences. • Evaluate types of incentives that would benefit landscaping businesses. • Develop an incentive program for interested participants to apply. • Distribute incentives to targeted communities impacted by indoor air pollution.	
Goal(s): Please check one: ☐ Quick, ☐ Medium, or ☒ Long-term	
• Provide incentives to landscaping businesses to swap older gas powered equipment for electric lawn and garden tools to improve indoor air quality.	
Estimated Timeline(s):	
• **Mid-2026:** Develop incentive program for landscaping businesses; develop outreach materials for the program. • **End-2026:** Distribute outreach material for the program. • **Early-2027:** Implement and execute incentives program. • **Late-2027:** Evaluate number of participants and continue engaging with the community as needed, pending availability of funds.	
Tracking Metric(s):	
• Transparent reporting on number of landscaping businesses that participated • Number incentive dollars used • Track number of interested participants and number of participants who apply for incentive	
Implementing Agency, Organization, Other Entity, or Potential Partner(s)	
Name:	Responsibilities:
Sac Metro Air District	• Coordinate with nonprofits like Sac350 for educational materials and leverage programs that have run in the past. • Enhance the District's commercial lawn and garden program to do focused outreach to the community.
Community-based organization or non-profit (i.e. Sac350, Breathe California Sacramento Region)	• Conduct community outreach. • Manage participant list and reporting. • Oversee program operations. • Create/review educational materials.
Other Partners as Identified	• Conduct community outreach. • Review and distribute educational materials.

DRAFT

C-5 Source Identification and Focused Enforcement

Concern Category:
Commercial Sources
Strategy:
Ensure all commercial sources are compliant by conducting unpermitted source investigations and other focused enforcement efforts.
Strategy Type:
Enforcement
Actions

• Year 1: The District will run an unpermitted source identification program (USIP) for the new areas in the expanded community boundaries.
• USIP Program:
  ○ Using readily available business data the District will screen businesses in expanded boundary to determine if they need a permit.
  ○ Issue notices to business operating without a permit.
  ○ Report out on results:
  ▪ Exempt Businesses
  ▪ Businesses that needed a permit
• Year 2: Focused Enforcement as identified from CSC.
  ○ Based on feedback from USIP Results the District will review priorities/concerns with CSC.
  ○ Based on Enforcement concerns from CSC the District will execute a strategy to address these concerns and report back to CSC.

Goal(s): Check one ☐ Quick, ☒ Medium, or ☐Long-term
• Ensure compliance for businesses in expanded community boundary.
Estimated Timeline(s):
The timeline and the following associated milestones will be established once additional funding becomes available: • Execute USIP Program. • Report out on results. • Focused Enforcement initiatives.
Tracking Metric(s):
• Number sources screened • Number of Notices of Violation (NOVs) and Notices to Comply (NTCs) issued • Compliance Rate
Implementing Agency, Organization, Other Entity, or Potential Partner(s)

Name:	Responsibilities:
Sac Metro Air District Compliance Team	• Run dedicated USIP Program in expanded boundaries.

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C-6 Public Transparency with Permitted Sources-Violations

Concern Category:	
Commercial Sources	
Strategy:	
Make compliance information about permitted sources, including violations and the type of violations, available to the public.	
Strategy Type:	
• Public Education • Increase Access to Information	
Actions	
• Develop a report of resolved violations for permitted sources, listed by sources and addresses that spans the last three years. • Include a description and agreed-upon way of communicating the severity of the violation. (Must be approved by District Legal Office.) • Publish quarterly violation reports on the District's AB 617 community webpage. • Share the webpage through the District's social media platforms. • Share the report with the Board of Directors. • Share the webpage at other relevant district meetings.	
Goal(s): Check one: ☒ Quick, ☐Medium, or ☐Long-term	
Enhance transparency in air quality enforcement by sharing clear and accessible information with the public in a way that builds trust and supports community understanding.	
Estimated Timeline(s):	
The timeline and the following associated milestones will be established once additional funding becomes available: • 3 months to develop and get feedback/input from the community. • Quarterly summary report on violations for permitted sources.	
Tracking Metric(s):	
• Completion of the report every quarter • Number of webpage visits • Number of report downloads • Number of social media impressions	
Implementing Agency, Organization, Other Entity, or Potential Partner(s)	
Name:	Responsibilities:
Sac Metro Air District	• Develop a report, implement publishing the report, and release on social media platforms.

B.4 Outreach

Outreach strategies focus on raising awareness and reducing exposure to harmful air pollutants through education, outreach, and community engagement. The following strategies aim to empower youth and families, promote public understanding of air quality and health, and build stronger connections with schools, communities, and stakeholders. Emphasis is placed on accessible communication to ensure broad participation and support for cleaner air initiatives.

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O-1 Participate in Outreach Events

Concern Category:	
Outreach	
Strategy:	
Participate in outreach events.	
Strategy Type:	
Public Outreach	
Actions:	
Establish a regular presence at events in the South Sacramento- Florin community: • Create a calendar of events. • Distribute educational materials on air quality to inform residents about health impacts and available resources. • Collect community input by administering short air quality surveys to better understand local concerns and needs. • Track outreach activities by logging attendance, types of materials distributed, and community interactions at each event. • Create our own event.	
Goal(s): Please check one: ☒ Quick, ☐ Medium, or ☐ Long-term	
• Expand community awareness of air pollution and protective actions by establishing a regular presence at community events, building strong relationships with residents, and becoming a trusted source for air quality education and resources.	
Estimated Timeline(s):	
• **2025:** Attend at least six community events to pilot the outreach approach and establish a presence; host our first own event. • **2026-2027:** Attend up to eight community events annually to maintain consistent engagement and expand outreach efforts; host our own event. • **2027-2031:** Attend at least eight community events annually with a goal of becoming a regular and trusted resource for air quality education.	
Tracking Metric(s):	
• Number of events attended • Number of types of educational materials distributed • Number of attendance at event (estimated) • Number of air quality surveys completed • Number of social media or website visits driven by QR codes or flyers	
Implementing Agency, Organization, Other Entity, or Potential Partner(s)	
Name:	Responsibilities:
Community Steering Committee	• Attend events.
Sac Metro Air District	• Provide educational materials, develop survey.
Collaborating Organizations (Valley Vision)	• Attend/coordinate events.
Other Partners as Identified	• Attend/coordinate events.

O-2 Outreach through Traditional and Social Media

Concern Category:
Outreach
Strategy:
Outreach through traditional and social media.
Strategy Type:
Public Outreach
Actions
• Launch community air quality outreach to expand community awareness of air quality by sharing accessible information about Air Quality Index (AQI), protective actions, or seasonal air quality concerns. • Manage and maintain an online presence to educate and engage the public (example: Sac Clean Air). • Distribute air quality information to selected neighborhoods, partners, and media. Work with partners to amplify distribution efforts. • Create media kit in multiple languages for Steering Committee members.
Goal(s): Please check one:☒ Quick, ☐Medium, or ☐Long-term
• Expand community awareness of air pollution and protective actions by performing targeted outreach through traditional and social media channels to educate, engage, and empower residents**.**
Estimated Timeline(s):
2025-2026: • Curate and prepare air quality outreach materials. • Select specific neighborhoods for air quality outreach. • Distribute air quality outreach materials. • Create media kit for steering committee members. • Begin sharing materials with media. **2027-2031** • Expand partnerships with local commercial/community radio and TV stations.
Tracking Metric(s):
• Number of impressions or views across platforms • Number of air quality outreach materials distributed • Number of interviews/stories aired

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Implementing Agency, Organization, Other Entity, or Potential Partner(s)	
Name:	Responsibilities:
Sac Metro Air District	• Develop community air quality outreach materials. • Distribute air quality information. • Create media kit.
Community Steering Committee	• Manage and maintain an online presence Distribute air quality information.
Partners (i.e. Valley Vision, Sacramento Academic and Vocational Academy (SAVA), BREATHE California, Civic Thread, Civic Well, Sacramento Municipal Utility District (SMUD), Sacramento County Library branches, Color the Block, Sacramento Job Corps, etc.)	• Distribute air quality information.
Other Partners as Identified	• Distribute air quality information.

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O-3 Promote Air Quality Education in Schools

Concern Category:
Outreach
Strategy:
Promote air quality education in schools.
Strategy Type:
Public Outreach
Actions
• Develop or source educational materials that explain the health and environmental impacts of air pollution for targeted audiences from elementary, middle, and high schools. i.e. Sacramento Academic and Vocational Academy (SAVA) Curriculum, Spare The Air materials (www.aqmdscooter.com). • Promote educational materials by leveraging relationships with local school districts. • Distribute educational materials to participating elementary, middle, and high schools and encourage curriculum adoption (i.e data reports). • Distribute educational materials to participating community colleges. • Approach community colleges to encourage integration of air quality curriculum that educates students on health and environmental impacts of air pollution. • Host/participate in environmental/educational workshops at schools (presentations, hands-on activities, engagement and interactive learning styles) (i.e. Civic Thread Safe Routes to School, SAVA Field Trip). • Art integration as a teaching model (i.e Teatro Nagual).
Goal(s): Please check one:☐ Quick, ☒Medium, or ☐Long-term
• Expand community awareness of air pollution and protective actions by sourcing or developing educational materials and working with schools to integrate them into instruction.
Estimated Timeline(s):
• **2026-2027:** Develop or source educational materials for the target audience (6-12 grades and community colleges). • **2027-2028:** Participate at school events. • **2027–2031:** Promote and distribute to schools and students.
Tracking Metric(s):
• Number of schools participating • Number of students engaged through distributed educational materials (estimated based on classroom size) • Number of events participated in

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Implementing Agency, Organization, Other Entity, or Potential Partner(s)	
Name:	Responsibilities:
Sac Metro Air District	• Develop and promote educational materials. • Distribute educational materials to schools.
Community Steering Committee	• Promote educational materials.
School Districts (Sac City and Elk Grove), Community Colleges	• Approve events and material distribution.
Valley Vision	• Develop and promote educational materials. • School outreach and event support. • Evaluating and tracking metrics.
Sacramento Job Corps	• Promote educational materials (host speakers, etc.).
Other Partners as Identified	• Promote educational materials.

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O-4 Build Relationships with Stakeholders and Community Members

Concern Category:
Outreach
Strategy:
Build relationships with stakeholders and community members.
Strategy Type:
Public Outreach
Actions
• Identify stakeholders, including neighborhood associations, faith-based organizations and places of worship, and community groups, that will be included in initial outreach. • Create an outreach toolkit for stakeholders with materials and QR codes linking to the District's newsletter, social media, and AB 617 webpage/Sac Clean Air website. • Meet with trusted community leaders to share air quality information and understand the most effective way to reach their community members (example: informational materials, community meetings, tabling).
Goal(s): Please check one:☐ Quick, ☒Medium, or ☐Long-term
• Expand community awareness of air pollution and protective actions through trusted community leaders and members.
Estimated Timeline(s):
The timeline and the following associated milestones will be established once additional funding becomes available: • Identify stakeholders, including neighborhood associations, faith-based organizations and places of worship, and community groups, that will be included in initial outreach. • Create an outreach toolkit for stakeholders with materials and QR codes linking to the District's newsletter, social media, and AB 617 webpage/Sac Clean Air website. • Meet with trusted community leaders to share air quality information and understand the most effective way to reach their community members (example: informational materials, community meetings, tabling).
Tracking Metric(s):
• Number of community stakeholders and groups included in outreach efforts • Number of outreach toolkits distributed • Number of meetings
Implementing Agency, Organization, Other Entity, or Potential Partner(s)

Name:	Responsibilities:
Sac Metro Air District	• Identify stakeholders. • Create an outreach toolkit. • Meet with trusted community leaders.
Community Steering Committee	• Identify stakeholders. • Assist in creating outreach toolkit. • Meet with trusted community leaders.
Valley Vision	• Identify stakeholders. • Assist with outreach. • Coordinating meetings with stakeholders.
Other Partners as Identified	• Identify stakeholders. • Assist with outreach. • Meet with trusted community leaders.

O-5 Improve Awareness, Accessibility, and Transparency of Complaint Reporting System

Concern Category:

Outreach & Residential Sources

Strategy:

Improve awareness, accessibility, and transparency of the complaint reporting system.

Strategy Type:

- Public Education
- Increase Access to Information
- Increased Transparency

Actions

Increase Public Awareness of District Complaint System:

- Develop and distribute multilingual brochures and flyers that explain the purpose of the complaint system, what can be reported, and how to file a complaint.
- Produce a short instructional video demonstrating how to file a complaint through the District's website or phone line. Promote through digital and traditional media.
- Explore hosting public workshops to educate residents on what qualifies as an air quality complaint and how to file one through the District's system.
- Explore promotion through social media platform (like Facebook, Nextdoor, or Ring).
- Ensure accessibility to key audiences, including disability groups.

Improve Accessibility and Transparency of Complaint Reporting System:

- Gather community feedback on the current complaint reporting process through Community Steering Committee meetings or focus groups.
- Incorporate community suggestions into an updated complaint reporting form, with a focus on accessibility features such as language translation and mobile compatibility.
- Revamp the District's complaint webpage to enhance user experience by simplifying instructions and adding visual guides or Frequently Asked Questions (FAQs).
- Assess the feasibility of an interactive map to display complaint data and improve transparency.
- Explore link to incorporate complaint reporting to existing systems (partner with local agencies).

Goal(s): Check one: ☐ Quick, X Medium, or ☐Long-term

- Increase public understanding of air pollution and strengthen trust in enforcement by making the District's Complaint System easier to find, access, and use.

Estimated Timeline(s):

The timeline and the following associated milestones will be established once additional funding becomes available:

- Gather community feedback on the current complaint reporting process through Community Steering Committee meetings or focus groups.
- Design and Develop new District Complaint module and begin developing educational materials to increase public awareness of District Complaint System.
- Go live with new Complaint module; hold public workshops.
- Finalize outreach materials and begin distribution to public.
- Track key performance metrics, including the number of website visits to the Complaint webpage and proposed complaint map, number of impressions across digital and traditional media, number of views of the instructional video, and the number of languages the materials are made available in.

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Tracking Metric(s):	
• Number of website visits to District Complaint webpage • Number of impression on digital and traditional media • Number of views on instructional video • Number of languages complaint material is available in • Number of website visits to proposed complaint map • Number of number of public workshops held	
Implementing Agency, Organization, Other Entity, or Potential Partner(s)	
Name:	Responsibilities:
Sac Metro Air District	• Gather community feedback on the Complaint Reporting System. • Update Complaint Reporting Form. • Revamp the District's complaint webpage. • Develop and distribute multilingual brochures and flyers.
Community Steering Committee	• Provide feedback on the Complaint Reporting System. • Distribute educational materials.
Other Partners as Identified	• Distribute educational materials.

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Appendix C. CARB Heavy-Duty Diesel Vehicle Program Descriptions

Clean Truck Check - Heavy-Duty Inspection and Maintenance (HD I/M) Program:[138] Modern heavy-duty diesel vehicles are equipped with aftertreatment systems like diesel particulate filters for controlling PM and selective catalytic reduction for cutting NOx emissions. However, when emissions control components malfunction, this may result in unnecessary emissions. The Clean Truck Check (CTC) ensures heavy-duty vehicles operating in California are well-maintained and repaired rapidly when needed and promotes a level playing field for the businesses that operate them. This is done through an integrated strategy combining roadside emissions monitoring, improved emissions testing procedures, and required data reporting.

Heavy-Duty Vehicle Inspection Program:[139] The Heavy-Duty Vehicle Inspection Program (HDVIP) program requires heavy-duty trucks and buses to be inspected for excessive smoke and tampering, and engine certification label compliance. Any heavy-duty vehicle traveling in California, including vehicles registered in other states and foreign countries, may be tested. Tests are performed by CARB inspection teams at border crossings, CHP weigh stations, fleet facilities, and randomly selected roadside locations. Owners of trucks and buses found in violation are subject to minimum penalties starting at $300 per violation. Also, the new HD I/M program, which started in January 2023, requires truck owners to take their truck into a certified inspector to verify that the emissions meet the 2010 engine standards, and to make sure the emission systems are running properly. The owner then must report the results to CARB through the CTC program. If the owner fails to do so, there will be hold placed on that truck's registration at DMV.

HDVIP-Emission Control Label: Several CARB diesel regulations require specific engine information, such as engine model year and engine family name, which is available from the emission control label (ECL) that is attached to your vehicle. All heavy-duty vehicles must have the ECL properly affixed on the engine. The ECL must be legible, maintained at the location originally installed by the engine manufacturer, and correspond to the engine serial number stamped on the engine.

HDVIP-Smoke Opacity: All heavy-duty diesel-powered vehicles must meet the applicable model year opacity standards with higher standards required for vehicles with diesel particulate filters installed.

HDVIP-Tampering: CARB enforces against vehicle owners (consumers) that have violated the law by tampering, modifying, or installing illegal parts on emission-controlled vehicles operated on a public highway.

HDVIP-Reporting: Heavy-duty vehicle (HDV) owners are cited if they fail to report data at required intervals.

Idling:[140] Idling and opacity inspections are performed to ensure HDV is compliant with emission standards and is not violating CARB's Idling regulation. Idling for more than five minutes is prohibited unless the HDV is certified clean idle, and the vehicle is more than 100 feet away from a school or restricted area (exceptions apply). Vehicle owners and drivers in violation are subject to minimum penalties starting at $300 per violation and up to $1000 per day.

[138] https://ww2.arb.ca.gov/our-work/programs/CTC
[139] https://ww2.arb.ca.gov/sites/default/files/2020-02/hdvip_pamphlet.pdf
[140] https://ww2.arb.ca.gov/capp-resource-center/heavy-duty-diesel-vehicle-idling-information

Off-Road Construction Equipment (Off-Road Regulation):[141] Construction equipment is a major contributor to air pollution, especially when large construction projects are adjacent to neighborhoods. To address this source of air pollution, CARB adopted the nation's first regulation aimed at cleaning up off-road construction equipment such as bulldozers, graders, and backhoes. The off-road regulation requires off-road fleets to meet fleet average emission standards and be equipped with Best Available Control Technology (a few specific exceptions apply).

On-Board Diagnostics: Clean Truck Check's On-Board Diagnostic (OBD) test uses roadside emissions monitoring devices to screen vehicles that may have high emissions. Vehicles flagged as potential high emitters will receive a Notice to Submit to Testing (NST) from CARB Enforcement to ensure the vehicle is operating with properly functioning emissions control systems. Upon receipt of an NST, owners have 30 calendar days to submit to CARB a passing emissions compliance test performed by a credentialed tester.

MIL Status: If the Malfunction Indicator Light (MIL) communicates with the vehicle's on-board computer and related the associated Diagnostic Trouble Codes (DTCs). If a DTC is currently causing the MIL to be commanded ON, there is an emissions related issue with the vehicle. Thus, the vehicle will fail the test.

Statewide Truck and Bus:[142] The Statewide Truck and Bus regulation requires diesel trucks with a Gross Vehicle Weight Rating (GVWR) greater than 14,000 pounds that operate in California to install diesel particulate filters or replace older engines with cleaner engine technology on a schedule based on the model year of the engine and GVWR.

Transport Refrigeration Unit:[143] Transport Refrigeration Units (TRUs) are refrigeration systems powered by diesel internal combustion engines designed to refrigerate or heat perishable products that are transported in various containers, including semi-trailers, truck vans, shipping containers, and rail cars. Since diesel particulate matter has been identified as a toxic air contaminant, CARB adopted an Airborne Toxic Control Measure for TRUs and TRU generator sets. CARB staff inspect TRUs to ensure that the units are meeting labeling and in-use performance standards identified in the TRU regulation.

Consumer Goods Program descriptions:

Composite Wood Products:[144] CARB's Airborne Toxic Control Measure to control formaldehyde emissions from composite wood specifically focuses on three products: hardwood plywood, particleboard, and medium density fiberboard. Investigators in the Composite Wood Products program purchase samples of regulated products from outlets all over California. They inspect products and packaging for compliance with labeling requirements and send selected products to the laboratory for testing.

Consumer Products:[145] Consumer Products are chemically formulated products used by household and institutional consumers. Some examples are detergents, cleaning compounds; polishes, floor finishes; cosmetics and personal care products; home, lawn, and garden products; disinfectants and sanitizers; aerosol paints and automotive specialty products. Consumer Products do not include other paint products, furniture coatings, or architectural coatings. Investigators in the Consumer Products program purchase samples of regulated consumer products from outlets all over California. They inspect product containers for compliance with registration and dating requirements and send selected products to the laboratory for testing.

[141] https://ww2.arb.ca.gov/our-work/programs/truckstop-resources/road-zone/road-diesel-regulation
[142] https://ww2.arb.ca.gov/our-work/programs/truck-and-bus-regulation
[143] https://ww2.arb.ca.gov/our-work/programs/transport-refrigeration-unit
[144] https://ww2.arb.ca.gov/our-work/programs/composite-wood-products-program
[145] https://ww2.arb.ca.gov/our-work/programs/consumer-products-program

Motor Vehicle Fuels Enforcement Program description:[146]

CARB's Motor Vehicle Fuels Enforcement program is the inspection of California gasoline and diesel fuel at production, transport, and dispensing facilities. CARB Fuels Inspectors conduct frequent, unannounced inspections of refineries, service stations, distribution and storage, bulk purchaser, and consumer facilities throughout the State to obtain samples of gasoline and diesel fuels. The samples are then analyzed. The laboratory analyzes gasoline fuel for vapor pressure, distillation temperatures, total aromatics, olefins, and oxygen, benzene, and sulfur contents. Diesel fuel is analyzed for sulfur, aromatic hydrocarbon content, and polynuclear aromatic hydrocarbon content.

Other Mobile Enforcement Program Descriptions:

Non-California Certified Vehicles (49-State):[147] The primary focus of enforcement is to ensure that all new vehicles sold, offered for sale, or used in the state are certified for sale in California. Under California's regulations, a new vehicle (defined as a vehicle that has fewer than 7,500 odometer miles) which is not certified to California's standards may not be sold within or imported into the state. If such a vehicle enters California, a Notice of Violation (NOV) is issued.

Electric Vehicle Supply Equipment:[148] Everyone should be able to use electric vehicle charging stations in a secure and reliable way. In 2013, the Legislature directed CARB to implement this principle through a regulation on electric vehicle charging stations, standardizing aspects of their operation and payment methods they accept. CARB's regulation, adopted in 2019, requires a commonly used payment method to be available, and includes a host of requirements enhancing access and transparency.

Off-Highway Recreational Vehicle:[149] CARB is responsible for preventing the illegal sale and use of Off-Highway Recreational Vehicles (OHRV). This includes all-terrain vehicles (ATVs), dirt bikes, sand cars, off-road utility vehicles, off-road sport vehicles, and other off-road recreational vehicles which have greater than 25 horsepower. The OHRV regulations require all off-highway recreational vehicles sold in California, model year 1998 and later, to be certified by CARB.

Portable Fuel Containers:[150] The mission of this program is to ensure that spillage and evaporative emissions are minimized or eliminated through the implementation of low permeation plastics and automatic sealing nozzles. As of July 1, 2007, all portable fuel containers, or gas cans, sold in California must be certified by CARB as meeting the low-emission requirements.

Automotive Windshield Washer Fluid (AWWF):[151] AWWF was a source of pollution in California's cities containing high levels of volatile organic compounds (VOCs) which are a component of ground-level ozone formation, and one of the main pollutants that compose smog. VOCs are used in AWWF as an anti-freeze which reduces the temperature the fluid will freeze in cold weather. In most areas of California, milder temperatures do not necessitate the use of VOCs for AWWF to wet and clean vehicle windshields.

CARB Enforcement Resources:

[146] https://ww2.arb.ca.gov/our-work/programs/fuels-enforcement-program
[147] https://ww2.arb.ca.gov/other-areas-mobile-enforcement
[148] https://ww2.arb.ca.gov/our-work/programs/electric-vehicle-supply-equipment-evse-standards
[149] https://ww2.arb.ca.gov/our-work/programs/highway-recreational-vehicles
[150] https://ww2.arb.ca.gov/our-work/programs/portable-fuel-containers-gas-cans/portable-fuel-containers-executive-orders
[151] https://ww2.arb.ca.gov/our-work/programs/consumer-products-program/complying-regulations/windshield-washer-fluid

Enforcement Data Visualization System (EDVS):[152] To help communities better understand CARB's enforcement efforts, provide community members a user-friendly way to access CARB enforcement information, and to facilitate the development of community emissions reduction programs, CARB's Enforcement Division developed EDVS for users to visualize CARB's enforcement activities across the state, including field inspections, case settlements, and SEPs on a map interface.

Annual Reports:[153] Historically, CARB releases an annual enforcement report that highlights its enforcement efforts across the state including in disadvantaged communities, summarizes recently closed cases, assesses compliance status in several programs, and provides detailed statistics about enforcement related program activities. CARB developed the Enforcement Data Portal,[154] which highlights CARB's enforcement efforts across the state.

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[152] https://webmaps.arb.ca.gov/edvs/
[153] https://ww2.arb.ca.gov/resources/documents/enforcement-reports
[154] https://ww2.arb.ca.gov/our-work/programs/enforcement-policy-reports/enforcement-data-portal