

Responses to Public Comments on the Draft Community Emissions Reduction Plan (CERP)

| Comment Type | Comment Summaries | Draft Responses | Comment Status |
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| General Comments & Questions | <p>What pollutants are generated by airplanes/airports? Has this topic been coming up in conversation? (Submission #1)</p> | <p>Airports and aircraft emissions have been discussed during Community Steering Committee (CSC) discussions, particularly in relation to the Sacramento Executive Airport. While aircraft and airport activity can contribute to air pollution, the primary concern raised in the South Sacramento-Florin community has been emissions from leaded aviation fuel. Because aviation fuel is regulated at the federal level, local authorities' ability to address that source is limited. The CSC included monitoring for airport emissions in its Community Air Monitoring Plan (CAMP) and has discussed placing a portable air monitor near the Sacramento Executive Airport in the future to better understand air quality conditions in the area.</p> | <p>Clarification and Response Provided.</p> <p>No changes to Plan</p> |
| | <p>What areas were encompassed on the school bus tour? Also, the old school buses seem like they were running regularly with bad exhaust. So, the bus that you took, was that an all-electric bus? I hear they do have some electric buses in the school district. Was the tour on an all-electric bus? (Submission #2)</p> | <p>Yes, the tour was conducted using an all-electric school bus. The tour route, including the areas traveled, is posted on the District's website and is also included in Chapter 3 of the CERP. The route was designed to provide CSC members and participants with a view of key areas within the South Sacramento-Florin CAMP boundaries, including locations and corridors relevant to local air quality concerns. Additionally, through its incentive programs, the District helped facilitate the early adoption of all-electric school buses throughout Sacramento County, with every school district in the county participating.</p> | <p>Clarification and Response Provided.</p> <p>No changes to Plan</p> |
| | <p>At drive-thrus, you see a lot of vehicles just sitting and idling. There are some newer electric vehicles, but a great deal of pollutants. This is probably hard to control, but something to think about. (Submission #3)</p> | <p>The District agrees that vehicle idling at drive-thrus can contribute to localized air pollution, especially in communities already affected by traffic emissions. While this can be difficult to address directly, the District works with local jurisdictions through development review to encourage designs that reduce reliance on vehicles and improve walkability.</p> | <p>Clarification and Response Provided.</p> <p>No changes to Plan</p> |

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| | <p>What are the best ways for residents and community-based organizations to support the implementation of these strategies once they go through the approval process? How can we stay involved past this process? (Submission #4)</p> | <p>Community involvement will continue to be important during the five-year implementation period, as many strategy-specific decisions and partnership opportunities will continue to be developed over time. Residents and community-based organizations can stay involved by continuing to attend CSC and subcommittee meetings, participating in implementation discussions, and coordinating with the District and partner organizations on community-based efforts. Opportunities for collaboration with nonprofits and community-based organizations may continue to be identified as implementation proceeds.</p> | <p>Clarification and Response Provided.</p> <p>No changes to Plan</p> |
| <p>General Comments & Questions</p> | <p>How to submit public comments (Submission #5)</p> | <p>This comment was received during the CERP virtual workshop held on January 31, 2026. During the workshop and on the Community Air Protection webpage, the District provided instructions on how to access the Draft CERP, Story Map, translated strategy materials, and how to submit comments. Public comments were accepted by email at AB617clerk@airquality.org during the public comment period, which has now concluded.</p> | <p>Clarification and Response Provided.</p> <p>No changes to Plan</p> |
| | <p>AB617 legislation is very specific on targeting cumulative effects of air pollution in South Sacramento. We do not believe that these Community Emissions Reduction Plans will have a meaningful impact on the public health challenges of our neighborhoods. We ask the Sacramento AQMD Board and officials to go back to the drawing board and have a community input process that is not a rubber-stamp for <i>business as usual</i>. (Submission #18)</p> <p>We are very concerned that after years of advocating for innovations and a higher standard of living for the residents of South Sacramento, this plan shows that we will have more of the same. These "low-hanging fruit" initiatives, while important, do not offer concrete, measurable, and</p> | <p>The CERP was developed to address cumulative air pollution impacts through a community-informed process that included 18 CSC meetings, monthly CERP and Outreach subcommittee meetings, office hours twice per month, and community outreach throughout 2024 and 2025. Outreach activities include participation in over 35 events and distributing multilingual materials in Spanish, Vietnamese, Hmong and Farsi. Through these efforts, community members identified priorities and concerns that informed the strategies included in the CERP.</p> <p>CSC members note that the strategies included in the CERP reflect priorities raised by community members throughout the development process and were ultimately</p> | <p>Noted for Implementation</p> <p>No changes to Plan needed</p> |

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| | high standard solutions to reduce air pollutants in our neighborhoods. (Submission #18) | <p>advanced through a vote of the Steering Committee. The strategies are intended to reduce both emissions and community exposure based on the issues and priorities raised through that engagement.</p> <p>The District and CSC have been and are committed to implementing concrete, ambitious, and measurable actions to improve community air quality and protect public health. This remains an important consideration as implementation proceeds and as future opportunities to strengthen community air protection efforts are evaluated.</p> <p>Continued public feedback will remain important during implementation and future refinement of community air protection efforts.</p> | |
| Funding | Funding is available for half of the strategies, but it is unclear how the other 14 strategies will be funded and if there is a strategy for future funding identification (Submission #17) | At this time, the CERP's early action and highest-priority strategies are expected to be supported by currently known funding. The primary funding source for AB 617 implementation is California's Cap-and-Invest program, which has been extended through 2045. Annual funding available to individual communities is determined through future State budget appropriations and program allocations. Because those future amounts are not yet known, not all strategies can be assigned a confirmed funding source at this time. As additional funding becomes available, opportunities to implement additional strategies and pursue other funding sources may be evaluated by the District and the CSC, as feasible. | <p>Clarification and Response Provided.</p> <p>No changes to Plan</p> |
| | Why steer \$783,333 of AB617 EJ dollars for planting trees that will not help pollution emissions effectively in South Sacramento? (Submission #18) | The tree-planting allocation was determined through the CSC's participatory budgeting process as a community priority. The CSC decided to keep the allocation as proposed because the CSC believes it reflects community priorities, informed by feedback from many community engagement and outreach events conducted throughout | <p>Clarification and Response Provided.</p> <p>No changes to Plan</p> |

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| | | <p>development. In addition, while tree planting is not a direct emissions reduction strategy, tree planting reduces exposure to air pollution, as outlined in CARB's 2017 technical advisory "Strategies to Reduce Air Pollution Exposure Near High-Volume Roadways." Tree planting also helps address cumulative environmental burdens by reducing urban heat, increasing shade, and improving neighborhood conditions. The CERP includes both direct emissions-reduction strategies and community-prioritized actions to reduce exposure and support healthier communities.</p> | |
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| Chapter 3 Community Profile | <p>Could you provide additional information regarding the ownership/income interpretation for public/natural areas, or add a mapping layer (e.g. Figure 3-10) to distinguish these areas with reportable household income? Do these skew the median income profile for the selected South Sacramento – Florin community? (Submission #17)</p> | <p>Median household income values are based on occupied housing units and reported income within a defined geographic area, such as a census tract. Because public or natural areas do not contain households, they do not directly contribute to median household income calculations. Household income data presented in the CERP are based on U.S. Census Bureau methodology. Additional information is available in the American Community Survey methodology documentation published by the U.S. Census Bureau.</p> | <p>Clarification and Response Provided.</p> <p>No changes to Plan</p> |
| | <p>The impact of land use and planning on community’s air and health quality should be explicitly stated throughout the CERP to encourage strategic land planning and reorganization. (Submission #17)</p> | <p>The District agrees that land use and planning play an important role in long-term air quality and public health outcomes. The CERP includes several strategies related to land use and transportation planning, while also focusing within the five-year implementation timeline on actions that can reduce emissions and exposure under existing land use conditions. Through its CEQA and land use programs, the District works with local jurisdictions and transportation agencies to encourage development patterns that support healthier communities, reduce vehicle dependence, and improve long-term air quality.</p> | <p>Clarification and Response Provided.</p> <p>No changes to Plan</p> |
| | <p>It is clear that the sprawled, car-centric layout of the area fosters high emissions levels. To change it, we must look at the realistic, comparative models, such as the work being done around Marysville-Del Paso Blvd Plan. (Submission #17)</p> | <p>The District agrees that land use patterns and street design can contribute to higher emissions and longer-term air quality challenges. The CERP includes strategies that support more walkable, connected, and lower-emission community design, including Measures UM-4a and UM-4b (Safe and Resilient Streets).</p> | <p>Clarification and Response Provided.</p> <p>No changes to Plan</p> |

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| | <p>If possible, it would be helpful to see potential emission projections in the case that the Clean Air Act were reduced or eliminated. (Submission #17)</p> | <p>The emissions projections in the CERP are based on the current federal and state regulatory framework, including existing Clean Air Act requirements and other adopted regulations. For consistency, the CERP uses current regulatory assumptions and does not evaluate alternative scenarios. If future regulatory requirements change, emissions projections may be updated in future analyses to reflect the applicable regulatory framework at that time. Potential impacts are currently being evaluated and determined through the state and U.S. EPA.</p> | <p>Clarification and Response Provided.</p> <p>No changes to Plan</p> |
| <p>Chapter 4 Technical Foundation</p> | <p>It great to see the NOx and ROG emissions drop in the next 10 years as a result of air quality regulation related to mobile sources. However, it is unclear what kind of health impacts these reductions would translate to. Please provide perspective to correlate the change in these values with real value impact values, particularly when circulating updated emission data at public outreach events. (Submission #17)</p> | <p>Reductions in NOx and reactive organic gases ROG are important because these pollutants contribute to the formation of fine particulate matter (PM_{2.5}) and ozone, which are two key pollutants in the Sacramento region and are linked to significant public health impacts. When emissions of these pollutants decline, air quality improves and population exposure to harmful pollution decreases.</p> <p>Health benefits analyses using tools such as EPA's Environmental Benefits Mapping and Analysis Program - Community Edition (BenMAP-CE) and CARB's Methodology for Estimating the Health Effects of Air Pollution translate these air quality improvements into measurable outcomes. Typical metrics include avoided premature deaths, fewer hospital admissions for heart and lung disease, fewer asthma-related emergency room visits, and fewer lost work or school days due to illness.</p> <p>To help illustrate the scale of the projected reductions, the CERP estimates that ROG emissions are forecasted to decrease by approximately 150 tons per year and NO_x emissions by approximately 400 tons per year. For general context, one ton per year of ROG emissions is approximately equivalent to emissions from 400 gasoline passenger cars, and one ton per year of NO_x emissions is</p> | <p>Clarification and Response Provided.</p> <p>No changes to Plan</p> |

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| Chapter 4 Technical Foundation | | approximately equivalent to emissions from 800 passenger cars. While these comparisons are illustrative and not a direct measure of health outcomes, they can help communicate the significance of the projected reductions in more understandable terms. | |
| | The draft CERP correlated the anticipated rise PM emission to emission sources such as construction and demolition activities. The Story Map explains the projection as the result of probable economic growth and population growth. Please explain the overlap of these two explanations or address the discrepancy. (Submission #17) | These explanations are related and are not intended to be inconsistent. The draft CERP describes forecasted future-year emissions as being based on projected activity data, including population growth, economic growth, and the effects of existing emission controls. In that context, projected increases in PM emissions are associated with areawide sources, including activities such as construction and demolition. Population and economic growth can increase demand for housing, infrastructure, and services, which in turn can lead to increased construction and demolition activity. The Story Map was intended to provide a simplified summary, while the draft CERP provides a more detailed explanation. Story Map language has been revised to improve consistency between these descriptions. | Revisions Made to Plan |
| | Please outline the foundation to anticipate economic and population growth as indicated in the Story map. Are there plans that would point to such trends? If so, then we recommend providing the CERP and other related plans to the project developers/ environmental review team to encourage low-emission, higher-density development. (Submission #17) | <p>The population and economic growth assumptions referenced in the Story Map are based on regional and local planning documents and forecasts that inform long-term land use and transportation planning.</p> <p>These include the Sacramento County Economic Forecast, local general plans, climate action plans, and transportation planning documents. For example, the City of Sacramento's 2040 General Plan and integrated Climate Action & Adaptation Plan include policies that support sustainable, equitable, and lower-emission growth, including walkable and transit-accessible development patterns. Sacramento County's New Growth Areas and Master Plans also prioritize development within existing urbanized areas.</p> | <p>Clarification and Response Provided.</p> <p>No changes to Plan needed</p> |

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| Chapter 5 State, Regional, and Local Efforts | Update plan descriptions and add additional applicable plans (Submission #15 -City of Sacramento, Submission #16 -Sacramento County) | The CERP has been updated to reflect the requested clarifications and additions related to applicable jurisdictional plans. | Revisions Made to Plan |
| General strategy and partnership comments | <ul style="list-style-type: none"> • City efforts to advance CERP strategies must align with Council-adopted priorities and existing work plans to ensure consistency and equity in City investment across neighborhoods. (Submission #15) • The City cannot re-order or bypass established priorities to accelerate projects in one area. Additionally, City transportation funding is limited and supportive funding through grants or incentive programs will be necessary to advance High Priority TPP projects within the AB 617 community. (Submission #15) • Building on that community-informed foundation, the City encourages the use of existing jurisdiction prioritization metrics to advance project implementation while continuing to engage the community in meaningful and efficient ways. (Submission #15) • Funding sources that are flexible and able to fund the full cost of staff time (including all indirect and overhead costs, in addition to labor and benefit costs) can streamline the project administrative process. (Submission #15) • The financial and staff resources necessary to fully deliver all these projects exceed the City's currently available resources. While the additional State funding that will be available through the CERP will provide meaningful investment in the South Sacramento-Florin community, it will not provide the scale of funding needed to improve the air quality to the level that may be expected by community members in the timeframe that may be desired. Consequently, the City highlights the importance of setting realistic expectations with our South Sacramento-Florin community. (Submission #15) | The District acknowledges the City's input regarding alignment with Council-adopted priorities, existing work plans, available funding, staffing capacity, and the use of existing jurisdictional prioritization metrics. These considerations may inform future implementation discussions and coordination with partner agencies as strategies move forward. | Noted for Implementation No changes to Plan |

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| <p>UM-1 PEAQS UM-2 Roaming Idling Inspections during PEAQS</p> | <p>The biggest air pollution problem in the area is from diesel trucks - due to their cancer-causing fine particulates. It would be incredible and highly impactful if portable monitors were used to identify high emitters and led to citations for non-compliance. (Submission #17)</p> | <p>The South Sacramento – Florin community has developed a robust network of portable air quality sensors that provide valuable localized information on air pollution conditions. Data from many of these sensors are publicly available and can be viewed through platforms such as the U.S. EPA’s AirNow Fire and Smoke Map (https://fire.airnow.gov), which aggregates real-time information from regulatory monitors and low-cost sensor networks to help residents understand air quality conditions, including during wildfire smoke events.</p> <p>While these portable sensors provide important community-level awareness and screening-level information about air quality trends, specialized regulatory-grade monitoring equipment and supporting technologies are required to identify sources with sufficient certainty to support enforcement actions or citations for non-compliance.</p> <p>The District agrees that diesel truck emissions are an important concern in the community, particularly due to their contribution to fine particulate matter and associated health risks. PEAQS is designed to measure multiple pollutants and indicators beyond PM_{2.5}, including CO₂, black carbon, and NO_x, and also uses supporting technologies such as a geovision camera, Doppler radar, lidar, and an Automated License Plate Reader to help identify high-emitting vehicles. Data from these efforts may help inform future discussions with CARB and the CSC regarding deployment priorities and potential enforcement opportunities, as appropriate and consistent with applicable authority and available resources.</p> | <p>Noted for Implementation</p> <p>No changes to Plan</p> |
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| UM-3 Increase Tree Canopies | <ul style="list-style-type: none"> • Is there a mechanism to track distributed trees? Who is responsible for maintenance? (Submission #7, #17) • What kinds of trees will be planted? Recommend consulting with local experts for suitable trees for Sacramento. (Submission #17) • Recommend outlining the funding, planting, maintenance, and outreach responsibilities involved and providing transparency regarding projected availability and reliability of new funding sources and programs. (Submission #17) | <p>Strategy UM-3 (Increase Tree Canopies) includes multiple project types, ranging from lower-cost tree distribution efforts for planting on private property to professionally installed trees in public spaces such as bus stops. Because these project types differ in scale and implementation approach, tracking, maintenance, and reporting requirements may also vary depending on the project design, funding source, and implementing partner.</p> <p>The District and the Community Steering Committee (CSC) recognize that long-term maintenance and survivability of planted trees are critical to achieving the intended air quality, climate, and community benefits. To support this goal, the District and CSC has been engaging, and will continue to engage, local tree experts and organizations such as the Sacramento Tree Foundation Meadowview Urban Tree Project, etc. These partners and others can help advise on appropriate tree species selection, planting practices, and maintenance considerations suited to local conditions.</p> <p>As implementation proceeds, project-specific details regarding tree selection, tracking, maintenance responsibilities, outreach, and partner roles will be further developed. Information on funding availability and program requirements may also be provided as those elements are defined under the strategy.</p> | <p>Noted for Implementation</p> <p>No changes to Plan</p> |
| | <p>Support for tree canopies. Suggest strategic tree planting near high-traffic corridors, schools, and transit stops. (Comments #11, #12)</p> | <p>The recommendation to prioritize tree planting near high-traffic corridors, schools, and transit stops aligns with the intent of this strategy. As implementation proceeds, the District and CSC will consider these types of high-need locations when identifying and developing future tree canopy projects.</p> | <p>Noted for Implementation</p> <p>No changes to Plan</p> |
| | <p>Support for tree canopy projects but ask that the 50% tree canopy be adjusted to a more realistic goal. (Comments #15, #16)</p> | <p>The 50% tree canopy target is intended to apply to specific project planting areas identified during implementation, rather than to the entire South</p> | <p>Revisions Made to Plan</p> |

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| UM-3 Increase Tree Canopies | | Sacramento-Florin community or Sacramento County. To clarify this intent, Strategy UM-3 has been updated to state: “Prioritize incentive funding to projects that will provide the most exposure reduction and/or that will provide at least 50% tree canopy within 15 years in the planting area.” | |
| | The City has committed to including the Community Steering Committee in our Urban Forest Plan Implementation Working Group and in efforts to update standards and expand tree canopy. Through collaboration, we can ensure that tree canopy strategies deliver benefits and advance our shared climate and health goals. (Submission #15) | Support for this strategy has been noted. | Support Noted |
| | Sacramento County is completing a GIS analysis of existing tree canopy in the County's EJ communities (i.e., South Sacramento). This analysis is slated to be completed mid-2026 and the County can provide recommendations for tree planting sites by 2027 to assist with any tree planting programs AQMD creates. The County requests that this language be added to the timeline section of Strategy UM-3 (Submission #16) | Support for this strategy has been noted. This language has been included in the strategy. | Revisions Made to Plan |
| UM-3 Increase Tree Canopies | We already have a city forestry department, SMUD and other public resources spending millions on this problem, and they are failing to help trees reach maturity in our neighborhoods due to lack of proper irrigation systems and maintenance. (Submission #18) | The District recognizes that long-term tree survival depends on appropriate site selection, irrigation, and maintenance. While other agencies and organizations have existing tree planting programs, those efforts may not align with this strategy’s goals or priority areas. This strategy provides flexible funding for irrigation and related infrastructure to support long-term tree success and help ensure resources are available to plant trees in community-identified priority areas. | Clarification and Response Provided. No changes to Plan |
| | Work with the CSC/SMAQMD on appropriate locations within the Elk Grove AB 617 boundaries to plan additional | Support for this strategy has been noted. This language has been included in the strategy. | Revisions Made to Plan |

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| | trees on public ROW through the City's partnership with Sacramento Tree Foundation. (Submission #19) | | |
| UM-4a, 4b Safe & Resilient Streets | <ul style="list-style-type: none"> • Support for Quick Builds. (Comments #8, #9, #10, #11, #13) • City of Sacramento is committed to reviewing opportunities for improved safety through quick builds and interim safety projects. (Submission #15) | Support for this strategy has been noted. | Support Noted |
| | <ul style="list-style-type: none"> • Support and commitment from County of Sacramento to continue implementation of the County's Active Transportation Program (ATP) and Local Road Safety Plan (LSRP). County of Sacramento commits to continue implementation of Class IV bicycle facilities on Stockton Blvd and implement safety enhancements previously identified in the ATP and LSRP. (Submission #16) • County of Sacramento commits to continue to prioritize street standards that focus on pedestrian and cyclist safety in compliance with the ATP and LSRP. (Submission #16) | Support for this strategy has been noted. This language has been included in the strategy. | Revisions Made to Plan |
| | Include additional community groups as partners. (Submission #10) | The District recognizes the value of including additional community groups as implementation moves forward. Opportunities to identify and engage additional partners may be considered during the implementation phase as strategy-specific details are developed with the CSC and community. | Noted for Implementation No changes to Plan |
| | The City is establishing a Transportation Safety Team that will implement citywide quick-build and interim safety projects. This Team will identify priority locations for these projects using crash data, the City's high-injury network—from the existing Vision Zero Action Plan (VZAP) and ongoing VZAP update—and Transportation Priorities Plan to advance projects that are appropriate for implementation as quick-builds. (Submission #15) | Support for this strategy has been noted. | Support Noted |

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| UM-4a, 4b Safe & Resilient Streets | <p>The City is committed to reviewing opportunities for improved safety within the AB 617-designated community through quick-build and interim safety projects, but these efforts must be balanced with adherence to Council-approved work plans and the equitable implementation of safety improvements across the City. Collaboration with partners, such as the Sac Metro Air District and the CSC, will be essential for identifying funding to advance projects that align with these priorities. (Submission #15)</p> | <p>The District appreciates the City's commitment to exploring opportunities for improved safety within the South Sacramento-Florin community while balancing broader City priorities and equitable implementation across neighborhoods. Coordination among the City, the CSC, the District, and other partners may help identify funding opportunities and support implementation efforts that align with shared goals and existing work.</p> | <p>Noted for Implementation</p> <p>No changes to Plan</p> |
| | <p>Suggest to distinguish actions and partner responsibilities between UM-4a and 4b. (Submission #15)</p> | <p>The CERP has been updated to clarify the distinctions between Strategies UM-4a and UM-4b (Safe and Resilient Streets), including the types of actions and partner roles associated with each strategy.</p> | <p>Revisions Made to Plan</p> |
| | <p>County of Sacramento's ATP designates various "study corridors" where additional protected or enhanced facilities should be considered. Since adoption, three of these corridors (including Stockton Blvd) have been designated for Class IV separated bikeway installation. Clarity requested: Is the CERP requesting that Sacramento County renew these efforts? used extensive community feedback and quantitative data to identify high-injury corridors and appropriate countermeasures. If new studies are not requested, we request including implementation of the County's ATP and LRSP as responsibilities for the County specifically for UM-4a and UM-4b. (Submission #16)</p> | <p>No new studies are being requested through the CERP at this time. The CERP has been updated to clarify that implementation of the County's Active Transportation Plan (ATP) and Local Road Safety Plan (LRSP), where applicable, is included within the County's responsibilities under Strategies UM-4a and UM-4b (Safe and Resilient Streets).</p> | <p>Revisions Made to Plan</p> |

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| UM-4a, 4b Safe & Resilient Streets | <ul style="list-style-type: none"> Support use of multiscale strategies to create safe streets. Partners for both strategies should include local NGOs that often collect qualitative data surrounding transportation, user experience, and public health. Have more specific tracking metrics: Tracking metrics for quick builds should include collecting data on accidents, the amount of car vs pedestrian vs cycling traffic, and qualitative input on the comfort and safety levels experienced and perceived related to pedestrian and cycling options. (Submission #17) Tracking metrics for Safe and Resilient street standards include the “Number of VMT reduced in specific routes, where changes were in effect.” How will this data be tracked? (Submission #17) | <p>The District and CSC recognize the value of using multiscale strategies to improve street safety and of including a range of partners, including community-based organizations and local nonprofits, during implementation. The District is working with jurisdictional partners to further refine appropriate tracking metrics for specific treatment locations, including measures related to collisions, safety, and user experience. Strategy UM-4b has also been updated to clarify that vehicle miles traveled (VMT) will be tracked community-wide, likely using SACOG tools.</p> | Revisions Made to Plan |
| | <ul style="list-style-type: none"> Quick Builds - Work with the CSC/SMAQMD on any quick build projects within the EG AB 617 boundaries. (Submission #19) Standards - Work with the CSC/SMAQMD on any updates to street standards to incorporate additional safety and cooling strategies. (Submission #19) | Support for this strategy has been noted. | Support Noted |
| UM-5a Clean Mobility Options and Infrastructure | <p>Include language of aligned efforts by the County of Sacramento in its CAP Measures. (Submission #16)</p> <p>Actions in our Climate Compass include adopting higher EV charging requirements for new commercial development & EVSE requirements for gas stations. Both are developer requirements. Work with the CSC/SMAQMD on study related to EV charging locations. (Submission #19)</p> | <p>Support for this strategy has been noted. This language has been included in the strategy.</p> <p>Support for this strategy has been noted. The City of Elk Grove’s responsibility to “work with the CSC and Sac Metro Air District on a study related to electric vehicle charging locations” has been included in the strategy.</p> | Revisions Made to Plan Revisions Made to Plan |
| UM-5c Clean Mobility Options and Infrastructure | Continue to support e-bike vouchers for Elk Grove residents and promote voucher programs with residents in EG AB 617 boundaries. (Submission #19) | Support for this strategy has been noted. The City of Elk Grove’s responsibility to “continue to support e-bike vouchers for Elk Grove residents and promote voucher programs with residents in the Elk Grove AB 617 boundaries” has been included in the strategy. | Revisions Made to Plan |

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| UM-6 Reduce Idling at Schools and Sensitive Receptors | <p>Because current enforcement activities are limited by staff capacity and are conducted citywide, the City requests removing jurisdictional responsibilities and focus on engagement and education with schools, hospitals, businesses and their patrons. (Submission #15)</p> | <p>The District and CSC recognize that authority for curb regulations rests with the applicable local jurisdiction. The strategy, as written, does not assign local jurisdictions an enforcement role. The only jurisdiction-specific responsibility identified is the consideration of curb regulation changes at locations identified through the CSC process.</p> | <p>Clarification and Response Provided.</p> <p>No changes to Plan</p> |
| | <p>Recommend more specificity regarding “curb regulations” in the estimated timeline and responsible agency. (Submission #16)</p> | <p>The District and CSC recognize that authority for curb regulations rests with the applicable local jurisdiction. Local jurisdictions are authorized to designate parking areas, loading areas, bus zones and other parking and standing regulations.</p> <p>If the CSC identifies locations where emissions from loading activity may affect sensitive receptors and exposure could be reduced through a change in curb regulations, that recommendation would be forwarded to the appropriate jurisdiction for consideration.</p> | <p>Clarification and Response Provided.</p> <p>No changes to Plan</p> |
| | <p>It is difficult to limit the impacts of idling on sensitive receptors when idling is so frequently tied to pickups and drop offs in such locations. One of the identified actions include working with public works departments to ensure loading zones are away from sensitive receptors. Are these loading zones referring to loading of heavy duty vehicles, such as trucks, or do these zones also include passenger pickup/drop off? (Submission #17)</p> | <p>For purposes of this strategy, “loading zones” may refer to both heavy-duty commercial loading areas and passenger pickup/drop-off areas near sensitive receptors, as appropriate to the site-specific conditions identified during implementation. Since idling by light-duty passenger vehicles during pickup and drop-off is generally not prohibited under state law, the school anti-idling component of the strategy is intended to rely on voluntary outreach and education rather than enforcement.</p> | <p>Clarification and Response Provided.</p> <p>No changes to Plan</p> |

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| UM-6 Reduce Idling at Schools and Sensitive Receptors | Signage may be helpful to create grounds for anti-idling enforcement, but signs alone generally do not stop people from idling in areas where they have historically been able to, or where they know they will not face repercussions. We encourage an action item that involves working with schools to ensure that there are security/monitoring resources dedicated to anti-idling policy enforcement. (Submission #17) | The District acknowledges that signage alone may not fully address idling behavior and that effective implementation may require additional school-site support. The District recognizes the value of working with schools to identify practical approaches that can support awareness and encourage compliance with anti-idling policies. | Noted for Implementation No changes to Plan |
| | City of Elk Grove to review Municipal Code and adopt ordinance around idling at sensitive receptors with the SB 415 work that needs to be done by 1/1/2028. (Submission #19) | Support for this strategy has been noted. The City of Elk Grove’s responsibility to “Review the municipal code and adopt ordinance around idling at sensitive receptors with the Senate Bill 415 work that needs to be done by January 1, 2028” has been included in the strategy. | Revisions Made to Plan |
| UM-7 Portable Air Monitor Distribution Program | <ul style="list-style-type: none"> • Suggestion for air monitor locations. (Submission #12) • Valley Vision can help support this strategy. (Submission #14) • We strongly support the distribution of portable air monitors and recommend partnering with local NGOs that have already done outreach work on the topic of air quality and portable air monitors and air filters (e.g., United Latinos). Such partnerships, along with educational support and potential incentives, could be key to engaging community members. (Submission #17) | The District and the CSC appreciate support for this strategy, including suggestions regarding air monitor locations and potential partnerships with Valley Vision, community-based organizations, and local nonprofits. Specific monitor locations and partner roles will be considered during implementation as the program is developed. | Noted for Implementation No changes to Plan |
| UM-8 Increase Public Ridership | On engaging SacRT, unfortunately there seems to be little possibility of positive engagement. I would love to see the 67 bus route changed so that elementary school students in the plan area at Bret Harte and Ethel Phillips can use the bus to attend the free after-school program at the Sacramento Adventure Playground. (Submission #10) | The District acknowledges the value of improved transit access to support youth mobility and access to community resources, including after-school programs. While authority over transit service and route decisions rests with SacRT, the District may share this recommendation through relevant planning and coordination efforts, including processes such as the SacRT 2050 initiative. | Noted for Implementation No changes to Plan |

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| | <p>Include language that County of Sacramento will work with the District to expand funding for Dial-a Ride, South County Link, and County Transportation Management transit services to County employees and residents and of unincorporated Sacramento County and the City of Galt. (Submission #16)</p> | <p>Support for this strategy has been noted. This language has been included in the strategy, except for the City of Galt, which is not included in the AB 617 boundary.</p> | <p>Revisions Made to Plan</p> |
| <p>UM-8 Increase Public Ridership</p> | <p>We strongly support investments into public transit and ridership, and applaud partnership with SacRT for this plan. We recommend re-designing and relocating shade structures so that they are large enough to provide shade for the number of riders, positioned in ways that offer realistic (i.e., directional) protection from sun and rain during different times of the year/day, make use of existing buildings and tree canopies that already provide effective shelter, and increase the occurrence of benches/rest features. In your consultations with SacRT, we also recommend re-evaluating the bus stop structure. There have been many studies between European bus service and North American bus service showing that the latter has too many stops on bus lines, which result in decreased efficiency and speed of service. From a cost perspective, a push to reduce the number of stops on lines while investing in more robust shade structures may be a fiscally (and operationally) responsible solution (Submission #17)</p> | <p>The District acknowledges the recommendations regarding shade structure design, rider amenities, and bus stop spacing, all of which can affect rider comfort, accessibility, and overall transit usability. While bus stop design and service planning decisions are under SacRT's authority and depend on route- and site-specific conditions, these recommendations may inform future coordination and planning discussions with SacRT.</p> | <p>Noted for Implementation</p> <p>No changes to Plan</p> |
| | <p>Implement a seniors ride free program to increase transit ridership. (Submission #19)</p> | <p>Support for this strategy has been noted. This language has been included in the strategy.</p> | <p>Revisions Made to Plan</p> |
| <p>UM-9a Industrial and Warehouse Uses/Zoning</p> | <p>The City requests an update to the estimated timeline for the City of Sacramento Environmental Justice (EJ) performance standard study. (Submission #15)</p> | <p>This language has been updated in the strategy.</p> | <p>Revisions Made to Plan</p> |

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| UM-9a Industrial and Warehouse Uses/Zoning | City of Sacramento encourages CSC to prioritize funding to implement AB98. (Submission #15) | The CSC supports continued coordination with local jurisdictions on truck route planning efforts related to AB 98. To support this, the CSC reallocated up to \$48,958 previously identified for UM-11 (Commercial Vehicle Replacement) to updated Strategy UM-9c (Truck Route Study) to support enhancements to planned or existing truck route studies, including consideration of smaller truck classes in addition to Class 7 and 8 trucks. This funding is intended to complement and strengthen ongoing or planned efforts by the City of Sacramento, County of Sacramento, and City of Elk Grove. | Clarification and Response Provided. No changes to Plan |
| | Include the County's SPA/NPA update effort in the timeline and responsibility actions for the strategy. (Submission #16) | Support for this strategy has been noted. This language has been included in the strategy. | Revisions Made to Plan |
| | Warehouses are the main source of heavy-duty truck traffic through the Florin area. Buffer zones and vegetative barriers are especially effective for reducing exposure to fine particulate matter. (Submission #17) | The District recognizes that heavy-duty truck traffic associated with warehouse activity can contribute to community exposure to particulate matter, and agrees that vegetative barriers can help reduce exposure in certain locations. Strategy UM-3 (Increase Tree Canopies) includes goals to increase tree canopy and vegetative barriers in areas with sensitive populations to help reduce exposure to air pollution. Specific project types and implementation details for this strategy will be developed during implementation in coordination with the CSC and relevant partners. | Noted for Implementation No changes to Plan |
| UM-9b Truck Route Study (Renamed to UM-9c) | The City requests clarifying that staff will “Conduct truck route study, as grant funding is available for priority locations to the extent feasible per jurisdiction capacity and procedures.” (Submission #15) | This language has been updated in the strategy. | Revisions Made to Plan |

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| UM-9b Truck Route Study (Renamed to UM-9c) | Sacramento County DOT and PER have retained a consultant to complete a truck route study as part of its AB 98 implementation. Please include the completion of Sacramento County's truck route study in the timeline for Strategies UM-9b and UM-10. (Submission #16) | Support for this strategy has been noted. This language has been included in the strategy. | Revisions Made to Plan |
| | Involve the CSC as we update City ordinances required by AB 98/SB 415 related to truck routing. (Submission #19) | Support for this strategy has been noted. This language has been included in the strategy. | Revisions Made to Plan |
| UM-10 Community Input on Truck Routes | The City requests that Strategies UM-9a and UM-10 be consolidated into a single strategy focused on AB 98 implementation. (Submission #15) | The CSC agrees to consolidate these related strategies under UM-9 to better align with AB 98 implementation. As part of this update, UM-10 (Increase Community Input on Truck Routes) will be reclassified as UM-9b under the Industrial and Warehouse Uses/Zoning strategy grouping, and the existing truck route study element currently identified under UM-9b will be reclassified as UM-9c. These updates are intended to organize related truck route and industrial/warehouse land use strategies under a single strategy framework. | Revisions Made to Plan |
| | The City suggests revising the Sac Metro Air District jurisdiction responsibility to reflect that all truck route processes involve the CSC "to the extent feasible per agency procedures." (Submission #15) | This language has been included in the strategy. | Revisions Made to Plan |
| | Please include the completion of Sacramento County's truck route study in the timeline for Strategies UM-9b and UM-10. (Submission #16) | Support for this strategy has been noted. This language has been included in the strategy. | Revisions Made to Plan |
| UM-11 Commercial Vehicle Replacement Program | County can align efforts with their County program (rebates, tax credits, buyback, etc.) to encourage early retirement of internal combustion vehicles and replacement with electric vehicles. (Submission #16) | Support for this strategy has been noted. This language has been included in the strategy. | Revisions Made to Plan |

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| R-2 Residential Lawn and Garden/ C-4c Incentives for Small Businesses – Lawn and Garden | Disappointed not to see the CERP seek out to phase out gas-powered lawn equipment, especially leaf blowers, at all. Education and incentives will not make a meaningful difference. (Submission #10) | The District acknowledges the concern regarding emissions from gas-powered lawn equipment, including leaf blowers. While the CERP does not include a local phase-out requirement and instead focuses on voluntary outreach and incentives, California Assembly Bill 1346 , signed in 2021, phases out the sale of new gas-powered small off-road engines, including most leaf blowers, by requiring new sales to be zero-emission beginning in 2024. This statewide requirement is expected to support a broader transition away from gas-powered lawn equipment over time. | Clarification and Response Provided. No changes to Plan |
| | Suggest to collaborate with the Sacramento Public Library to run a “check-out” program. (Submission #14) | The strategy currently allows for collaboration with partners such as the Sacramento Public Library to support a “check-out” program. This suggestion will be considered during implementation, including coordination with the Sacramento Public Library to assess interest and feasibility. | Noted for Implementation No changes to Plan |
| | Include commitment from the County of Sacramento to Partner with the District to identify new funding sources to implement Measure GHG-06 of the County’s CAP that establishes a landscaping equipment trade-in program. (Submission #16) | Support for this strategy has been noted. This language has been included in the strategy. | Revisions Made to Plan |
| | Work with the CSC/SMAQMD to transition commercial landscape equipment with zero-emission alternatives. (Submission #19) | Support for this strategy has been noted. This language has been included in the strategy. | Revisions Made to Plan |
| R-3 Electrification of Household Appliances | For R-3a and R3-b, The City of Sacramento suggests updating language to include ‘providing education to avoid unnecessary panel upgrades through the use of power saving appliances and controls.’ (Submission #15) | Strategies R-3a and R-3b have been updated to include this language. | Revisions Made to Plan |
| | Clarify that fireplace replacements would be an incentive program. (Submission #15) | The fireplace-replacement component of this strategy would be an incentive program. This language has been included in the strategy. | Revisions Made to Plan |

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| R-3 Electrification of Household Appliances | County of Sac is committed to engaging and educating homeowners and renters to share information on the benefits of using carbon-free appliances and available resources and to continue regional coordination efforts. (Submission #16) | Support for this strategy has been noted. This commitment language has been included in the strategy. | Revisions Made to Plan |
| | 3a - Work with the CSC/SMAQMD on efforts to decarbonize existing buildings, particularly looking at low-income homeowners to make the switch to electric appliances more affordable. (Submission #19) | Support for this strategy has been noted. This commitment language has been included in the strategy. | Revisions Made to Plan |
| R-4 Air Filters in Indoor Public Spaces | Consider partnering with the Sacramento County Department of Public Health and health agencies that offer Asthma remediation services to households suffering from asthma related health issues. (Submission #14) | The District has been in discussion with the Sacramento County Department of Public Health regarding this issue. As implementation progresses and strategy details are further developed, the District and the CSC will consider opportunities for coordination with the SCPDH and other health agencies that provide asthma remediation services. | Noted for Implementation No changes to Plan |
| | In support. (Submission #15, #17) | Support for this strategy has been noted. | Support Noted |
| R-5 Portable Air Filters | Consider partnering with the Sacramento County Department of Public Health and health agencies that offer Asthma remediation services to households suffering from asthma related health issues. (Submission #14) | The District has been in discussions with the Sacramento County Department of Public Health regarding this issue. As implementation progresses and strategy details are further developed, the District and the CSC will consider opportunities for coordination with the Sacramento County Department of Public Health and other health agencies that provide asthma remediation services. | Noted for Implementation No changes to Plan |
| R-6 Masks and Air Purifier during Poor Air Quality | Work with CSC/SMAQMD related to wildfire smoke events to support distribution of masks and public awareness campaigns. (Submission #19) | Support for this strategy has been noted. This language has been included in the strategy. | Revisions Made to Plan |

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| C-2 Public Information Portal | In support. (Submission #17) | Support for this strategy has been noted. | Support Noted |
| C-3 Business Education | Potential Partner Agencies/Organization Responsibilities should include providing program requirements and educational materials to new/applying business owners. The communication of resources and requirements early in the planning process can streamline air quality improvement efforts and reduce the need for retrofitting later on. (Submission #17) | The District agrees that early communication with new and expanding businesses can help ensure the installation and use of appropriate air quality controls, equipment, and products before operations begin, reducing the likelihood that retrofits will be needed later. The District currently conducts this type of early engagement through its partnership with the Sacramento County Business Environmental Resource Center, which contacts businesses during the start-up or modification process, provides applicable program requirements and educational materials, and offers assistance to support compliance. Strategy C-3 (Business Education) is intended to complement, rather than duplicate, these existing efforts by focusing on outreach and education for businesses that are already operating and may have opportunities to reduce emissions through additional improvements. | Clarification and Response Provided. No changes to Plan |
| O-1 Participate in Outreach Events | Valley Vision has funding to host 5 in-person workshops in 2026. These events will be opportunities to conduct outreach and air quality education to targeted audiences within the AB 617 boundary contributing to early action implementation of this strategy. We are willing to explore partnering on these planned outreach events. (Submission #14) | The District and the CSC appreciate Valley Vision's willingness to explore collaboration on its 2026 in-person workshops as opportunities to support outreach and air quality education within the AB 617 community boundary. Potential coordination opportunities with Valley Vision may be considered as implementation moves forward, consistent with the strategy and available resources. | Noted for Implementation No changes to Plan |
| | Include in Partner Responsibilities that County of Sacramento: Post educational materials on the Green Sacramento County website in partnership with SMAQMD and help distribute other outreach/educational materials through County communication channels. (Submission #16) | Support for this strategy has been noted. This language has been included in the strategy. | Revisions Made to Plan |

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| <p>O-1 Participate in Outreach Events</p> | <p>What feedback have you received from past outreach events? Have they been effective? Are there ways that have been identified to be more effective? (Submission #17)</p> | <p>Feedback from past outreach efforts indicates that these activities have been effective, particularly when they are community-based and accessible. Key themes from prior outreach include:</p> <ul style="list-style-type: none"> • Community members have responded positively to live air monitoring demonstrations and education on how to access air quality data to make informed decisions, especially during poor air quality events. • Outreach that brings information directly into neighborhoods has been well received. • Presenting information in a clear, digestible format has improved accessibility for community members. • Relationship-based outreach and engagement led by trusted community voices have been especially valuable. • Lessons learned include the importance of neighborhood-based outreach, multilingual materials, and clearer guidance on how to navigate available incentive programs. | <p>Clarification and Response Provided.</p> <p>No changes to Plan</p> |
| <p>O-2 Outreach Through Traditional and Social Media</p> | <p>Valley Vision will be contracting in 2026 with a graphic and web designer to create templates, social media kits, website improvements and assisting the CSC in setting up systems for online engagement. Their hope is that these systems and materials can be established and used as ongoing resources by the CSC beyond the lifetime of the grant. (Submission #14)</p> | <p>Support for this strategy has been noted.</p> | <p>Support Noted</p> |

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| O-2 Outreach Through Traditional and Social Media | Include in Partner Responsibilities that County of Sacramento: Post educational materials on the Green Sacramento County website in partnership with SMAQMD and help distribute other outreach/educational materials through County communication channels. (Submission #16) | Support for this strategy has been noted. This language has been included in the strategy. | Revisions Made to Plan |
| | Work with the CSC/SMAQMD to share materials via city social media, bi-monthly newsletter, weekly email message, etc. (Submission #19) | Support for this strategy has been noted. This language has been included in the strategy. | Revisions Made to Plan |
| O-3 Promote Air Quality Education in Schools | Valley Vision will be contracting with an educational consultant to create/refresh educational curriculum and deploy in school programs over summer and fall 2026. This can be an evergreen resource to use for ongoing school engagement. (Submission #14) | Support for this strategy has been noted. This language has been included in the strategy. | Revisions Made to Plan |
| O-4 Build Relationships with Stakeholders and Community Members | County is committed to coordinate with the CSC when recruiting for vacancies on the CEMTF, and consider opportunities to update CEMTF by-laws to include a CSC member as one of the Task Force's assigned environmental justice positions. (Submission #16) | Support for this strategy has been noted. This language has been included in the strategy. | Revisions Made to Plan |