

**South Sacramento – Florin Community Air Protection Steering Committee
Steering Committee Meeting #5 Notes
Tuesday, March 26, 2019 – 6:30 pm – 8:30 pm**

Steering Committee Members	Organization
Bill Knowlton (Chair)	Mack Road Partnership
Patricia Shelby (Vice chair)	NLCNA Community Resident
Jennifer Ablog	Kaiser Permanente
Shirley Banks	Resident
Gary Johansen	Resident, North Laguna Creek Neighborhood Association (President)
Vincent Valdez	United Latinos EJ Committee Resident
Rhonda Henderson	North Laguna Creek Valley High Community Association (President)
Bishop Chris Baker	Education Advocate
Evelyn Craine	South Sacramento Christian Center
Joelle Toney	City of Sacramento
Tido Hoang	VACOS/Little Saigon
Sacramento Metropolitan Air Quality Management District (SMAQMD)	
Alberto Ayala	SMAQMD
Jamie Arno	SMAQMD
J.J. Hurley	SMAQMD
Amy Roberts	SMAQMD
Mark Loutzenhiser	SMAQMD
Stephen D'Andrea	SMAQMD
Janice Lam Snyder	SMAQMD
David Yang	SMAQMD
Brian Krebs	SMAQMD
Public and Other Organizations	
Jeremy Herbert	CARB
David Ridley	CARB
Karen Buckley	CARB
Jose Saldana	CARB
Denise McCoy	Resident
John Lane	Teichert, Clean Air Partnership
Adrian Rehn	Valley Vision/Oak Park Neighborhood
Jesus Hernandez	JCH Research
Scott Andrews	Aclima
Naomi Lopez	LGC
Veronica Herrera	Community Resource Project
Earl Evans	Public
Elliott Wezerek	ICF, Resident
Jesse Reese	Meadowview
Raymond Taylor	Meadowview
Jaime R. Cervantes	Florin Road Partnership, City of Sacramento

Note: All presentations and meeting materials are available on the District website at <http://www.airquality.org/> under Community Air Protection and Steering Committee.

1. Welcome and Introductions

The Steering Committee Chair began the meeting at 6:34 pm. Meeting attendees introduced themselves and the group/organizations they represented. Steering committee members were provided copies of the presentations and other information. Copies of meeting materials were also made available to the public.

2. Recap and approve meeting notes

The District provided a short recap of the history of the AB617 Florin- South Sacramento Steering Committee, from initiation of the committee to present day. The steering committee reminded the public to use comment cards to ask questions. District personnel distributed the cards to those in attendance who wanted them. The steering committee also described a public questionnaire to be provided later in the meeting to reassure that all members of the public are able to provide feedback throughout the meetings.

The steering committee thanked the public for their patience and involvement. They then provided a short recap of the questions asked from the previous meeting and reassured that they will be answered in today's meeting.

3. Finalize Objectives and Actions

Finalization of Objectives

The District provided a presentation recapping the air quality concerns as agreed upon by the steering committee at the previous meeting. The District asked the steering committee if they are still in agreement with these concerns and the steering committee agreed.

The District then outlined the concerns, objectives, monitoring, and desired actions relating to each agreed upon concern. The steering committee provided comments when necessary.

Concern #1: Need to increase air quality education and outreach efforts

The steering committee requested to include to the desired actions that there be increased efforts to reach more people through multiple methods (e.g. social media, door hangers).

- The District will add increased efforts to reach more people through social media to the desired actions for concern #1.

Concern #2: Increasing rates of asthma and respiratory problems in the community

No comment.

Concern #3: Emission impacts from Hwy 99/traffic

The steering committee was in agreement that emissions from highway 99 are a concern, however expressed some concern regarding what can be done to reduce these emissions. The District stated that the monitoring efforts from this program will provide the District with valuable information that could be used in conjunction with other districts findings, to contribute to appropriate discussions on the state's objectives of cleaning up the freeways. A steering committee member mentioned the use of tolls in the Bay Area and how that money is provided to communities. The District commended the idea and suggested that information be brought to the attention of other agencies such as the Sacramento Area Council of Governments (SACOG). The steering committee requested to include communication with SACOG and other applicable agencies to the desired actions.

- The District will include communication with SACOG and other applicable agencies to the desired actions for concern #3.

Concern #4: Emission Impacts from Small Businesses

Since the objectives, monitoring, and desired actions were not completed at the previous steering committee meeting, the District provided the steering committee with suggestions based on the discussion from the last meeting to complete this portion. A steering committee member expressed concern with the landscaping industry in regards to small engine equipment and how much pollution is produced, and if it is possible to replace equipment utilizing small engines with electric equipment.

- The District will provide information on landscaping equipment in the context of what the District can and cannot do from a monitoring perspective.

A steering committee member expressed concern with the truck stop and distribution center on 47th avenue generating emissions and asked if these emissions could be measured or if there is existing information on these emissions. The District stated that the monitoring would be similar to that of highway 99 and could be included in additional locations if necessary.

A steering committee member inquired upon monitoring at light and heavy industrial zoned areas (M-1 and M-2 respectively) in terms of capturing emissions other than truck emissions. The District stated that this will be included in a future presentation.

A steering committee member asked whether emissions from waste water treatment plants were considered, how emissions from those facilities could impact air quality, and if there is anything that can be done about them. Also, a program operated by Home Depot where equipment with high emissions were not being sold was mentioned, and asked whether this program still exists.

- The District will provide information on the status of this program.

There was concern with the steering committee that small businesses may be harmed unnecessarily. The steering committee agreed that incentives and education programs should remain priorities with the small businesses within the community. The District agreed with the steering committee that this is a significant chance for the steering committee to identify opportunities to invest in clean technologies. The District stated that it will look into investment programs and opportunities for small businesses.

- The District will provide information on the opportunities available to the District to invest in (e.g. smog checks, landscaping equipment).

A steering committee member mentioned that small mechanic shops could qualify for incentives/grants, however this information may not be known widely. It was recommended that businesses be educated on these opportunities.

A steering committee member expressed interest in addressing second hand smoke in low-income apartment complexes in the community, citing increases in asthma rates in children. The District reassured the steering committee that they are working with Breathe California on education campaigns, and could suggest methods to help inform the communities on the hazards of this pollution.

There was concern from a steering committee member regarding parents commuting to and from child care facilities via walking, bussing, or app based ride share on days with high levels of biogenic emissions such as pollen, and if there is an alert system to suggest taking caution on these days? The District described the Check Before You Burn and Spare The Air programs and how they alert the public on high pollution days. The steering committee mentioned that this information may need to explain more clearly to the public.

4. Public Comments and Questionnaire

The Steering Committee Chair asked the members of the public for filled out questionnaires but none were completed at this time. The Steering Committee Chair moved the public comment period to later in the meeting to provide more time for the members of the public to fill out the questionnaires and the comment cards.

5. Air Monitoring Presentation

The District provided a presentation on the air monitoring equipment and efforts pertinent to the program.

A steering committee member asked to clarify what was meant by “trends”. The District mentioned that they were referring to long and short term fluctuations in the data as seen over time, and that these can be useful to show the steady decline in air pollution with varying programs such as the wood smoke curtailment rule and rules relating to truck emissions.

A steering committee member inquired about what the District currently has in the field in terms of air monitoring equipment and if there is currently any mobile monitoring. The District stated that their network consists of professional grade equipment and that they are testing some low-cost sensors with the professional grade equipment in preparation for AB 617. The District stated that they do not currently have a mobile platform, but are envisioning a trailer system to be used during the AB 617 efforts.

A steering committee member asked about comparing the low-cost sensors to the professional grade equipment and how long it takes to determine whether they are good or not. The District stated that

they have been studying the relationship between the two categories of monitors and have found that the low-cost sensors tend to be biased high when compared to the professional grade monitors. The low-cost sensors were mentioned to be similar in principle to smoke detectors in that the objective of the equipment is not to obtain exact measurements per se, but to provide relative measurements. The District reassured the steering committee that a proposal will be brought to them that meets the needs of the committee using both categories of sensors and that they will be walked through the equipment as the monitoring plan is developed.

A steering committee member asked if the low-cost sensors measured in real time. The District responded in the affirmative.

A steering committee member inquired whether the District plans to use sensors similar to those used in the 100 x 100 West Oakland Community Air Quality Study¹. The District stated that the sensors used in that study were designed specifically for the study, and that the sensors used in the Florin-South Sacramento community will most likely be different sensors but may use the same technology. However, the District highlighted that the study itself is a perfect example of the usefulness of these sensors.

A steering committee member expressed concern with equipment relating to newly implemented cellular technologies (e.g. 5G network) and if the District has looked into this. The District mentioned that these emissions are not directly linked to air quality or the purview of the District, but will look into the question.

6. Identify and Discuss Potential Areas Impacted by Air Pollution

The District provided materials to the steering committee as requested from previous meetings (wind speed and direction, truck routes, available traffic information, school population and locations, State Air Board's modeling results) as well as other materials to help with their decision making during this process. The District described each element individually.

A steering committee member asked about whether the District has looked into air traffic routes over the community from the Sacramento Executive Airport.

- The District has acknowledged the proximity of the airport in its analysis, but will look into that information and bring it back to the committee.

Group Discussion of Potential Areas

The steering committee broke into two separate groups with poster-sized maps to discuss and identify the areas of concern along with the top identified objective associated with each area.

After approximately 15 minutes of deliberation, the steering committee reconvened as a whole and a representative from each group presented the identified areas of concern.

¹ <https://ses.lbl.gov/air-pollution-science-technology>

Group 1

The first group used the maps provided by the District to identify and discuss the following areas of concern (see map below).

1. NW area
 - Numerous small businesses, paint shops
 - A lot of truck and automobile traffic due to highway 99 and distribution centers
 - Woodbine Elementary located in this area and at risk
2. NE area
 - Numerous large stationary source emitters (e.g. Proctor & Gamble)
3. Bowling Green area
 - Pinned between high traffic routes
 - Downwind of airport
4. Sky Parkway area
 - Numerous nursing homes, schools, sensitive receptors
 - Downwind of highway 99
5. Palmer House area
 - Walking area
 - Numerous schools along Florin Rd and Stockton Blvd
 - Lots of student pedestrians
6. Power Inn Rd and Stevenson Ave area
 - Large population of senior citizens
 - Elementary playground along corridor
7. Wilbur Way area
 - Numerous small businesses
 - High amount of truck traffic, school district bus yard, Pepsi bottling facility
8. Consumnes River Blvd to Monterey Trail High School area
 - Student pedestrians
 - High number of sensitive receptors on either side of highway 99

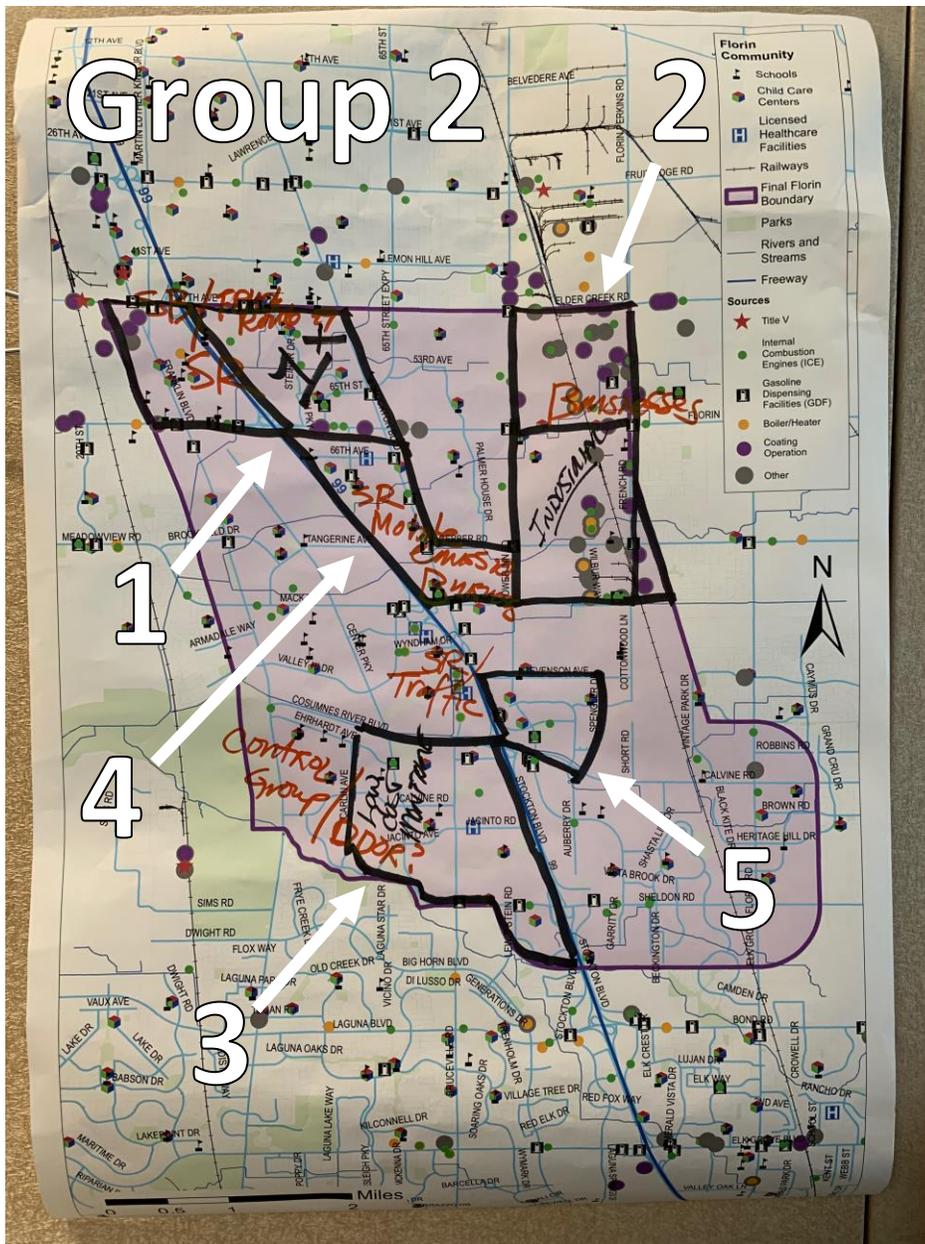


Group 2

Similar to the first group, the second group used the maps provided by the District to identify and discuss the following areas of concern (see map below). Group 2 strongly recommended the NW area as their highest priority. The following areas were discussed with the group:

1. NW area
 - Highest cancer risk according to CARB modeling results
 - Numerous schools, child care centers
 - Truck routes
 - High amount of traffic congestion

- Numerous coating facilities and internal combustion engines
 - Many sensitive receptors
2. NE area
 - Industrial businesses
 - Small businesses
 3. SW area
 - To be used as a control area
 - Possibly low-cost sensors
 - Potential odors (from the wastewater treatment plant)
 4. North Central area
 - High number of sensitive receptors
 - High amount of mobile emissions
 - Small businesses
 5. South Central area
 - High number of sensitive receptors
 - Lots of traffic



The District asked the steering committee to amalgamate the two maps and prioritize the areas of most concern.

Final Prioritized Areas of Concern

A steering committee member recommended a tour of the areas and time to be able to talk to the residents and business owners in the areas. There was Initial agreement from the steering committee on the northwest portion (NW) of the Florin-South Sacramento boundary (area #1 on both maps).

The steering committee discussed whether a second meeting in April would be necessary to further discuss. The District mentioned that if the steering committee recommends their highest priority area, the District can begin work on an air monitoring plan and have further discussions with the steering

committee after they tour some of the areas if they are amenable to that. The District recommended that it would be difficult logistically to have another meeting in April, but would like to work with the steering committee to set up tours in the NW area.

The Steering Committee Vice Chair expressed a lot of concern with the NW area and asked the steering committee for agreement on the NW area as the highest priority area.

The steering committee was in agreement of the NW area, but would like to further define the area. A steering committee member asked if the businesses would be notified of tours. The District stated that it would depend on what kind of tour the committee would be interested in and could ask the businesses in the area for tours in conjunction with the needs and availability of the committee members.

A steering committee member recommended identifying what is in the NW area and to talk to the community members there. It was recommended by the Steering Committee Chair that each member could individually tour the area before the next meeting in order to get a better feel for the area.

A steering committee member agreed on engaging the community members, and applauded moving forward with the area as that member has family that lives in the area. The member asked the rest of the committee and the District if the community members need to be talked to before agreement on the area and the commencement of an air monitoring plan. The member acknowledged that getting agreement may be difficult, but may be worth reaching out. The Steering Committee Vice Chair acknowledged the concern and stated that the committee should come up with ideas to address this.

The steering committee discussed the idea of having a control area for air quality monitoring as suggested by group #2.

- ✓ The steering committee came to an agreement that the southwest portion of the Florin-South Sacramento community (SW, area #3 on the Group 2 map) would be a suitable location for a control area.

A steering committee member asked what year the CARB modeling data was from. The District stated that the stationary source data provided by the District to CARB is from 2012, and that CARB is updating the modeling to include recently submitted 2017 data. The District also mentioned that the cancer risk as outlined in the modeling has substantially decreased over previous decades, however is still approximately twice the state average in this community.

- The District committed to providing the latest modeling results to the steering committee as they are available.

In light of the previous discussion, the Steering Committee Vice Chair again asked the steering committee for agreement on the NW area as the highest priority area.

- ✓ The Steering Committee agreed that the NW area is the highest priority area of the Florin-South Sacramento area for air monitoring.

7. Public Comments

The comment cards and questionnaires accepted earlier in the meeting were addressed.

Question #1

“Could there be amplified sound at future meetings? Hard to hear – echoes in the new space”

- The steering committee and the District agreed to work on a solution.

Question #2

“On the cancer risk map, why is the area north of Fruitridge red, but south is green, when both sides are very industrial?”

The District did not immediately have an answer without reviewing the underlying data in the modeling results.

- The District will bring back answers to why the area north of Fruitridge Rd is red on the provided CARB cancer risk modeling map, but south of Fruitridge Rd is green, at the next meeting.

Question #3

“What does CARB think about the desired actions for the steering committee concerns? How will they measure air pollution reduction through these strategies?”

CARB stated that the actions are based on what is important to the community and that CARB will work with the District on the monitoring plan and emission reduction plans. The District stated that the monitoring data will be available to the public. CARB reaffirmed the District’s statement and updated the steering committee and public that the state is designing a database for the data in a user friendly way.

Question #4

“Look upon any research database, you’ll find info on the relationship between health and air quality. So is there a need for further evaluation?”

CARB stated that there is already substantial information on air quality.

The steering committee asked the public if there were any other questions.

One member of the public asked whether CARB has considered the pollution from construction sites or trucks driving through the community. The District stated that they do look at construction sites and fugitive dust in the stationary sources division. There are also inspectors designated in the District asbestos program to monitor sites during demolition for sources of asbestos.

The same member of the public asked about the accuracy of the monitor during rain events. The District mentioned that during rain events, the particulate matter concentrations from events such as wildfires tend to decrease, and that air pollution generally is related to meteorological conditions. The District takes weather conditions into account when reviewing air monitoring data, and there are methods to address the weather concerns. For example, there are known impacts on low-cost particulate matter sensors during periods of high relative humidity and this can be accounted for.

Another member of the public inquired how long the District intends on keeping the monitors in the first area. The District stated that it is to be determined at this point, and the District will wait for the steering committee to come to a consensus prioritizing the other areas. The length of time that the monitors are in the first area will also depend on what the measurements are showing. The District reassured the steering committee and the public that the District will work with the steering committee and CARB to develop the plans and that the public input will be encouraged throughout the process.

Adjustments to Next Meeting Start Time

The Steering Committee Chair proposed starting the next meeting on April 23 at 6:00 pm instead of 6:30 pm.

- ✓ The Steering Committee agreed to start the April 23 meeting at 6:00 pm at the Florin Creek Recreation Center.
- ✓ The Steering Committee requested that the District look into Luther Burbank High School as a potential meeting location.

Meeting adjourned at 8:46 pm