

**SACRAMENTO METROPOLITAN
AIR QUALITY MANAGEMENT DISTRICT**

2016 ANNUAL PROGRESS REPORT

This Report summarizes the 2016 progress in meeting, adopting and implementing control measures contained in the Sacramento Metropolitan Air Quality Management District's Triennial Report.

**PREPARED IN COMPLIANCE WITH
THE CALIFORNIA CLEAN AIR ACT**

MARCH 23, 2017

1. Introduction

The California Health and Safety Code (CHSC), section 40924(a), requires the Sacramento Metropolitan Air Quality Management District (District) to prepare and submit an annual progress report to the California Air Resources Board (CARB) “summarizing its progress in meeting the schedules for developing, adopting, and implementing the air pollution control measures contained in the district’s air quality plan” prepared in compliance with the California Clean Air Act (from the CHSC). The annual report “shall contain, at a minimum, the proposed and actual dates for the adoption and implementation of each measure.” The District’s jurisdiction includes all of Sacramento County.

This 2016 Annual Progress Report provides updates on emission reduction programs, adopted or implemented control measures, and evaluation of further study measures in 2016, which were committed in the 2015 Triennial Report and Air Quality Plan Revision. The Health and Safety Code only requires plans for ozone, carbon monoxide, sulfur dioxide, and nitrogen dioxide¹. Since the District has attained the carbon monoxide, sulfur dioxide, and nitrogen dioxide standards, this report focuses on the emissions reductions of ozone precursors: reactive organic gases (ROG) and nitrogen oxides (NO_x).

2. District Emission Reduction Programs

The District’s ozone attainment strategy requires emission reductions of both ROG and NO_x from emission sources. The District’s strategies consist of:

- stationary source control measures or rules,
- mobile source NO_x control program,
- land use mitigation strategies, transportation control measures, and
- community education activities.

2.1 Stationary Source Measures

Stationary sources include non-mobile sources (e.g. chemical plants, farms, etc.) and sources that are small and widespread or not well-defined stationary sources (e.g. house paints, residential fuels, etc.). The stationary source measures include rules and programs that reduce air pollution emissions from those operations.

Rule Amendment

One stationary source rule was amended in 2016. Table 1 lists the rule number, title, adoption date, and implementation date.

¹ CHSC Section 40910 requires that “air districts shall endeavor to achieve and maintain the state ambient air quality standards by the earliest practicable date and develop plans for attaining the state ozone, carbon monoxide, sulfur dioxide, and nitrogen dioxide standards by the earliest practicable date.

Table 1 Stationary sources rules adoption schedule

Rule No.	Title	Adoption Date	Implementation Date
464	Organic Chemical Manufacturing Operations	04/28/2016	04/28/2016

Rule 464 was amended in response to United States Environmental Protection Agency (EPA) proposed rule (81 FR 2136) which determined that certain requirements in Rule 464 were not as stringent as the requirements established in the Control Technology Guidelines (CTG) for pharmaceutical manufacturing operations. As a result, the District did not meet the Reasonably Available Control Technology (RACT) requirements for the source category of pharmaceutical manufacturing operations. To meet the federal RACT requirements and eliminate duplication, the District amended Rule 464. The amended Rule 464 also met the state requirements for Best Available Retrofit Control Technology (BARCT) and all feasible measures that are applicable to pharmaceutical and cosmetic manufacturing operations.

There are six control measures in the 2015 Triennial Plan and Air Quality Plan Revision that were anticipated to be adopted in 2015 or 2016.

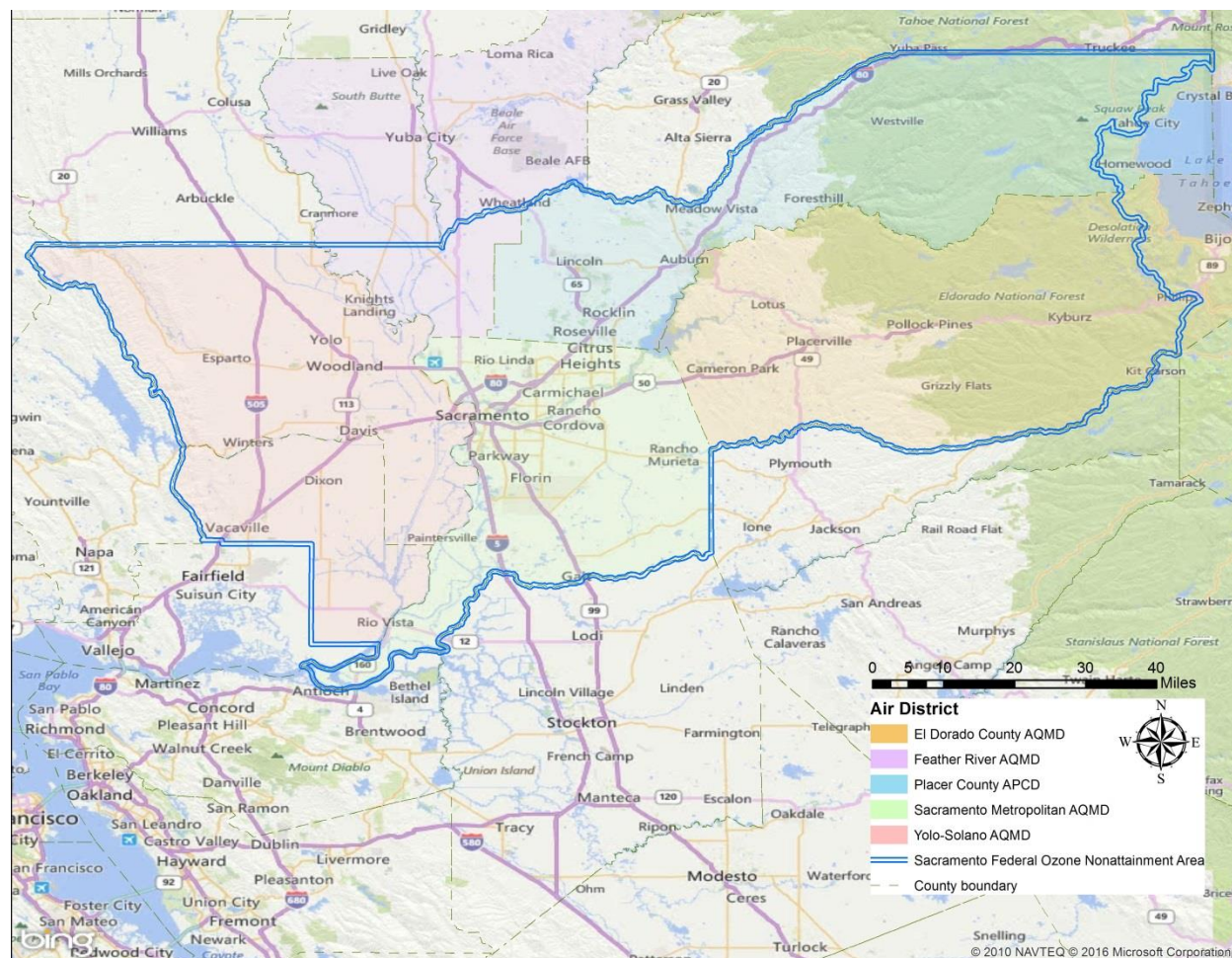
- Rule 412 – Stationary Internal Combustion (IC) Engine
- Rule 419 – NO_x from miscellaneous combustion source
- Rule 460 – Adhesive and Sealants
- Rule 467 – Metalworking Fluids and Direct Contact
- Rule 489 – Composting Operations
- Rule 490 – Liquid Petroleum Gas Transfer and Dispensing

Due to higher priorities in preparing a RACT State Implementation Plan (SIP) and Reasonably Available Control Measures (RACM) analyses and limited staff resources in the District, these rules are postponed and tentatively rescheduled to 2017 for adoption.

2.2 Mobile Source NO_x Control Program

The mobile source NO_x control program includes incentive programs that replace high NO_x emission equipment (i.e. vehicles and engines) with cleaner equipment. The District, through agreements and memorandums of understanding, administers the mobile source NO_x control programs for neighboring air districts, CARB, and Sacramento Area Council of Governments (SACOG). The number of vehicles/engines retrofitted or replaced and emissions reductions reported in this document are not limited to Sacramento County. This program is applied throughout the Sacramento region (Figure 1) which is generally defined by the boundaries of the federal ozone nonattainment area.

Figure 1 Sacramento Federal Ozone Nonattainment Area and Air Districts boundaries



Vehicle and Engine Technology Program

In 2016, the mobile source NO_x program provided \$8.06 million in funding to public agencies and private companies through the Vehicle and Engine Technology Program. The funding was used to replace and retrofit on-road vehicles and off-road equipment. Table 2 lists the type of projects funded and emission reductions achieved during 2016 for the Sacramento Federal Nonattainment Area. Projects and emission reductions are based on those that began operation in 2016.

Table 2 Projects Funded and Emission Reductions Achieved in 2016

2016 Projects	# Vehicles/ Engines	NO _x Reductions (tpd)	ROG Reductions (tpd)	CO ^a Reductions (tpd)	Funding spent (in millions)
On-Road	37	0.026	0.003	0.011	\$1.60
Off-Road ^b	63	0.116	0.013	0.024	\$6.46
Total	100	0.142	0.016	0.035	\$8.06

^a CO: Carbon monoxide

^b Agricultural pumps are included in the broader category of off-road equipment

Table 3 shows the sources of actual funding received and spent (liquidated) in 2016 for the Vehicle and Engine Technology Program. The funding came from various sources and additional funding will be carried forward to future years.

Table 3 Funding Received and Spent in 2016

Source of funds for the Vehicle and Engine Technology Program	Funding received (in millions)	Funding spent (in millions)
Moyer	\$4.29	\$5.36
SECAT (Sacramento Emergency Clean Air Transportation System)	\$0.93	\$0.93
DMV (Department of Motor Vehicle Fund)	\$2.40	\$1.02
EPA (Environmental Protection Agency) ²	\$0.56	\$0.56
GMERP (Goods Movement Emission Reduction Program)	\$4.68	\$0.19
Total	\$12.86	\$8.06

Note: Funding received in 2016 does not necessarily translate to existing/remaining funds to be spent in the same calendar year.

Table 4 shows the achievements of the program and the money spent in the past 5 years. There was a 30% drop in the number of vehicles/engines retrofitted or replaced in 2016 compared to 2015. Most of the uncontrolled vehicles and engines in the region have been replaced or retrofitted since the Moyer program started in 1998. As a result, fewer dirty vehicles and engines are operating in the region. The District anticipates fewer traditional diesel to diesel vehicle replacements and engine retrofits under this program in the upcoming years. However, due to upcoming Federal and State funding opportunities, we can foresee a shift and increase from diesel to alternative fuel vehicle replacements.”

Table 4: Summary of Emission Reductions and Funding Spent

Year	# Vehicles/Engines	NO _x Reductions (tpd)	ROG Reductions (tpd)	CO Reductions (tpd)	Funding Spent (in millions)	Actual cost effectiveness (\$ million/ton NO _x)
2012	106	0.25	0.03	0.07	8.48	33.92
2013	231	0.42	0.05	0.13	13.77	32.79
2014	300	0.32	0.03	0.11	11.59	36.59
2015	142	0.26	0.03	0.09	10.66	41.31
2016	100	0.14	0.02	0.04	8.06	57.57

Cost effectiveness of the Vehicle and Engine Technology went up from \$41.31 million per ton of NO_x in 2015 to \$57.57 million per ton of NO_x in 2016. Technology improvements, more stringent emissions requirements for new engines, and inflation are the major factors for the more expensive cost effectiveness. In addition, many engine replacements are going from Tier 0, 1, or 2 (Clean) technologies to Tier 4 (Cleanest technology today). There are a very limited

² EPA grant awarded to SMAQMD to fund the conversion of diesel agricultural pumps to electric.

number of vehicles or engines going from uncontrolled to Tier 4. Cost effectiveness is expected to increase in the future.

2.3 Land Use and Transportation Programs

Land use programs are mitigation strategies that reduce emissions during construction and operational phases of land development. Transportation programs include strategies that reduce vehicle trips, the distance people drive, and provide transportation alternatives.

Land Use Mitigation Strategies

Construction Emissions:

The District continues its efforts to reduce NO_x emissions through the implementation of construction mitigation measures applicable to land use development projects under the California Environmental Quality Act (CEQA). This CEQA Construction Mitigation Program is an on-going District initiative, and reduced 0.28 tons per day (tpd) of NO_x emissions in 2016. During 2016, the District received construction mitigation plans for 23 projects. The construction mitigation plans identify actual equipment used during construction and the total emission reduction associated with the equipment. Projects with construction mitigation plans must achieve a minimum of 20 percent NO_x emission reduction from diesel construction equipment compared to a calculated statewide average emission rate.

Operational Emissions:

CEQA mitigation measures are also applied to the operational phase of land use development projects. Project proponents prepare an operational mitigation plan by selecting from a menu of mitigation measures approved by the District. In most cases, operational mitigation plans must achieve a minimum 15 percent reduction of ROG and NO_x emissions. Generally, the operational mitigation plan is adopted as part of a CEQA document (environmental impact report or mitigated negative declaration). The lead agency is responsible for monitoring and enforcing operational mitigation plans and District staff often provides assistance and support in that effort. To help facilitate these efforts, the District prepared a *CEQA Guide to Air Quality Assessment*, which is designed to help local jurisdictions and project proponents comply with state environmental law.

In 2016, projects with operational air quality mitigation plans achieved emission benefits of 0.98 tpd of ROG and 1.23 tpd of NO_x. The air district did not verify any new air quality mitigation plans written by local jurisdictions in 2016.

Transportation Programs (Further Study Measures)

The District proposed to evaluate two further study measures in the land use and transportation category for air quality benefits. These measures are: “Additional Transit: Light Rail and Bus Rapid Transit,” and “Promote Bicycle and Pedestrian Programs.”

Additional Transit: Light Rail and Bus Rapid Transit

Downtown Natomas Airport line

The Sacramento Regional Transit (SacRT) Downtown Natomas Airport line would connect downtown Sacramento to the Sacramento International Airport (Figure 2), and is undergoing environmental review for its extension from the Sacramento River District to the airport. The draft environmental document release and public workshop are anticipated for spring 2017. The final environmental document and preliminary engineering are expected in 2019, and construction is anticipated to begin in 2020, pending funding availability (SacRT, 2017).

Figure 2 Proposed Downtown Natomas Airport line expansion (SacRT, 2017)



Multi-Modal Transportation Hub

The City of Sacramento continues transforming the downtown's historic train depot into a multi-modal transportation hub as part of its efforts to develop the nearby River District. Project objectives include improving multi-modal mobility and access in downtown Sacramento and the River District, and setting the stage for future transportation center expansion, with potential for streetcars and high-speed rail. Project development is scheduled in three phases. The first phase entails realigning rail tracks and platforms to accommodate future development, and the second phase entails renovating the historic depot (Sacramento City Express, 2016). The third phase entails station master planning to develop a multi-modal regional transportation hub and mixed-use urban destination. The City issued a request for proposals for the master planning consultant services in 2016, and anticipates project completion in early 2018 (City of Sacramento, 2017).

Downtown/Riverfront Corridor Streetcar

Further, several Sacramento area government agencies including Sacramento RT, the Sacramento Area Council of Governments (SACOG), the Cities of Sacramento and West Sacramento, Yolo County Transportation District, and the California Department of Transportation, have partnered to undertake advanced planning, engineering, and environmental assessments for a streetcar project connecting West Sacramento and Sacramento. The project, known as the Downtown/Riverfront Corridor Streetcar, is a response to projected growth in the Sacramento region, and associated increased transit demand. It includes a 3.3-mile initial line that will extend from the West Sacramento Civic Center to midtown Sacramento (Figure 3). This initial line would connect existing shopping, dining, lodging, and entertainment destinations as well as employment centers within the cities of West Sacramento and Sacramento. In February 2016, the Federal Transit Administration issued a Finding of No Significant Impact for the project, and in August 2016, the California State Transportation Agency awarded \$30 million to advance project planning and construction (SACOG, 2017). Project planning will continue as the final budget pieces are secured, according to City officials (ABC10, 2016).

Figure 3 Proposed Downtown/Riverfront Corridor Streetcar route (City of West Sacramento, 2017)



Promote Bicycle and Pedestrian Programs

Bicycle and pedestrian programs continue to be implemented throughout the District, primarily through the implementation of Bicycle Master Plans and Pedestrian Master Plans adopted by local jurisdictions. Table 5 lists the status of bicycle and pedestrian master plans in Sacramento County. The SACOG has not updated its count of the number of miles of bicycle routes constructed in Sacramento County for 2016, as of January 31, 2017. Notably, the City of Sacramento completed a bicycle and pedestrian bridge connecting Sacramento City College and the college light-rail transit station with residential neighborhoods across the rail tracks to the east, eliminating a bicycle and pedestrian barrier between densely populated residential areas and a major transit hub (Bizjak, 2016).

Table 5 Status and Progress of Bicycle and Pedestrian Plans for Local Jurisdictions

Jurisdiction	Bicycle Master Plan	Pedestrian Master Plan
County of Sacramento	Bikeway Master Plan April 2011, Jan 2012 amendment adopted	Pedestrian Master Plan November 2007
City of Sacramento	Bicycle Master Plan August 2016 (City of Sacramento, 2016)	Pedestrian Master Plan September 2006, "Grid 3.0" Plan August 2016 (City of Sacramento, 2016b)
City of Citrus Heights	Bikeway Master Plan December 2015 (City of Citrus Height, 2015)	Pedestrian Master Plan August 2016 (City of Citrus Height, 2016)
City of Folsom	Bikeway Master Plan November 2007	Pedestrian Master Plan June 2014 (City of Folsom, 2014) ³
City of Rancho Cordova	Bicycle Master Plan March 2011	Pedestrian Master Plan March 2011 (City of Rancho Cordova, 2011) ⁴
City of Elk Grove	Bicycle and Pedestrian Master Plan July 2014	
City of Isleton	-	-
City of Galt	Bicycle Transportation Plan March 2011	-
SACOG	Bicycle, Pedestrian, and Trails Master Plan April 2015 ⁵ (SACOG, 2015)	

The District continues to support implementation of the regional bike share program. "Bike share" refers to a system of bike storage stations that allow individuals to use a bicycle to complete a trip that begins or ends with another mode of transportation, typically public transit. The project is funded by federal Congestion Mitigation and Air Quality (CMAQ) funding, and the

³ This plan was not previously listed in SACOG Bicycle, Pedestrian, and Trails Master Plan of April 2015.
⁴ This plan was not included in the 2015 report because staff accidentally used incorrect SACOG list to verify updates.
⁵ Ibid.

District is providing local match funding. The District and SACOG staff selected a vendor in 2016 and project launch is expected in 2017.

2.4 Community Education Program

The Community Education Program focuses on educating the general public about air quality issues to increase awareness and encourage residents to take action to reduce emissions. This program includes the Spare The Air program which encourages less driving or taking public transportation especially on a predicted high ozone day.

Spare The Air

The Spare The Air program provides residents in the Sacramento region with information and resources to protect their health during the summer smog season (May – October). The region continues its commitment to the Spare The Air program and its voluntary driving curtailment component. In the 2015 Triennial Report and Air Quality Plan Revision, the District estimated 0.04 tpd of ROG and 0.03 tpd of NO_x emissions reductions on a declared Spare The Air day. These figures do not include emissions reduction from residents who reduce driving regularly during the smog season (“seasonal reducers”). In 2016, with the consideration of seasonal reducers, more than half a million (548,235) drivers or 34% of survey respondents habitually drove less in the summer to help improve air quality by reducing emissions. On average, they made 0.63 fewer trips per day, which resulted in an estimated 0.61 tons of ROG and 0.34 tons of NO_x reduced per summer day in 2016 (Hanson, 2016, p.45).

For the Spare The Air program emissions reduction calculation, only those interviewed and determined to be “purposeful reducers” can be counted for in the calculation of emission reductions according to the calculation protocol approved by CARB and the United States Environmental Protection Agency. Purposeful reducers are limited to interviewees following a Spare The Air day who declared 1) they were aware it was a Spare The Air day, 2) they made fewer vehicle trips on a Spare The Air day, and 3) they did so purposefully to help reduce air pollution on a Spare The Air day. Based on the 2016 survey, three (3) interviewees out of 336 were classified as “purposeful reducers” on Spare the Air Days in Sacramento County. This translates to a 0.8% of participation rate and 31,661 trips reduced (Hanson, 2016, p.39). Table 6 shows the purposeful reducers data for the past 5 years.

Table 6 Spare The Air Program Purposeful Reducers Statistics

	2012 ⁶	2013	2014	2015	2016
Participation Rate	0.0%	0.6%	0.8%	3.4%	0.8%
Number of trips reduced (trip per STA day)	0	5,672	22,869	97,860	31,661
NO _x Reduction (tons per day)	0.00	0.01	0.03	0.12	0.03
ROG Reduction (tons per day)	0.00	0.01	0.04	0.16	0.06

During the summer smog season of 2016, seventeen (17) Spare The Air days were called. These days were June 2-4, June 30-July 2, July 15, July 26-30, August 12-13, August 18, September 18, and September 27. The actual measurements of ambient ozone concentrations show that fifteen (15) Unhealthy days and thirty-four (34) Unhealthy for Sensitive Groups days were recorded. The total number of days in 2016 for Unhealthy and Unhealthy for Sensitive Groups increased significantly compared to 2015. The increase in the number of Spare The Air days was due to the new federal ozone standard of 0.070 parts per million (ppm). The air district lowered the threshold trigger level for declaring a Spare The Air day from 0.086 ppm to 0.078 ppm for ground level ozone concentrations. Table 7 summarized the number of Spare The Air days and the numbers of days in different Air Quality Index (AQI) categories in the past five years.

Table 7 AQI Category Count for the Sacramento Region (May 1st through October 31st)
(SpareTheAir.com, 2017)

Year	Good	Moderate	Unhealthy for Sensitive Groups	Unhealthy	Number of Spare the Air Days Called
2012	45	89	44	6	6
2013	45	116	19	4	2
2014	75	78	31	0	4
2015	86	81	16	1	5
2016	65	70	34	15	17

Note: The air district lowered the trigger level for Spare The Air day in 2016 from 0.086 ppm to 0.078 ppm for ground level ozone concentrations due to the new federal ozone standard of 0.070 ppm.

⁶ Based on the 2012 survey, it was a surprise to have no respondent drivers who could be classified “purposeful reducers.” Therefore, for the first time in the program’s 18-year history, zero emission reductions can be claimed in 2012 according to the strict criteria. (SMAQMD, 2013)

3. Summary and Conclusions

This report has been prepared as required by the California Clean Air Act section 40924(a). One stationary sources rule (Rule 464: Organic Chemical Manufacturing Operations) was amended in 2016. Vehicle and Engine Technology programs provided \$8.06 million in incentives and replaced 100 vehicles and engines for the Sacramento Region. The CEQA Construction Mitigation Program and CEQA Land Use Operational Mitigation Program continued to make progress in reducing precursors emissions through 2016. There were twenty three (23) construction projects that committed to achieve a minimum of 20 percent NO_x emission reduction. The District did not verify any new operational mitigation plans written by local jurisdictions in 2016, but existing mitigation plans from previous years continued to achieve a minimum of 15 percent emissions reductions in NO_x and ROG. The Spare The Air Program in 2016 reduced more than 31,000 trips per Spare The Air Day declared, which lowered vehicle trips and ozone precursors. In total, the District achieved a reduction of 1.68 tpd NO_x, 1.06 tpd ROG, and 0.04 tpd CO from the measures documented in this report. Sacramento continues to make progress towards meeting California’s ozone air quality standards.

Table 8 Summary of Emission Reductions achieved in 2016

	NO _x (tpd)	ROG (tpd)	CO (tpd)
Vehicle and Engine Technology Program	0.14	0.02	0.04
Construction Emissions Mitigation Strategy	0.28	---	---
Operational Emissions Mitigation Strategy	1.23	0.98	---
Spare The Air Program	0.03	0.06	---
Total	1.68	1.06	0.04

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