



CITY OF SACRAMENTO

DEPARTMENT OF PLANNING AND DEVELOPMENT

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June 17, 1986

Transportation and Community
Development Committee
Sacramento, California

Honorable Members in Session:

SUBJECT: CITY INVOLVEMENT IN EPA'S REASONABLE EXTRA EFFORTS PROGRAM

SUMMARY

The Environmental Protection Agency (EPA), through its Reasonable Extra Efforts Program, is requiring local agencies in designated non-attainment areas to develop new transportation control measures that will reduce air pollution to a level that will meet federal standards beyond the 1987 period established under the Clean Air Act.

BACKGROUND

The Clean Air Act Amendments of 1977 led to the development of Air Quality Plans in 1982. Air Quality Plans contain local agency programs that were intended to achieve federal standards for identified air pollutants by 1987. Of primary concern in the Sacramento Air Quality Maintenance Area, were the standards for carbon monoxide and ozone. It is expected that the Sacramento region will attain the federal standard for carbon monoxide by 1987. The Sacramento region, however, is not expected to meet the federal standard for ozone by 1987. Because of this, the Sacramento Air Quality Maintenance Area has been designated a non-attainment area along with Fresno, Ventura, and the South Coast Air Basins.

Non-attainment areas are required to provide annual Reasonable Further Progress Reports on the region's progress in meeting the federal air quality standards. According to projections completed for the 1983, 1984 and 1985 Reasonable Further Progress Reports, the Sacramento region will be between 25 and 33 percent short of meeting the federal standard for ozone in 1987.

Under the provisions of the Clean Air Act, EPA may impose sanctions or penalties for areas exceeding federal standards. Sanctions could include a ban on the construction of major new stationary sources of air pollution or prohibit federal funding for transportation, sewer, or air pollution control projects.

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The Reasonable Extra Efforts Program (REEP) was developed as a result of a lawsuit in southern California concerning air quality plans that do not project attaining the standards by 1987. The REEP program requires the City and surrounding jurisdictions to identify actions to increase the effectiveness of air pollution control measures. EPA has identified eight categories of possible transportation control measures that need to be considered:

- o Ridesharing
- o Traffic Flow Improvements
- o Parking Strategies
- o Land Use
- o Transit
- o Non Motorized
- o Control of Extensive Idling
- o Telecommunications

This summer, the City needs to develop a two year schedule for the adoption of new or strengthened control measures over the next two years. Measures, that for valid reasons can not be adopted during those two years, can be identified for further study. While the REEP cycle is for two years, EPA envisions there being subsequent additional cycles, theoretically until the air quality standards are achieved. The City's proposed REEP program will be reviewed by Transportation and Community Development later this month. The City will then negotiate the REEP program with EPA. If agreement is reached with EPA, staff will prepare a final report and schedule for City adoption in later summer. Disagreement between EPA and the City could lead to EPA deciding to impose sanctions. The REEP negotiation schedule is included as Attachment A.

From examples of measures that will be proposed for the City's REEP program would include:

1. Adoption of the South Natomas TSM program requiring a 20 percent peak hour trip reduction.
2. Expansion of the 20 percent requirement in South Natomas to new developments in the rest of the City.
3. Adoption of a North Natomas TSM program through Ordinance and/or Development Agreements that will achieve a 35 percent reduction in trips in North Natomas.

(These three items have already been approved in concept by the City Council.)

4. Development of recommendations for intensifying land uses near light rail transit stations.

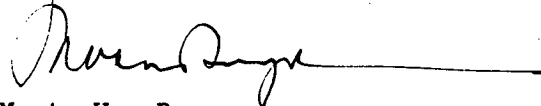
Even though the timing of the REEP process is so short, the Planning Division recommends that the City approve a comprehensive Air Quality Strategy at this time, rather than just a listing of measures that the City will attempt to implement. Staff has, for example, met and had discussions with other City Departments (Public Works, Parking) and other agencies (RT, CalTrans Rideshare, SACOG, the Air Pollution Control District, and County Planning) that are active in air pollution control. We want to insure, for example, that the City's REEP program reflects the accomplishments of CalTrans' Rideshare program and avoids duplication of effort.

It is also important that a new areawide Air Quality Plan be developed as part of the on-going REEP effort. This long range plan will describe the quality of the air as the region grows and develops and will demonstrate the estimated effectiveness of the REEP and other air quality programs. We will be recommending that SACOG be asked to develop a work program and schedule and a financing proposal for the development of this new Air Quality Plan expeditiously.

RECOMMENDATION

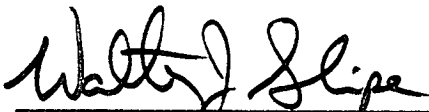
No action is required by the Committee at this time. The purpose of this report is to inform the Committee of the status of the REEP program and to allow for discussion of the program and related issues.

Respectfully submitted,



Marty Van Duyn
Planning Director

APPROVED FOR COMMITTEE INFORMATION:



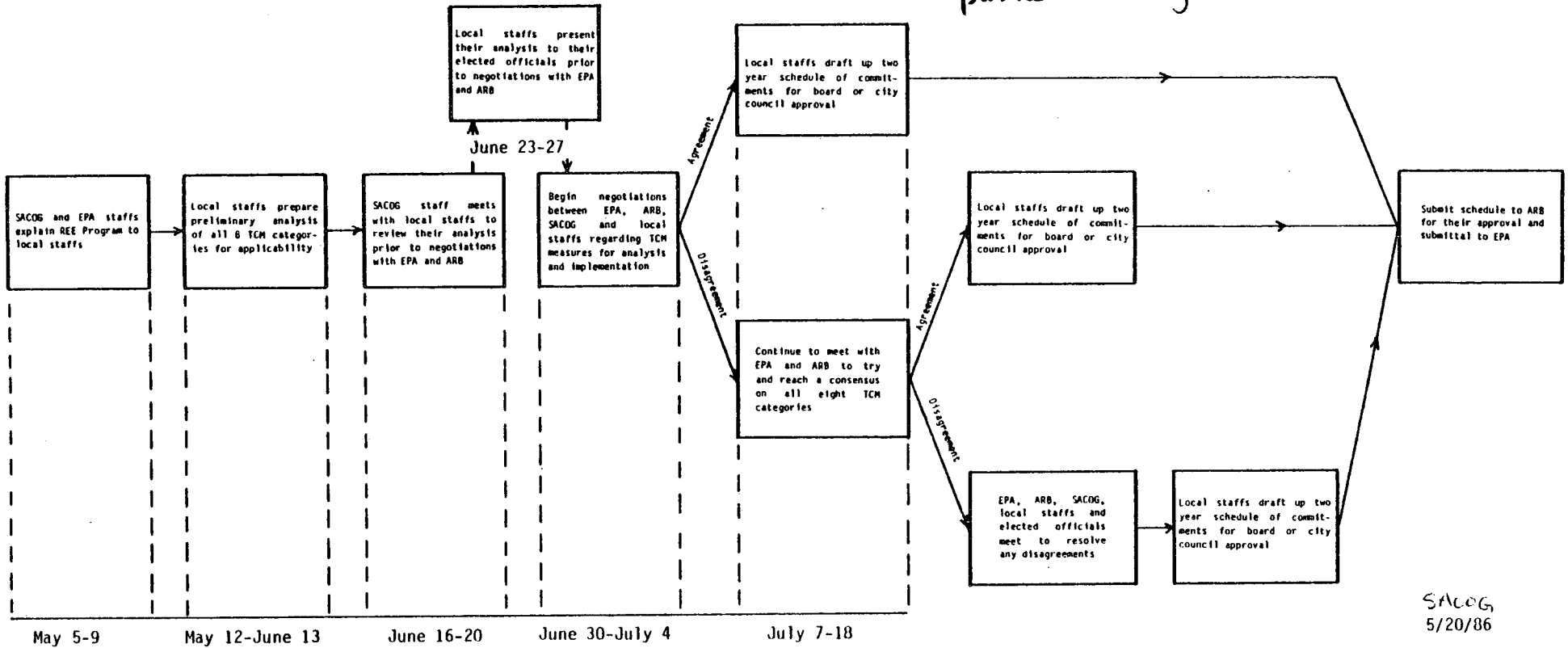
Doc Wisham, Assistant City Manager

FOR

MVD:DS:lr
Attachments

REEP NEGOTIATION SCHEDULE

30 day notice of public hearing



SACOG
5/20/86

ATTACHMENT A