

# The Cleaner Air Partnership A History of Collaboration On Air Quality Policy In the Sacramento Region 1986-2005

The Cleaner Air Partnership is proud indeed to present this History chronicling a remarkable array of accomplishments in its work for nineteen years. The Cleaner Air Partnership is particularly respected for its success in melding business, health, and environmental interests for the cause of clean air in the Sacramento Region.

The Partners extend our sincere appreciation to the Sacramento Metropolitan Air Quality Management District for funding the Cleaner Air Partnership, and to Jude Lamare, Project Manager, for her nineteen years of outstanding leadership of the Partnership, and for her production of this History.

The Sacramento Metropolitan Chamber of Commerce and the American Lung Association of Sacramento-Emigrant Trails have jointly served as Partners of the Cleaner Air Partnership since its inception in 1986.

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The American Lung Association of Sacramento-Emigrant Trails will be changing its name to *Breathe California of Sacramento-Emigrant Trails* on February 3, 2006. As *Breathe California of Sacramento-Emigrant Trails*, we will be the same grassroots organization dedicated to fighting lung disease since 1917, and the same *Clean Air and Healthy Lungs People* serving the Sacramento Region.

# The Cleaner Air Partnership: A History of Collaboration on Air Quality Policy in the Sacramento Region 1986-2005

This report summarizes the first nineteen years of the Cleaner Air Partnership. The Cleaner Air Partnership was a dynamic process linking different organizations to the common goal of cleaner air.

Key elements of the Cleaner Air Partnership were:

- **early funding** from a number of organizations established a **broad base of support**;
- shared environmental-business-government sponsorship with **high visibility, credible private sponsors**, the American Lung Association of Sacramento-Emigrant Trails and the Sacramento Metropolitan Chamber of Commerce;
- one manager, a policy expert with credibility as an environmental leader, **providing long term policy direction and continuity of purpose**,
- an Executive Committee providing **staff level support from sponsors**;
- no organization and no staff to maintain; **use of contractors** when needed;
- **volunteer chair drawn from regional business leadership** and the Metro Chamber;
- **long term funding** primarily the Sacramento Air District, with private sector contributions primarily in-kind;
- a policy agenda based in solid information about public opinion;
- emphasis on **win/win, consensus building**
- a forum for **exchange of views** between organizations with different agendas;
- continuous **linkage of local concerns to the state and national** air quality agendas.

The Appendix includes an index of Cleaner Air Partnership activities, sponsors and participants during this period. What follows is a brief narrative summarizing this information and highlighting the significant elements of the Cleaner Air Partnership (CAP) process.



*The five Cleaner Air Partnership chairs 1990-2004, from left, Bob Shattuck, Lennar Communities, Mark Nelson, Hewlett-Packard, Becky Wood, Teichert Aggregates, Steve Huffman, Blue Diamond Growers (ret.), and Suzanne Phinney, Aerojet General (ret.) and Aspen Environmental.*

## **Top Achievements of the Cleaner Air Partnership**

- CAP developed a community-based **plan for public education** on the Sacramento region air quality problem that has had measurable impacts on public opinion since 1989. CAP conducted public opinion surveys to document shifts in attitudes and behavior related to ozone air pollution between 1989 and 2004.
  
- CAP helped define and gain public support for **new funding sources** to address mobile source pollution reduction in the region:
  - Sacramento County has the only transportation sales tax in California to include air quality mitigation funding;
  - first district to achieve a dedicated motor vehicle registration fee for air quality mitigation;
  - first district to achieve a regional allocation of federal transportation funding (CMAQ) for mobile source NOx reduction and Spare The Air day education (over \$28 million since 1995);
  - initiated advocacy for state level “Moyer program” development and expansion 1994-2004;
  - Sacramento Emergency Clean Air and Transportation Act 2000 (\$50 million);
  - annual advocacy for federal funding to match the state program.
  
- CAP and its manager have received awards for **regional leadership** on clean air. These awards recognize that CAP recruits regional business and community leaders to speak out for air pollution control in a unified voice.
  - Governor’s Transportation Award (Governor Deukmejian, Judith Lamare, 1989)
  - 1994 Partners for Clean Air Award for advocating for federal funding for ozone day advertising
  - Governor’s Environmental and Economic Leadership Award (Governor Wilson, to Cleaner Air Partnership, 1998)
  - Lifetime Achievement Award (to Judith Lamare, 2000 Clean Air Hero, American Lung Association of Sacramento-Emigrant Trails)
  - Clean Air Hero Award to the Cleaner Air Partnership, American Lung Association, 2003
  - “Thanks to You” Regional Leadership Award (American Leadership Forum, 2003)
  
- CAP has focused on **win/win strategies to reduce NOx emissions** from vehicles. The “NOx Log Cabin” has been an arena for advancing an action agenda bridging state, regional and local government, and business, environmental and public health interests since 2000. Working outside the normally polarized conflict between interest groups, CAP
  - brought together national, state and local business, government and emission reduction experts to promote retrofit strategies for heavy duty vehicles;
  - gained accelerated state action on NOx reduction from heavy duty vehicles;

- advocated legislation to require the Bay Area to implement NO<sub>x</sub> reduction in their smog check program, and to close other smog check loopholes;
- nurtured local government adoption of policies and ordinances to reduce NO<sub>x</sub>, beginning in 2000 with Heavy Duty Low Emission Vehicle Acquisition policies [for example, County of Sacramento acquired clean fuel garbage trucks]; and in 2004 to reduce heavy duty diesel idling;
- helped educate owners of heavy-duty vehicles about options for reducing emissions with incentive programs, and the public about the air quality benefit of the incentive programs.

### **The Historical Perspective: The Formative Period – 1986-1990**

The Cleaner Air Partnership began in early 1986 when Jane Hagedorn, Executive Director of the American Lung Association of Sacramento-Emigrant Trails (ALASET) approached the President of the Sacramento Metropolitan Chamber of Commerce, Mike Seward, and the Air Pollution Control Officer of the Sacramento County Air Pollution Control District, Norm Covell, to jointly sponsor a public-private partnership to support air quality improvement in the region. The concept of an economic and environmental alliance was appealing to all the parties. The Air District provided funding for ALASET to engage a consultant. After a competitive process, Judith Lamare Ph.D. was chosen to manage the project. Lamare's team of four consultants combined business, labor, and environmental experience and community leadership to support the proposal. Roy Brewer, Karolyn Simon and Maurice Read gave generously of their time and knowledge to the effort.

In 1986 and 1987, the team focused on involving the private sector in the development of policies to improve air quality through the conduct of five workshops. A Policy Review Task Force was formed. The first report of the Cleaner Air Partnership was "A Policy Development Workbook, November, 1986" which was distributed to the Task Force and over 200 participants at these workshops as the air quality background document. The final result of the workshop engagement was a policy recommendations report published in July, 1987 and approved by the Task Force.

The Report identified key issues, defined principles and roles in air quality improvement, and focused on five policies: 1) upgrading trip reduction ordinances and regulations dating back to the early 1980s; 2) implementing methanol as a cleaner transportation fuel; 3) standardizing emissions accounting for transportation emission reduction programs; 4) implementing a multi-year regional public education on smog and the smoggy season; 5) the continuation of the Cleaner Air Partnership to play a role in the implementation of these policies.

The Cleaner Air Partnership's recommendations were adopted and the Partnership effort was funded to follow up on the Policy Recommendations Report. Funding for the continuation of the Cleaner Air Partnership effort came from the County of Sacramento Environmental Management Department, City of Sacramento, California Assembly, the Sacramento Area Council of Governments, the Sierra Foundation, Blue Diamond Growers and Floyd Cothran M.D.

At its January, 1988 meeting, the Cleaner Air Partnership Steering Committee began drafting two pieces of legislation to push Sacramento ahead on the clean air path through funding and authorization for both public education and clean fuels programs.

In the next three years, the Cleaner Air Partnership established its basic foundation: a broad-based Steering Committee, led by a private sector leader, a quarterly newsletter, and a number of task forces working on specific policy development projects. It issued several reports including:

- “Cleaner Air Partnership Public Opinion Survey on Air Quality and Transportation” (1989, 1990);

- “Clean Fuels Policy Recommendations Report,” 1989;

- “A Time to Clean Up the Air, A Public Education Plan on Air Quality and Transportation” 1989;

- “Non-Commute Trip Reduction Programs, Working Papers 1 and 2,” 1990;

- “Cleaner Air Partnership Policy Recommendations Report,” Second Edition, 1990.

Consultants V. John White and Carl Moyer worked with Clean Fuels Task Force Chair Peter McCuen to shape an aggressive clean fuels policy. It was subsequently adopted by the Sacramento air district. A Clean Fuels Forum was created by the Task Force. That Forum subsequently became a part of the Air District’s Clean Fuels program and persists today.

After a factfinding trip to Phoenix, Arizona by a delegation of community leaders, and analysis of public opinion data, CAP adopted a public education plan that described key programs to be put into place. In 1989 the Partnership reached out to business and the media to publicize trip reduction during the smoggy season. The Public Education plan and corollary education activities became the foundation for the Sacramento District to launch its community education program in 1990 and the Spare The Air program, once funding and legislative authority were in place.

The Partnership was working with local governments on transportation issues, looking for ways to promote vehicle trip reduction and build bridges between local and regional governments, the private sector, and clean air advocates. A survey of 600 business owners and managers in 1990 helped better refine the potential for business participation in vehicle trip reduction. The results were disseminated by the Metro Chamber and the Business Journal and through the workshop process. Projects included:

- 1988 Laguna Upzone Traffic Study Policy Review and Report (For the County)

- 1988 September Workshop on Proposed City of Sacramento Ordinance Changes

- 1990 Trip Reduction Task Force Meetings and Report

- 1990 City of Sacramento Non-Commute Trip Reduction Program Design Report

- 1990 Advocacy for Rail Corridor service improvements

- 1990-1991 Transit Shuttle Task Force (for SACOG)

The formative years of the Cleaner Air Partnership emphasized engaging the private sector in public planning to meet the clean air challenge. The private sector interest was in public education and voluntary programs. The Partnership looked for win/win ways to achieve mobile

source emission reductions cost effectively. Thus the two key initiatives emerged: smoggy season vehicle trip reduction and clean fuels incentive programs.

The Metro Chamber of Commerce and its Natural Resources Committee, and Blue Diamond Growers provided strong private sector support for the Partnership during this period. The first CAP Chair, Steve Huffman, Blue Diamond's lead for human resources and planning, and Karal Cottrell, Proctor and Gamble's government affairs lead, ensured that the Partnership had a sound grounding in business philosophy. JD Stack and SMUD also provided strong early support to the founding of the Partnership. Floyd Cothran, M.D. spearheaded outreach to the medical community.

The CAP Steering Committee engaged in policy activities that contributed to a major overhaul of local air quality. Legislation and a local ballot measure (passed in 1988) reconfigured the Sacramento Air District and added substantial funding for public education and mobile source programs. Critical was the passage of AB 4355 in 1988, supported by a broad-based coalition organized by CAP. As a result, the Air District established its Community Education Office and its Mobile Source Division. The Cleaner Air Partnership policy agenda was rapidly incorporated into an emerging free-standing Sacramento Metropolitan Air Quality Management District. The District subsequently financed the major part of the Cleaner Air Partnership's activities to support its staff work in these areas.

### **The Historical Perspective: Citizen Participation in Public Education and Planning – 1990-1994**

Between 1990 and 1994, the Sacramento area reviewed three air quality plans, the first California Clean Air Act Plan in 1991, the Federal Implementation Plan in 1994 and the 1994 State Implementation Plan for Ozone Attainment. The Cleaner Air Partnership engaged the private sector in providing input on each of these plans. By the end of 1994, new regional air quality goals had been defined, with specific measures to be implemented at each level of government. The keystone to success was the inclusion of a measure to achieve NO<sub>x</sub> reduction from heavy-duty diesel engines. Early efforts (AB 2248, Proposition 7, applications for federal transportation funding under the Congestion Management and Air Quality (CMAQ) program for NO<sub>x</sub> reduction) went down to defeat, but paved the way for later successes by educating various key partners about the problem and the solution.

CAP served as an advisor for the Air District's 1990 implementation of its smoggy season campaign. A blue ribbon committee that included business and media leaders supported and advised that first campaign. CAP also launched a complementary pilot project called "The Smog Squad, A Grassroots Campaign for Clean Air." It was funded with federal transportation funds through SACOG and the City of Sacramento. The project subsequently became part of the Air District's program and operated for about 10 years as a community-based element of the regional smoggy season campaign.

During this period, the Cleaner Air Partnership continued its business education program, speaking to business groups and distributing brochures on how business could help reduce air pollution. Dr. Suzanne Phinney, Aerojet General, became Chair of the Steering Committee in

1992, and provided effective leadership in lobbying the state and federal government on our region's needs. She integrated the air quality agendas of the Metro Chamber and Cleaner Air Partnership. Also making big volunteer contributions to the Partnership, Jerry McKenna, FM102 and Sacramento Radio Broadcasters' Association.

In 1994, the Partners for Clean Air Award was given to the Cleaner Air Partnership for advocating for federal funding for ozone day advertising. The source of funding was the Congestion Management and Air Quality fund of the federal transportation funding act. The funding package was used to launch the Sacramento Metropolitan Air Quality Management District 1995 Spare The Air program and conduct evaluation research. The program was so popular that it is still operating with CMAQ funding in 2005

### **The Historical Perspective: Implementing the Plan – 1995-1999**

Increasingly after the 1994 ozone attainment plan was formally adopted in November of 1994, the Cleaner Air Partnership focused on implementation of the NOx reduction goal of that plan. That meant finding financial support for incentive programs

A cornerstone effort was organized by the California Trucking Association to create a "Cleaner Air Partnership" like coalition at the state level to find funding for NOx reduction. The Cleaner Air Partnership participated. This effort resulted in what is now known as the Carl Moyer Memorial Program to fund voluntary heavy-duty diesel emission reductions through replacement, retrofit and repower of older diesel engines. Early annual appropriations of funding established a track record for the program.

In 1999, Judith Lamare was appointed as part of the Moyer Advisory Board to evaluate the program and make recommendations. The Board recommended permanent Moyer funding adequate to meet the NOx reduction needs of each of the non-attainment areas.



*Local members of the State's Moyer Advisory Board: Mike Kenny, ARB, Jude Lamare, CAP, Becky Wood, Teichert, and Kevin Shanahan, Cummins West. Wood and Shanahan were members of the Cleaner Air Partnership Steering Committee.*

Another important element of NO<sub>x</sub> reduction was the state's enhanced Smog Check program adopted in 1997. The Cleaner Air Partnership monitored implementation and educated both consumers and the smog check industry about the benefits to air quality. The Partnership used its public opinion survey to track public response to the new enhanced program. Key smog check industry leaders, including Lynn Cardwell and Ernie LeBlanc joined the Cleaner Air Partnership Steering Committee.

Meanwhile, the working relationship between the Cleaner Air Partnership and the region's air districts blossomed. CAP's promotion of regional air programs such as the Spare The Air program, the Cleaner Air Partnership Air Quality and Transportation Public Opinion Survey, the Cleaner Air News, Heavy Duty Vehicle Emission Reductions, Airport Vehicle Trip Reductions, and the evaluation of the Spare The Air program created a regional public air agenda. Another key element of the regional air agenda was to raise issues regarding transport from the Bay Area. Speaking for the region, the Cleaner Air Partnership approached the Bay Area District to ask for NO<sub>x</sub> reductions, better monitoring of transport, and coordination on the Spare The Air program.

CAP's regional image was bolstered when Mark Nelson of Hewlett-Packard in Roseville took over the chairmanship in 1996. Nelson, with support from HP, solidified the regional presence of the Cleaner Air Partnership, built credibility in the business community and in state government. Nelson began the CAP tradition of strong support for the Metro Chamber's Cap to Cap Air Quality Team visit to policymakers in Washington D.C.

Betty Turner represented American Lung Association in the CAP Executive Committee and exercised a strong influence on the direction and tone of the Partnership. Turner's constant monitoring of the Partnership's pulse was a consistent positive support to the management and policy agenda. The Chamber's Bill Mueller played a pivotal role at this critical time in the late nineties. Mueller represented the Metro Chamber on the CAP Executive Committee and helped the organization focus on the NO<sub>x</sub> reduction goal. Mueller solidified a strong connection between CAP and SACOG, the regional transportation planning agency.

During this period the Cleaner Air Partnership, led by Randall Yim, sponsored a credit trading program for the Sacramento Air District, to increase flexibility for stationary source emission reductions. The SEED Program enabled businesses to lease air quality credits for specific periods of time and the funds were used to obtain cost-effective emission reductions by the District's mobile source division. CAP conducted an environmental justice review of the program to ensure that the program did not adversely impact specific communities. New voices joined the Steering Committee to ask questions about impacts on small business and minority communities. Most notable were the perspectives added by Efren Gutierrez and Clarence Williams III.

In 1995, the Cleaner Air Partnership began a series of efforts lasting more than a decade to identify correct methods for quantifying the impact of voluntary smoggy day trip reductions. This effort ultimately led to involvement by ARB and U.S. EPA. CAP conducted evaluation

research of the Spare The Air program's impact on voluntary driving reduction in 1995, 1996, 1998, 1999, 2000, 2001, 2002, 2003 and 2004.



*From left, Betty Turner, ALASET, Jude Lamare, CAP Manager, Norm Covell, APCO, Doug Wheeler, Secretary for Resources, Suzanne Phinney, CAP Chair, Peter Rooney, Secretary for Cal-EPA, Bill Mueller, Metro Chamber.*

In recognition of its success in bridging of environmental and economic goals, the Cleaner Air Partnership received the Governor's Economic and Environmental Balance Award in 1998.

### **The Historical Perspective: Count Down to One-Hour Standard – 2000-2005**

By the end of 1999, the Cleaner Air Partnership was seriously focused on the impending 2005 deadline to meet the federal one hour ozone standard, and the slow progress on funding incentive programs to reduce NOx from heavy-duty diesel engines. The gap meant that the region was at risk for lack of conformity between its air quality plan and its regional transportation plan. The need to obtain immediate and substantial results led to a series of meetings and workshops on NOx reduction. Ultimately these resulted in what became known as the "NOx Log Cabin", a Cleaner Air Partnership task force focused on coordinating partners to get the necessary NOx reductions.

Dr. Suzanne Phinney took on chairmanship of the NOx Reduction Task Force (later to be called the NOx Log Cabin) and resumed chairing the Steering Committee for 2000. She also led a

business education effort to inform business about the NOx problem and the solutions for reducing NOx from heavy duty engines in our region. Also playing key roles in the formation and development of the NOx Log Cabin were Betty Turner, Bill Mueller, Becky Wood and Tom Stallard.



*CAP's Knock NOx Brochure was used to educate elected officials, business leaders and community leaders about the urgent need to reduce NOx from heavy-duty vehicles.*

**Genesis of SECAT.** In the late 90s, at the urging of the Cleaner Air Partnership, the City and County of Sacramento had come forward to adopt Low Emission Heavy Duty Vehicle Acquisition Policies, and Regional Transit had acquired natural gas transit buses, but the air districts had not been able to convince SACOG that federal transportation funding needed to be allocated for this purpose. Ultimately, however, in 2000, SACOG, with support from CAP and the Districts, was able to combine state funding with federal funding and allocate \$70 million for heavy duty NOx reduction programs. In 2000, **the Sacramento Emergency Clean Air and Transportation Program [SECAT]** was born and put the region back on track to meet its NOx reduction obligations in the air quality plan.



*Celebrating victory for NOx Reduction Funding at the Cleaner Air Partnership meeting July 28, 2000, included cake and a visit with Assemblymember Darrell Steinberg, shown with CAP Chair Suzanne Phinney and SACOG Chair Tom Stallard.*

The push for SECAT included the CAP's Knock NOx education program, featuring a web site, brochure and outreach to fleet owners and businesses, But there were other elements of the CAP effort:

- advocacy for retrofit strategies to reduce pollution from on-road trucks in the region;
- advocacy for a permanent Moyer Program funding commitment by the state;
- closing loopholes in the smog check program;
- a campaign to reduce NOx transport from the Bay Area, particularly to require the same NOx reduction smog check in the Bay Area as required in the Valley,
- sustained advocacy at state and federal levels for matching funding; and
- other programs such as green contracting and reducing unnecessary idling.

The NOx Log Cabin met monthly, bringing together key transportation and air quality decision makers from the state and local levels with private sector advocates for policy change.

Tom Stallard as SACOG Chair participated in the Cleaner Air Partnership and became a big contributor to the Knock NOx effort. His hand drawn cartoon explaining the NOx problem in “layman’s language” became a public education tool that is still found on the CAP website. Stallard was a stellar participant in the NOx Log Cabin, urging members to translate their separate languages into a common language to get actions accomplished. The effort to get technocratic talked turned into policy action was strongly supported by Betty Turner.

Appropriately, in 2001 the helm of the Partnership passed to an expert in heavy-duty diesel engines and the industries that use them, Becky Wood of Teichert Aggregates. Wood’s tenure as chair was marked by aggressive education of diesel owners about the options for reducing emissions. She and her firm won awards for pioneering ways to reduce NOx from mobile sources and educating their industry about options to reduce emissions.

Between 2001 and 2003, the CAP became focused on ending the Bay Area’s exemption from the Smog check Nox program, and addressing other NOx transport issues. CAP actively lobbied the state Air Resources Board and the Bay Area Board and the U.S. EPA to create more assurances that Bay Area transport of ozone and precursors would be controlled. A successful major regional and statewide campaign was launched with allies down valley, in the Bay Area and in statewide groups. These efforts led to changes in Smog check law and in planning practices under the California Clean Air Act to expand management of NOx and ozone transport.

In 2002, Placer County APCD led an effort to kick NOx reduction up a notch. The “SOS Ordinances” were developed. Subsequently, the CAP supported and promoted adoption of these three local measures: low emission vehicle acquisition policies for local government; local anti-unnecessary idling restrictions; and green contracting, that is, asking city and county suppliers to use the cleanest available heavy duty engines.

In 2004, a major policy breakthrough occurred at the state level because of a broad-based coalition effort. Statewide funding of \$140 million annually to reduce diesel emissions was approved by the Legislature. Federal funding was initiated for the West Coast Diesel Collaborative. These achievements were a fulfillment of the Cleaner Air Partnership’s NOx reduction campaign.

Bob Shattuck of Lennar Communities chaired the Partnership between 2003 and 2005. Shattuck’s role in the Partnership went back to early efforts in 1994 to achieve funding for NOx reductions (AB 2248). He has advocated for a strong smog check program, and played a leading role in convincing the Bay Area to include NOx reduction in their smog check program.

In recognition of its leadership on NOx reduction, and particularly winning the battle for Bay Area smog check, the Cleaner Air Partnership received the American Lung Association Clean Air Award in 2003 and the American Leadership Forum Regional Leadership Award in 2003.

### **Transitions**

In mid 2004, Judith Lamare chose to retire as manager of the Partnership, effective June 30, 2005. One of her continuing commitments was to initiate a renewal of the organization and a recommitment of the sponsors. Looking ahead to new air quality planning efforts and continued challenge to meet clean air standards, she recognized the benefits of putting in place a new management and structure for the Partnership that would function well for decades to come.

In March 2005, Tom Stallard accepted the role of Chair for the Cleaner Air Partnership for 2005, to help with the transition. In the spring of 2005, the American Lung Association, Metropolitan Chamber of Commerce and Sacramento Metropolitan Air Quality Management District invited Valley Vision to become a partner in sponsoring the Cleaner Air Partnership. Bill Mueller, managing partner for Valley Vision, became the manager for the Cleaner Air Partnership in July, 2005.

  
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## Appendix

### **Index to the Cleaner Air Partnership Activities 1986-2005**

*The Cleaner Air Partnership was formed by the American Lung Association of Sacramento-Emigrant Trails and the Sacramento Metropolitan Chamber of Commerce, with support from the Sacramento County Air Pollution Control District. Formation activities took place from August 1986-December 1987. Judith Lamare Ph.D. managed the Partnership activities from August 1, 1986 to June 30, 2005.*

#### **Air Quality Funding Advocacy**

- 1988 Measure A and AB 4355 DMV Registration Surcharge
- 1991 CMAQ funding for Ozone Day Driving Reduction and Smog Squad Pilot
- 1994 AB 2247, DMV Surcharge for HD NO<sub>x</sub> (vetoed)
- 1994 CMAQ funding for Ozone Day Driving Reduction and Smog Squad Pilot
- 1996 CMAQ advocated funding for HD NO<sub>x</sub> Reduction (not funded)
- 1995-1998 Advocacy for HD NO<sub>x</sub> Reduction State Program (became Moyer)
- 1998 Proposition 7 Sponsored by PCL (failed)
- 1999 CMAQ Funding for STA, first NO<sub>x</sub> Reduction HD Vehicle Projects
- 2000 SECAT (AB 2511) and CMAQ Match of \$20 million from SACOG
- 2001 AB 4355 Fee Adoption by Placer County
- 2004 Support for Inclusion of Air Quality in Measure A funding
- 2004 Permanent Moyer/ AB 923 added vehicle registration fee

#### **Air Quality Planning and Policy Development**

- 1986 Policy Development Workbook
- 1987 Policy Recommendations Report
- 1989 Public Education Plan
- 1990 Policy Recommendations Report, Second Edition
- 1991 Air Quality Attainment Plan Review Task Force Report (March, 1991)
- 1994 Federal Implementation Plan Participation
- 1994 SIP Adoption Advocacy
- SIP and Conformity Issues Review 2000
- Air Quality Plan Update Workshops Participation
- Citizen Air Quality Planner Web Survey 2003-04

#### **Awards**

- 1990 Governor's Award for Transportation (to Judith Lamare)
- 1994 Partners for Clean Air Award for advocating for federal funding for ozone day advertising
- 1998 Governor's Economic and Environmental Balance Award
- 2003 American Lung Association Clean Air Award
- 2003 Regional Leadership Award, American Leadership Forum

#### **Business Education**

- 1987 Slide Show and Speaker Program to Educate Business on Trip Reduction
- 1988 Business Workshop on Trip Reduction Ordinances
- 1988 Outreach to Physicians
- 1990 Business Survey of 600 Business Owners and Managers and Distribution of Results via Business Journal, Metro Chamber
- 1992 Brochure Distribution "Business of Clean Air"

1993 Brochure Distribution “Clean Air Catalog”  
1997 Smog Check Technician Education Outreach  
1999 Smog Check Education Outreach  
1999 NOx Reduction Education Outreach to Business and Chambers  
2000 SECAT outreach to Chambers [Suzanne Phinney]

### **CAP Chairs**

Tom Stallard, Rose-colored Glass, 2005-  
Bob Shattuck, Lennar Communities, 2003-2005  
Becky Wood, Teichert Aggregates, 2001-2003  
Suzanne Phinney, Aspen Environmental, 2000-2001  
Mark Nelson, Hewlett-Packard, 1996-2000  
Suzanne Phinney, Aerojet General, 1992-1996  
Steve Huffman, Blue Diamond, 1989-1992

### **CAP Participants – see list**

**CAP website** 2001-05, [www.cleanerairpartnership.org](http://www.cleanerairpartnership.org)

### **Clean Fuels Advocacy**

1987 Brochures “Methanol is Part of the Solution to Sacramento’s Air Pollution Problem” and “Is Methaol a Solution? Some Questions Answered.”  
1988/89 Clean Fuels Task Force [led to formation of the Clean Fuels Forum]  
1989 Clean Fuels Task Force Policy Recommendations Report  
1990 Air Resources Board Low Emission Vehicle Program advocacy  
1992 May 7 Electric Vehicle Workshop  
1997 Advocacy for the Use of M85 in FlexFuel Vehicles, Government Fleets  
1998-1999 Advocacy for Low Emission Heavy Duty Vehicle Acquisition Program by Local and State Government  
1999-2005 Supported regulation and reformulation of gasoline and diesel fuels  
2004 Neighborhood Electric Vehicle Task Force and White Paper

### **Cleaner Air News**

1987-2005 Quarterly to 5,000 community members (see binders)

### **Community Public Opinion Surveys**

1989-2004 Annual survey reports  
1992 became regional  
1996-2005 annual reports to Yolo-Solano and Placer County Air Pollution Control Districts  
2001-2003 annual reports to El Dorado Transportation Commission

### **Environmental Justice**

1996 Outreach and Policy Review

### **Health**

2000 Sierra Health Foundation Air Quality Summit Presentation  
2002 Community Planning Advisory Council Health Conference Presentation  
2000-2005 Participate in ALASET Health Effects Task Force  
2001, 2004 Reports on CAP Surveys on Health Questions  
2004 Report on AQI and Breathing Difficulties

### **Knock NOx Campaign 1994-2005**

1994 October 7 NOx Reduction Workshop

1994 California Ad Hoc Working Group on Heavy Duty Vehicles Working Group  
 Participation  
 1994-2004 Moyer Program Advocacy  
 1994 Sponsored AB 2247 (vetoed)  
 1998 Proposition 7 Advocacy  
 1998/99 Brochure and Business Outreach/Education  
 1998 Diesel Emissions Workshop (June 26)  
 1999 Moyer Advisory Board and Report  
 1999 NOx Reduction Task Force Report (September 24)  
 1999 “The Simple Truth” by Tom Stallard  
 1999 Advocacy to Fully Implement Smog Check Program  
 2000-2005 Monthly NOx Log Cabin Meetings  
 2000/2001 NOx Retrofit Workshops  
 2001-2002 Bay Area Smog Check Campaign  
 2001 Energy Crisis NOx Reduction Protection Advocacy  
 2003-2004 Chip Reflash Regulation Campaign  
 2000-2005 SECAT Advocacy and Education Activities  
 2001-2004 Advocacy Green Contracting/Procurement Policies  
 2001-2005 Advocacy Federal Earmark to match SECAT  
 2003-2005 Smog Check, California Inspection and Maintenance Review Committee  
 participation  
 1999 Promoted HD LEV Acquisition Policies by Local Government  
 1999-2005 Supported Reformulation/Regulation of Gasoline and Diesel Fuels

**Legislation**

2005 AB 1221, ARB Seat for Sacramento (vetoed)  
 2004 AB 2353, Neighborhood Electric Vehicles, 2004  
 2004 AB 923, Moyer Funding  
 2004 AB 2683, End Rolling 30-Year Exemption  
 2002 AB 2637, Bay Area Smog Check  
 2000 AB 2061, emulsified fuel tax break  
 2000 AB 2511, SECAT  
 2000 Smog Check loophole legislation  
 2000 Caltrans Fleet Greening Initiative [budget]  
 1999 AB 1571 Carl Moyer Program  
 1998 AB 1368, SB 1857 Moyer funding  
 1994 AB 2247 funding for NOx reduction HD Vehicles  
 1988 AB 4355 funding, authorization for public education program

**Management**

Judith Lamare Ph.D. Bio and Resume

**Metro Chamber**

1997-2005, CAP to CAP, Supported AQ Team  
 2002 Participated in Atlanta Study Mission  
 2003 Support Chamber Workshop on SOS Ordinances  
 2003 Support Chamber Spare The Air Outreach Planning

**Other Partners and Outreach**

Association for Commuter Transportation

1988-2005 Participation in Activities, Education Program  
Clean Cities Coalition

1990-2005 Support for the Coalition

SACOG

1990-2005 Participation in Regional Planning Partnership

2004 Sponsor, Tall Order Regional Forum

San Joaquin Valley

2001-2002 Partnership building

Sacramento Tree Foundation

1998-2004 Cool Communities Project

Sacramento International Airport

1995 Reduce Vehicle Trips Campaign

1995-2004 Annual Survey Partner

Sacramento County

1005 Bikeways Maintenance Funding Research

Valley Vision

2004 Agricultural summit

2004 Quality of Life Indicators Project

US EPA

2002 Western Cities Outreach by Suzanne Phinney

#### **Ports and Goods Movement**

2005 April Forum on Regional Air Quality Issues

#### **Recruitment of new APCO**

2003 Advised SMAQMD Board on recruitment criteria for APCO

#### **SEED Program**

1996 Development of Community Support for SEED credit trading program

1997 Advocacy for approval of SEED program

1998 Review of Communities for Better Environment Opposition to SEED

**Smog Check** – included above in NO<sub>x</sub> and Public Education Activities

#### **SOS Ordinances**

2002 Participation in Sacramento Ozone Summit (SOS)

2003-2005 Campaign to Support for Adoption of SOS Measures

2004 Workshop on City Anti-Unnecessary Idling Ordinance

#### **Spare The Air Campaign and Precursor Smog Season Campaign Activities**

1987 Program policy adoption

1988 Factsheet “Ozone — A Public Health Problem

1989 Public Education Plan Adoption “A Time to Clean Up the Air”

1989 Media Outreach

1989-1991 Promotion of Air Quality Forecast Boards at Employment Sites

1990 Sponsored Smog Squad, grassroots campaign, and prepared evaluation

1990 Sponsored Partners for Clean Air Steering Committee

1990-1991 Evaluation of 1990 Implementation of the Cleaner Air Partnership Public Education Plan (Final Report dated January 1991)

1995, 1996, 1998-2005 Evaluation Reports

1995-1996 Quantification of Trip Reductions Project

1996 Placer County Outreach for Spare The Air

1999-2002 Participation in ARB/EPA Quantification Project  
2003 Prepared Driveless brochure and website; outreach.  
2004 Spare The Air Planning Workshop with SMAQMD  
2003-2005 Supported Metro Chamber Campaign

## **Sponsors**

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 Sacramento Area Council of Governments (SACOG)  
 Sacramento County  
 Sacramento Metropolitan Air Quality Management District  
 Sacramento Municipal Utility District (SMUD)  
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 U.S. Environmental Protection Agency  
 Western States Petroleum Association (WSPA)  
 Woodland Chamber of Commerce  
 Yolo-Solano Air Quality Management District

**Transport of air pollutants** – included as part of NOx reduction above

**Transportation Planning**

1987 Trip Regulation Review Task Force  
 1988 Laguna Upzone Traffic Study Policy Review and Report  
 1988 September Workshop on Proposed City of Sacramento Ordinance Changes  
 1990 Trip Reduction Task Force Meetings and Report  
 1990 City of Sacramento Non-Commute Trip Reduction Program Design Report  
 1990 Advocacy for Rail Corridor service improvements  
 1990-1991 Transit Shuttle Task Force  
 1992 Commute Trip Reduction Task Force  
 1995-6 CAP Advocacy for Reducing Vehicle Trips to the Airport  
 1996-97 Advocacy for Transit Service to the Airport  
 2000-2002 Transportation Roundtable, SACOG Metropolitan Transportation Plan

**Participants 1986-2005**

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Jim	Behrmann	ALASET
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