

**LODI CITY COUNCIL
SHIRTSLEEVE SESSION
CARNEGIE FORUM, 305 WEST PINE STREET
TUESDAY, OCTOBER 4, 2011**

A. Roll Call by City Clerk

An Informal Informational Meeting ("Shirtsleeve" Session) of the Lodi City Council was held Tuesday, October 4, 2011, commencing at 7:00 a.m.

Present: Council Member Hansen, Council Member Katzakian, Council Member Nakanishi, Mayor Pro Tempore Mounce, and Mayor Johnson

Absent: None

Also Present: City Manager Bartlam, City Attorney Schwabauer, and City Clerk Johl

B. Topic(s)

B-1 Presentation by San Joaquin Valley Air Pollution Control District Regarding Current State of Air Quality (CM)

City Manager Bartlam briefly introduced the subject matter of the current state of air quality.

John Cadrett, Compliance Manager for San Joaquin Valley Air Pollution Control District, provided a PowerPoint presentation regarding the current state of air quality. Specific topics of discussion included physical environment, pollutant emissions, successful clean air strategies, population growth, regulatory progress, offsetting emissions reductions, county air quality progress, core values for valley air district, sources for pollution, federal mandates and sanctions, innovative and transformative measures to address challenges, and increased grant funding.

In response to Council Member Hansen, Mr. Cadrett stated the air pollution business is driven by state and federal health standards, whatever happens in the District generally also affects the City of Lodi, San Joaquin County fairs better than other counties in the District because the air quality is better, and wind patterns generally push south in the District.

A brief discussion ensued between Mr. Cadrett, Mayor Johnson, and Council Member Hansen regarding the effect of the pollution from the Bay Area and the Delta breeze.

In response to Council Member Hansen, Mr. Cadrett stated the District does have regulatory and fining authority of its own.

In response to Mayor Pro Tempore Mounce, Mr. Cadrett stated the District has been successful in working with businesses on the standards and to the best of his knowledge no businesses have been shut down.

In response to Council Member Nakanishi, Mr. Cadrett provided a brief overview of carbon credits and the State being the driver behind the green house gas emissions regulations.

In response to Mayor Johnson, Mr. Cadrett stated current makeup of the Board of Directors includes one supervisor from each county, a rotation of small, medium, and large cities appointed by the League of California Cities, and appointments made by the Governor. Further, Mr. Cadrett stated that, while fog does play a part, it is mainly particulates that are the problem in the winter.

In response to Council Member Hansen, Mr. Cadrett stated while no one is taking away cars right now there is no way to meet the standards with current technology.

In response to Mayor Johnson, Mr. Cadrett stated emissions have been reduced through the formation of the District and most businesses prefer to deal with a local entity instead of the state or federal agencies.

In response to Mayor Pro Tempore Mounce, Mr. Cadrett stated cities are appointed on a rotation basis through the League of California Cities and some of those appointed cities may be members of the National League of Cities as well.

In response to Council Member Hansen, Mr. Cadrett stated the District issues grants and the money comes from a variety of sources including state and federal funding as well as developer fees.

In response to City Manager Bartlam, Mr. Cadrett stated the District failed to meet federal air quality standards and the federal Environmental Protection Agency (EPA) imposed a \$29 million penalty on the valley, which was initially to be paid by businesses but is now being partially paid through a \$12 per vehicle registration fee.

In response to Mayor Johnson, Mr. Cadrett stated to the best of his knowledge no other area in the state has been leveled such a similar fine.

In response to Myrna Wetzel, Mr. Cadrett stated the District does not have the ability to force tree planting but it does encourage it.

In response to Council Member Hansen, Mr. Cadrett stated that, if the District had not come up with a way to impose the EPA fine, the federal government would have come up with a way and also kept the proceeds. Further, Mr. Cadrett stated the level of public participation varies with the public interest in various District matters and to date he has received no comments regarding Agenda 21.

In response to Ed Miller, Mr. Cadrett stated the old standards are based on eight hours and the new proposals are related to the ozone only and not particulates.

In response to Mayor Johnson, Mr. Cadrett stated agriculture is a part of the pollution issue because of both cause and effect and the Ag community, while exempt before, is now covered under different regulations.

B-2 Presentation by San Joaquin Council of Governments Regarding Regional Smart Growth Plan (PW)

This item was not heard and was continued to a future Shirtsleeve Session.

C. Comments by Public on Non-Agenda Items - None

D. Adjournment

No action was taken by the City Council. The meeting was adjourned at 8:00 a.m.

ATTEST:

Randi Johl
City Clerk



**CITY OF LODI
COUNCIL COMMUNICATION**

AGENDA TITLE: Presentation by San Joaquin Valley Air Pollution Control District Regarding Current State of Air Quality

MEETING DATE: October 4, 2011

PREPARED BY: City Manager

RECOMMENDED ACTION: Receive presentation by San Joaquin Valley Air Pollution Control District regarding the current state of air quality.

BACKGROUND INFORMATION: John Cadrett, Compliance Manager with the San Joaquin Valley Air Pollution Control District, will be at the meeting to give an overview of past successes, current and upcoming challenges, the Healthy Air Living program, and potential grant opportunities for municipalities.

FISCAL IMPACT: Not applicable.

FUNDING AVAILABLE: Not applicable.

Konradt Bartlam
City Manager

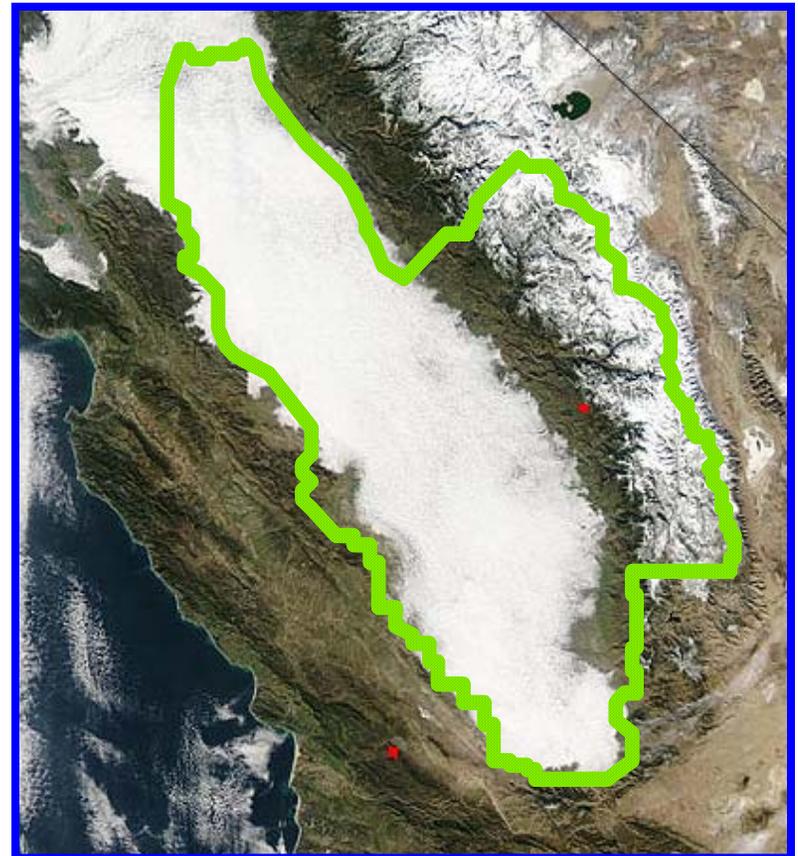
KB/JMR

APPROVED:

Konradt Bartlam, City Manager

The Valley's Physical Environment Creates a Low Tolerance for Pollutant Emissions

- Surrounding mountains and meteorology create ideal conditions for trapping air pollution
- Chronic poverty and unemployment rates
- High rate of population growth
- I-5 and HWY 99 (Major transportation arteries)

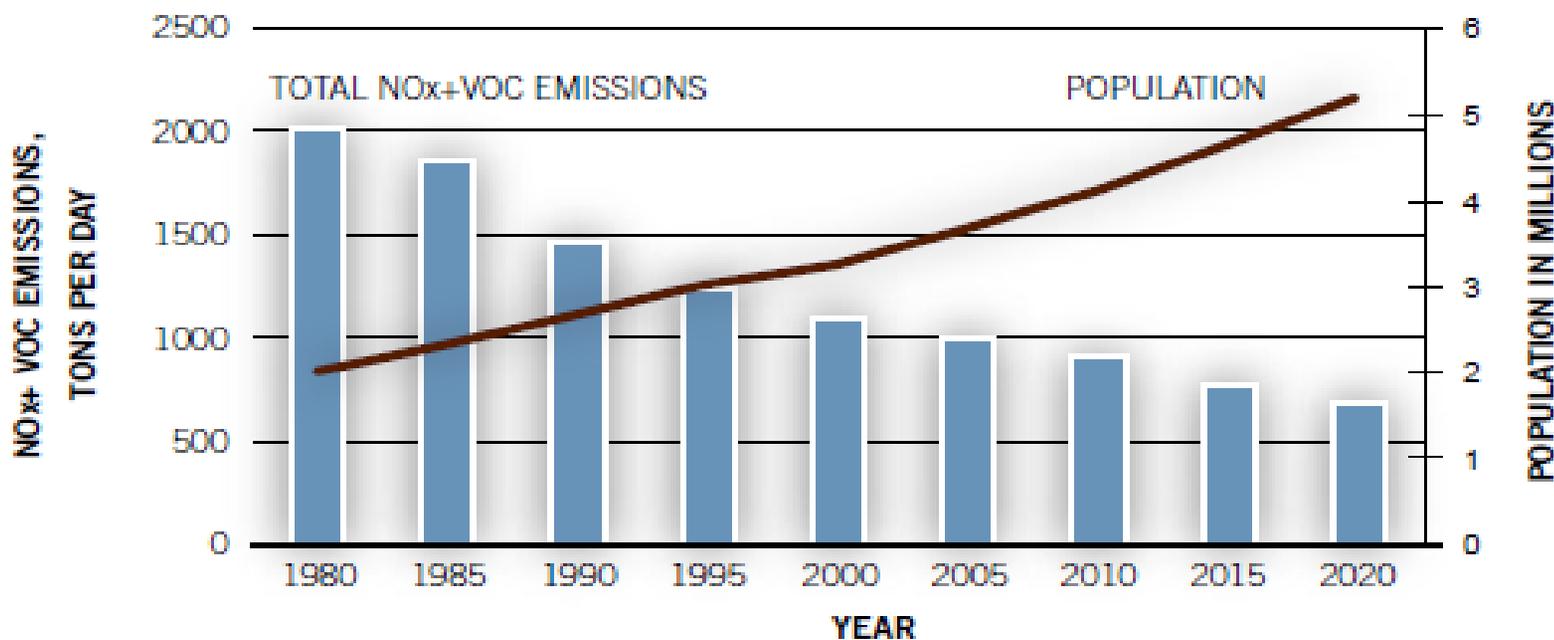


San Joaquin Valley Has Implemented Successful Clean Air Strategies

- 80% reduction in emissions from stationary sources
- Significant improvement in air quality
 - 83% reduction in ‘Unhealthy’ days
 - cleanest Winter on record (only 2 unhealthy days in 2010)
 - cleanest Summer on record (over 50% reduction in 8-hour ozone exceedances)

Population Growth Can Undermine Regulatory Progress, Offsetting Emissions Reductions

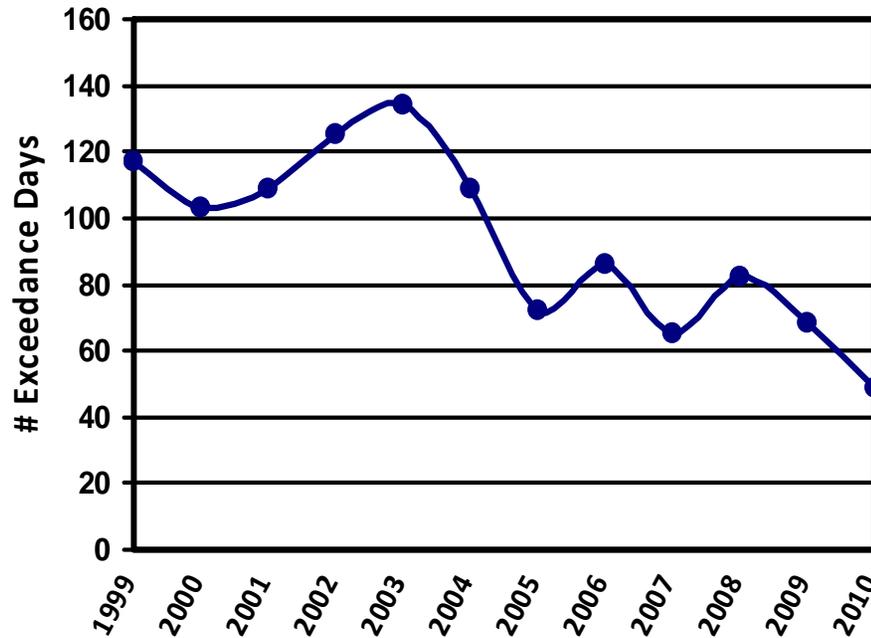
San Joaquin Valley Population Increases and Emissions Decreases



Emissions reflect ARB Almanac (2007) estimates and do not include emissions reductions from planned control measures.

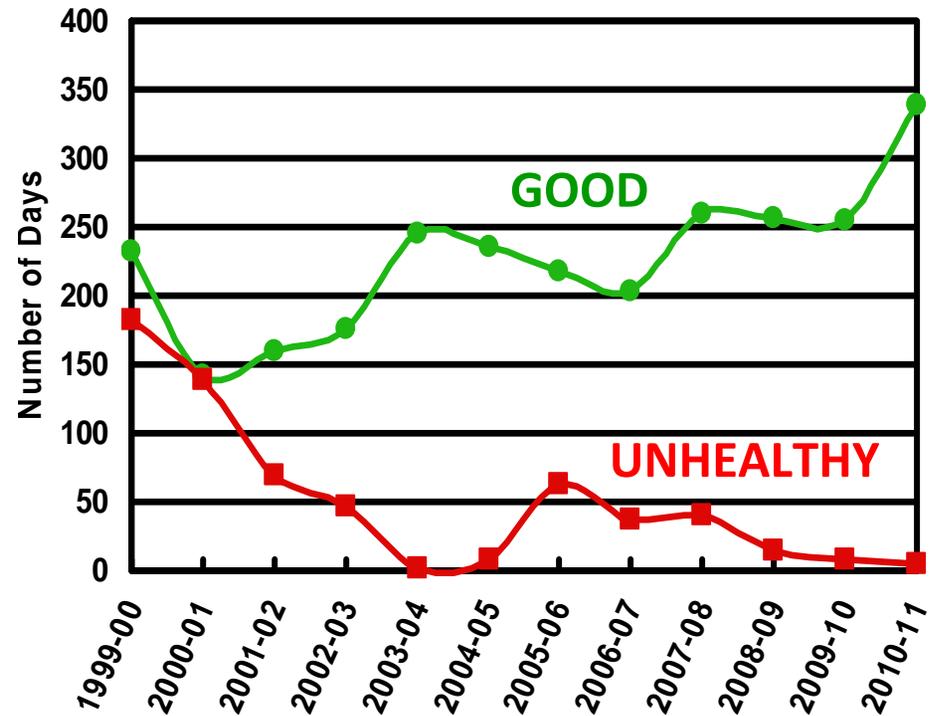
SJV Air Quality Progress

8-hr Ozone Exceedances



Summer

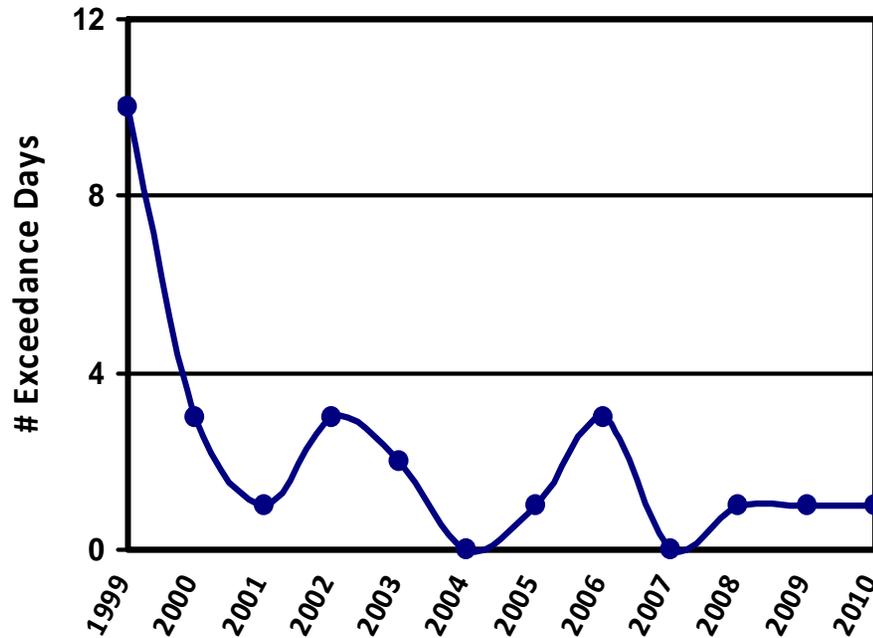
Days Per AQI Category



Winter

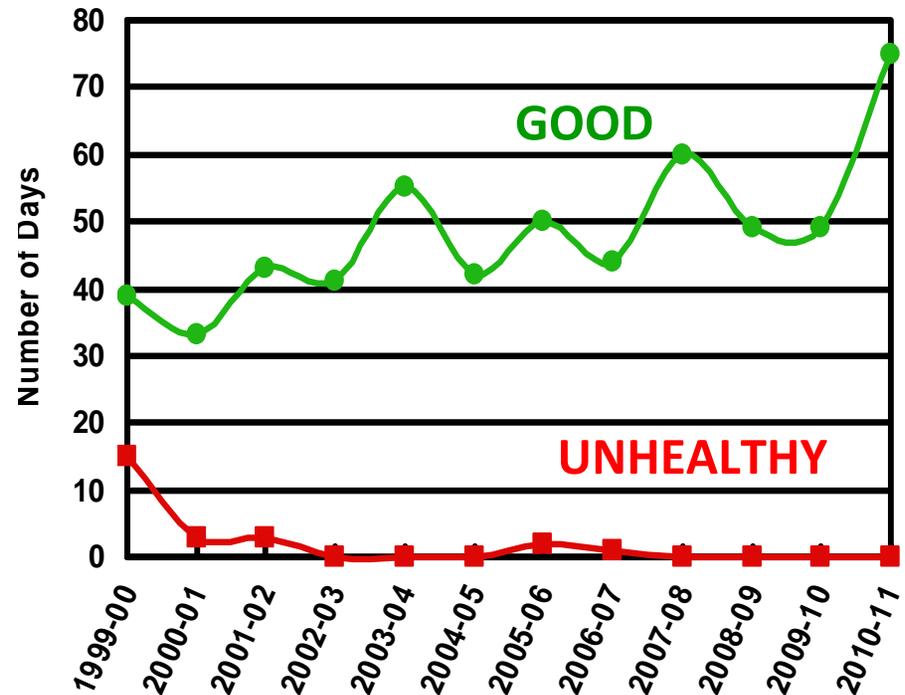
San Joaquin County Air Quality Progress

8-hr Ozone Exceedances



Summer

Days Per AQI Category

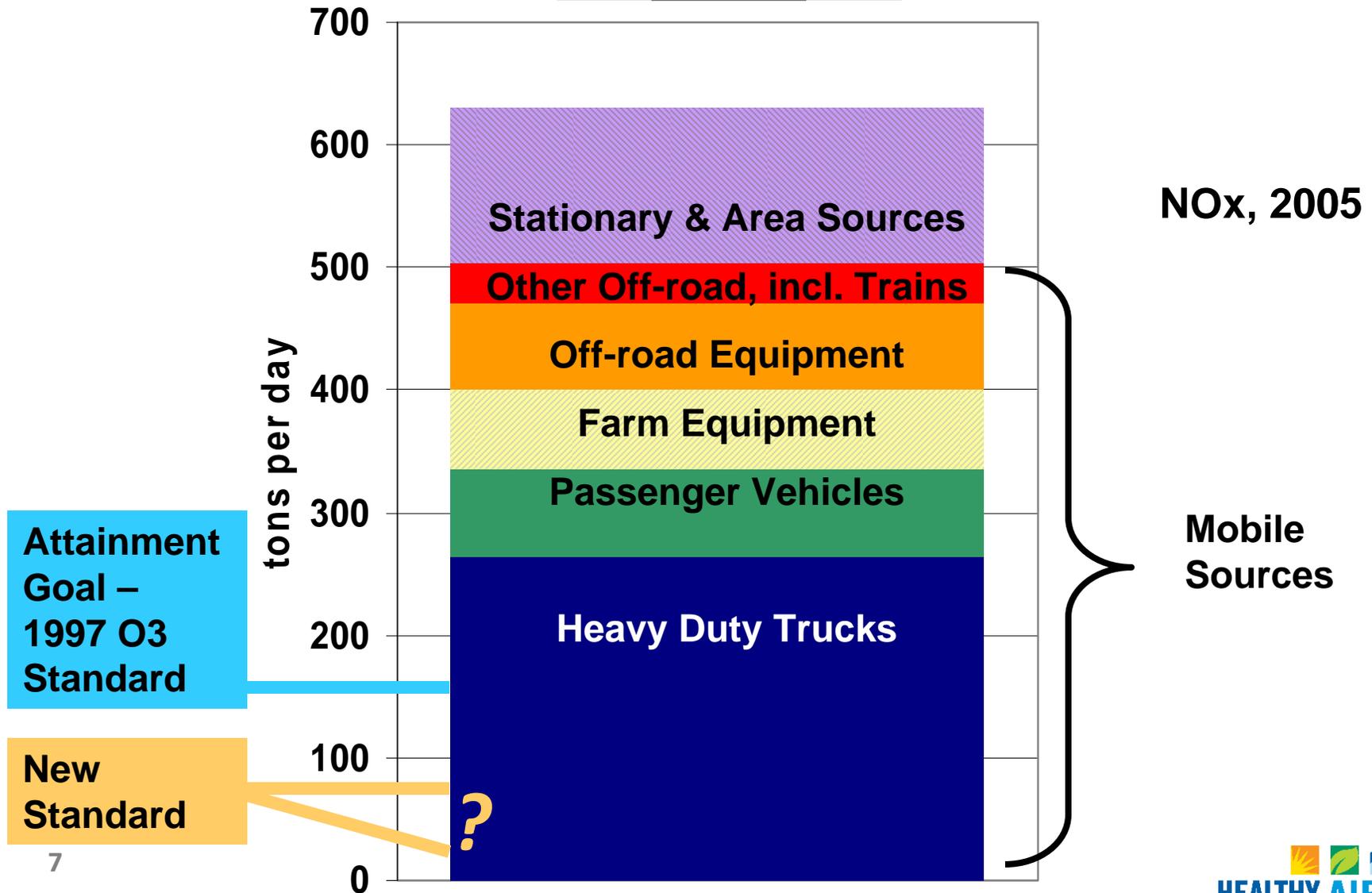


Winter

Core Values of Your Valley Air District

- ✓ Protection of Public Health
- ✓ Active and effective air pollution control efforts with minimal disruption to the Valley's economic prosperity
- ✓ Outstanding Customer Service
- ✓ Open and Transparent Public Processes
- ✓ Ingenuity and Innovation
- ✓ Effective and Efficient Use of Public Funds
- ✓ Respect for the Opinions and Interests of All Valley Residents

Sources of Air Pollution in the San Joaquin Valley



Federal Mandates and Sanctions

- Federal mandates dictate District actions
- Federal Sanctions
 - De-facto ban on new businesses and expansion of exiting businesses
 - Loss of federal highway funds
 - Federal takeover (FIP) – loss of local control (sanctions will continue in the meantime)
- District goal to provide local control in meeting federal mandates

Innovative and Transformative Measures Needed to Address Air Quality Challenge

- New federal standards approaching Valley's natural "background" levels
- Additional 80-90% emissions reductions needed to meet new Federal standards
- Innovative and transformative measures
- Investment in new technology
- Pollution transport from other areas (overseas) is policy relevant
- **Public Participation** – Clean air goals CANNOT be met on back of businesses alone
- Healthy Air Living initiative

Significantly Increased Grant Funding

School Buses (replace & retrofit)	\$ 54,506,400
Energy Efficiency	3,844,300
Gross polluting vehicle repair & replacement	4,700,000
Residential lawn mower replacements	912,300
Commercial lawn equipment	500,000
Fireplace change-out	500,000
Vanpools, hybrid/electric/CNG vehicles, bike paths, park & ride, public transit subsidies	2,809,800
Public service clean air projects through local government	10,000,000
GHG support for cities and counties	250,000
Technology Advancement	3,000,000
Agricultural Pumps (repower & electrification)	7,202,400
Farm Equipment (Ag tractors, harvesters, etc.)	27,272,400
Trucks (replace, repower, & retrofit)	63,170,000
Locomotives (line haul, passenger, switcher)	31,000,000
Construction Equipment (replace, repower, & retrofit)	4,950,000
Alternative Fuel Infrastructure	3,255,700
Total Incentive Grants Available in 2011/2012	\$ 217,873,300