

FEATHER RIVER AIR QUALITY MANAGEMENT DISTRICT
MEMORANDUM
October 2, 2017

TO: FRAQMD BOARD OF DIRECTORS

FROM: Christopher D. Brown, AICP, APCO

SUBJECT: Public Hearing on Resolution #2017-10 to Adopt the Sacramento Regional 2008 National Ambient Air Quality Standards (NAAQS) 8-Hour Ozone Attainment and Reasonable Further Progress (RFP) Plan

RECOMMENDATION:

Conduct a public hearing and approve Resolution #2017-10: 1) adopting the Sacramento Regional 2008 NAAQS 8-Hour Ozone Attainment and Reasonable Further Progress Plan (Plan), 2) specifying that the Plan meets Federal Clean Air Act Section 110 requirements for State Implementation Plans (SIPs), and Sections 172 and 182 planning requirements for nonattainment areas, 3) finding that the Plan is exempt from California Environmental Quality Act, 4) and directing Staff to forward the Plan and all necessary supporting documents to the California Air Resources Board for submittal to United States Environmental Protection Agency as a revision to the California State Implementation Plan.

ALTERNATIVES:

A Finding of Failure to Submit was finalized on March 6, 2017¹. If the District does not submit the SIP within 18 months of the Finding (September 6, 2018) then stationary sources requiring offsets will be forced to purchase them at increased ratios. If the SIP is not submitted within 24 months (March 6, 2017), the area will lose federal highway funding and the US EPA can adopt a Federal Implementation Plan (FIP) which will implement the requirements of the Clean Air Act without local input or control.

¹ 82 FR 9158

BACKGROUND:

Ground-level ozone or “smog” is one of the air pollutants regulated by both federal and state laws. It is a colorless gas formed in the presence of sunlight when precursor pollutants (nitrogen oxides and volatile organic compounds) mix. The high ozone season is during May through October for the Sacramento region. Ground-level ozone is a strong irritant that adversely affects human health. Breathing ozone can reduce lung function and worsen respiratory problems. Ozone exposure has been associated with increased susceptibility to respiratory infections, cardiac-related effects, medical visits, school absenteeism, and can contribute to premature death, especially in people with heart and lung disease. Ozone can also cause damage to crops and natural vegetation by acting as a chemical oxidizing agent. Ground level ozone is formed as a result of photochemical reactions involving two types of precursor pollutants: volatile organic compounds (VOCs) and nitrogen oxides (NOX). VOCs and NOX are emitted by many types of sources, including on-road and off-road combustion engine vehicles, power plants, industrial facilities, gasoline stations, organic solvents, and consumer products.

Overview of the 2008 Federal 8-Hour Ozone Standard

The 2008 federal 8-hour ozone National Ambient Air Quality Standard (NAAQS) lowered the health-based limit for ambient ozone from a concentration of 84 parts per billion (ppb) to 75 ppb averaged over eight hours². An area’s nonattainment designation is based on whether the 8-hour ozone design value for any of the monitoring sites in the area exceeds the NAAQS. The Sacramento region is designated a nonattainment area, and includes all of Sacramento and Yolo counties and portions of Placer, El Dorado, Solano, and Sutter counties. This area is referred to as the Sacramento Federal Nonattainment Area (SFNA).

Nonattainment areas are classified as marginal, moderate, serious, severe, or extreme depending on the magnitude of the highest 8-hour ozone design value for the monitoring sites in the nonattainment area. The time period allowed to reach attainment increases with the severity of the classification. Under the United States Environmental Protection Agency’s (USEPA) classification rule for the 2008 8-hour ozone NAAQS -- as well as the prior 1997 standard – the SFNA would have been classified as serious based on its design value of 102 ppb (69 FR 23886) at the Folsom Monitoring Site. But the region previously requested reclassification to severe-15 under the 1997 ozone standard, because it could not attain by the deadline for a serious-15 area. USEPA proposed to extend the voluntary reclassification determination for the 1997 ozone NAAQS to the more stringent 2008 ozone NAAQS. It was unknown at the time whether the SFNA would need the additional years afforded to a severe-15 classification area to meet the 2008 standard; therefore none of the air districts within the

² Under the 2008 eight-hour ozone standard, an area is designated non-attainment if the annual 4th - highest daily maximum 8-hour ozone concentration averaged over 3 years (i.e., ozone design value) exceeds 75 ppb at a monitoring site

SFNA opposed the reclassification. Accordingly, California Air Resources Board (CARB) confirmed that it wanted USEPA to interpret previous voluntary reclassification requests as requests for reclassification under the 2008 ozone NAAQS (Goldstene, 2012). As a result, the SFNA was classified as a severe-15 area (77 FR 30088) with a demonstrated attainment deadline of July 20, 2027. To demonstrate compliance, EPA reviews the last three complete years of ambient data preceding the attainment date. Therefore, the SFNA actually needs to attain the standard by the end of 2026. When referencing statutory attainment deadlines throughout this document the year 2026 will be used rather than the July 20, 2027 date. As discussed later in this plan, achieving the standard at an even earlier date will follow the same year convention referenced for the Severe-15 deadline.

Purpose of the Plan

This Plan demonstrates how the SFNA will meet Clean Air Act (CAA) reasonable further progress requirements and demonstrate attainment of the 2008 ozone NAAQS. This Plan also includes an updated emissions inventory, sets motor vehicle emissions budgets, demonstrates how it complies with vehicle miles traveled (VMT) emissions offset and reasonably available control measure (RACM) requirements, and documents the photochemical modeling used to support the attainment demonstration.

DISCUSSION:

The Plan is available online at:

<http://www.airquality.org/ProgramCoordination/Documents/Sac%20Regional%202008%20NAAQS%20Attainment%20and%20RFP%20Plan.pdf> due to the size of the document (532 pages) to conserve resources.

Air quality trends from 1990 – 2016 at monitoring stations in the SFNA were compared to the 75 ppb 2008 ozone NAAQS to determine progress in reaching attainment. Within the SFNA³ there are currently 17 active ozone monitoring stations that are operated by either local air districts or CARB. Identifying the number of days exceeding the 2008 NAAQS helps determine control strategy effectiveness. The annual number of 8-hour ozone exceedance days recorded at the peak monitoring sites fluctuates from year to year due to meteorological variability and changes in precursor emission patterns. Most exceedances of the 2008 NAAQS occurred at the region's eastern monitoring sites: Cool, Folsom, Placerville, and Auburn.

Figure 1-1 illustrates the trend in the number of exceedance days at the SFNA's monitoring sites with the highest number of exceedance days for each year. The graph bars show the monitoring station with the highest number of exceedances in any given year. For 2016, Placerville recorded the most exceedance days. The overall trend line shows a decline in the

³ More information about the monitoring sites in Sacramento County can be found at <http://www.airquality.org/Air-Quality-Health/Air-Monitoring>, and the monitoring sites in the other districts at <http://www.arb.ca.gov/aqd/amnr/amnr.htm>.

number of exceedance days per year over the past 27 years, from 70 days in 1990 down to 28 days in 2016, representing a declining rate of about 1.5 days per year.

Figure 1-1 8-Hour Ozone Exceedance Days Trend SFNA – Peak Monitoring Site

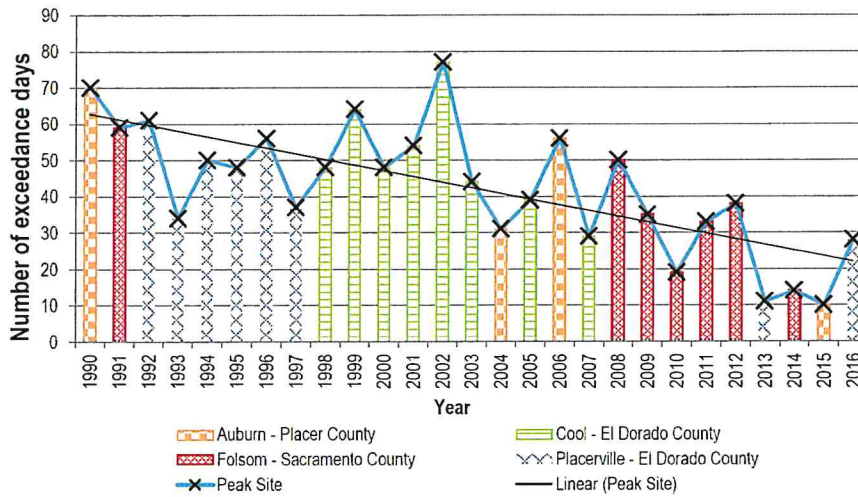
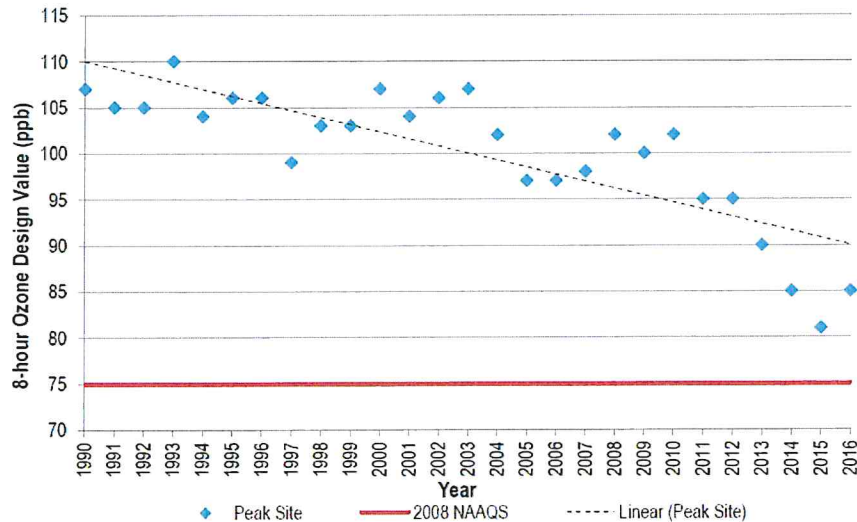


Figure 1-2 shows the ozone design value for the peak monitoring site in each year and a trend line from 1990 to 2016. The overall 27-year trend line indicates a steady decline, from the highest peak of 110 ppb in 1993 down to 85 ppb in 2016. The ozone design value has improved from being 35 ppb (or 46%) over the standard down to about 10 ppb (or 13%) over the standard. The linear trend line in Figure 1-2 shows a declining trend rate of about 0.7 ppb per year.

Figure 1-2 8-Hour Regional Ozone Design Values Trend



Note: This trend line is the highest 8-hour ozone design values in the region. The current federal 8-hour ozone standard is 75 ppb.

VOC and NOX Emissions Inventory

Ozone is not directly emitted into the atmosphere; therefore, planning efforts to evaluate and reduce ozone air pollution include identifying and quantifying the various man-made (anthropogenic) processes and sources of precursor emissions (such as solvents, surface coatings, motor vehicles, and combustion equipment).

The emissions inventory is divided into four broad source categories: stationary sources, area-wide sources, on-road motor vehicles, and other mobile sources. Each of these major categories is further defined into more descriptive equipment types and specific emission processes. The biogenic VOC emissions from vegetation for natural areas, crops, and urban landscapes are estimated separately from the anthropogenic inventory.

The emissions inventory years documented in this plan are 2012 (baseline), 2018 (milestone), 2021 (milestone), and 2024 (attainment year). USEPA emission inventory guidance also requires that the State Implementation Plan (SIP) planning emissions inventory be based on estimates of actual emissions for an average summer weekday, typical of the ozone season (May – October). The 2012 base year anthropogenic planning inventory is estimated to be 110 tons per day of VOC emissions and 101 tons per day of NOX emissions for the SFNA. The base year emissions were used to forecast future year inventories by using socio-economic growth indicators and applying the emission reduction benefits from previously adopted Federal, State and local control strategies.

Tables 1-1 and 1-2 show the VOC and NOX emission inventory forecasts for stationary sources, area-wide sources, on-road motor vehicles, and other mobile sources for the SFNA. The VOC and NOX emission forecasts show significant declines in mobile source emissions, despite increasing population, vehicle activity, and economic development.

Table 1-1 Emissions Inventory of VOC – SFNA

Emission Category	2012	2018	2021	2024
Stationary Sources	22	22	23	23
Area-Wide Sources	29	29	30	31
On-Road Motor Vehicles	34	20	16	14
Other Mobile Sources	26	20	18	17
Total (tpd)	110	91	87	84

Notes: Source (CARB, 2016), does not include 5 tpd of VOC ERCs identified in Appendix A5, Tables A5-1 and A5-2.
Totals may not add exactly due to rounding.

Table 1-2 Emissions Inventory of NOX – SFNA

Emission Category	2012	2018	2021	2024
Stationary Sources	8	7	7	7
Area-Wide Sources	3	2	2	2
On-Road Motor Vehicles	61	35	26	19
Other Mobile Sources	30	26	23	21
Total (tpd)	101	69	58	49

Notes: Source (CARB, 2016), does not include 4 tpd of NO_x ERCs identified in Appendix A5, Tables A5-1 and A5-2.
Totals may not add exactly due to rounding.

Air Quality Modeling Analysis

To evaluate the attainment of the 2008 8-hour NAAQS, future ozone concentrations were forecasted under changing emission scenarios. Extensive air monitoring and emissions data were collected or estimated for high ozone episodes to provide information for developing base case model simulations.

The photochemical modeling simulations cover May 1, 2012 through October 5, 2012 in the SFNA. The simulations were based on 2012 base case year emissions and future year emissions. The future emissions were used to determine if the ozone standard would be attained with existing control strategies. Two future years were evaluated in determining attainment. Photochemical modeling was done for 2026 since it is the attainment deadline for the SFNA. Based on the air quality data and emissions inventory trends, CARB and the SFNA air districts decided to investigate 2022 as another future modeling year for attainment demonstration.

The modeling results at the Folsom station indicate that both VOC and NOX reductions provide ozone benefits in the SFNA, but NOX reductions provide greater ozone benefits than VOC reductions. To lower 1 ppb of ozone, the SFNA can reduce 35 tons per day (tpd) of VOC tpd emissions or 1.7 of NOX emissions. The modeling results project that the SFNA would attain the 2008 NAAQS between 2022 and 2026.

2024 Attainment Demonstration

Although the CAA sets deadlines for attainment, CAA Sections 172(a)(2)(A) and 181(a) also require nonattainment areas to meet the clean air standards “as expeditiously as practicable.” The modeling results predicted that the future design value at the Folsom monitor⁴ for 2022 would be 75.2 ppb and for 2026 would be 70.7 ppb. The SFNA would attain the 2008 NAAQS by 2022 based on EPA guidance⁵ without additional future regional and local VOC or NOX control strategies. The Districts are proposing in this plan an attainment year of 2024, which is

⁴ Folsom monitoring station was identified as the peak ozone monitoring site for the modeling. The 2012 weighted design value was 90 ppb.

⁵ USEPA draft modeling guidance truncates the future design value after decimal point (USEPA, 2014, p.106).

between the two modeled years of 2022 and 2026. This is two years earlier than the December 31, 2026 attainment demonstration date for a severe-15 classification⁶. An attainment year of 2024 provides a safeguard against inherent uncertainties in predicting ambient ozone concentrations, particularly in light of the uncertainties in emission reductions, meteorology, or natural events (see discussion of modeling uncertainties in Section 6.11). Base year and future emission forecasts were used to estimate the percent reduction in NOX and VOC emissions needed from the 2012 base year to the 2024 attainment year. Based on the NOX emissions projection provided by CARB, the design value at the Folsom monitor is estimated to be 72.1 ppb in 2024.

Control Measure Evaluation

The photochemical modeling results demonstrate that the SFNA does not need additional future regional and local control measures, but this SIP still relies on the reductions from existing local and regional control measures and adopted rules and reductions from existing state and federal regulations.

The SFNA air districts are implementing existing regional and local control measures (including stationary source measures), and are assisting the Sacramento Area Council of Governments (SACOG) in implementing existing transportation control measures. The agencies track the implementation of the control measures and monitor the success of the measures and TCMs committed to in the 1994 SIP (SMAQMD et al, 1994) and 2013 SIP (SMAQMD et al, 2013). CARB also tracks the implementation and success of mobile sources emissions control programs.

The Implementation of the 2008 NAAQS for Ozone: State Implementation Plan Requirements Rule (40 CFR 51.1112) requires that the state adopt all reasonably available control measures necessary to demonstrate attainment as expeditiously as practicable (which the USEPA has defined as measures that, cumulatively, will advance attainment by at least one year) and to meet any reasonable further progress (RFP) requirements. The RACM analysis (Appendix E) considered all measures that are potentially reasonably available, and concluded that the measures would not advance attainment by an additional year, and as shown on Table 12-1, the measures were not necessary to meet the 3% per year RFP requirements. Therefore, no new local or regional control measures were needed in this SIP to meet CAA requirements.

Transport Analysis

The air quality in the SFNA can be impacted by pollutant transport from the San Francisco Bay Area and the San Joaquin Valley. Delta breezes carry air pollutants from coastal Bay Area and San Joaquin Valley emission sources downwind to the inland areas of the Sacramento region, and these pollutants may contribute to ozone formation during the same day or the following

⁶ The regulatory attainment date of July 20, 2027 means that the region must demonstrate attainment by the end of 2026

days. The CARB has determined that the relative impact on air quality in the Sacramento region, from the Bay Area and San Joaquin Valley pollutant transport can be considered overwhelming, significant, or inconsequential depending on meteorological conditions (CARB, 2001, p.25 and p.37). Various studies (Appendix B-2, p.27 and p.28) over the past two decades also reaffirmed that a strong sea breeze with a deep marine boundary layer from the San Francisco Bay Area enhanced pollutant transport into the Sacramento Delta Region. The air flow pattern in the Sacramento Valley (Schultz eddy) also causes pollutants to recirculate and become trapped in the Sacramento region.

Transportation Conformity and Motor Vehicle Emission Budgets (MVEB)

Under the CAA, federal agencies may not approve or fund transportation plans and projects unless they are consistent with the SIP. Transportation conformity with the SIP requires that transportation activities not cause new air quality violations, worsen existing violations, or delay timely attainment of the NAAQS. Conformity regulations state that emissions from transportation plans and projects must be less than or equal to the MVEB established by reasonable further progress, attainment or maintenance plans (SIPs)(40 CFR 93.118).

Table 1-3 shows the transportation conformity MVEB for VOC and NOX in the SFNA for the milestone (RFP) years of 2018 and 2021 as well as the attainment year of 2024. The budgets are consistent with the emissions inventory used to demonstrate reasonable further progress and attainment.

The MVEB uses EMFAC2014 with SACOG modeled VMT and speed distributions. The CARB staff released a revised emission rate program, EMFAC2014, which updates the emission rates and planning assumptions used in calculating conformity budgets. The proposed MVEBs will become effective after USEPA finds them adequate or approves the plan, whichever occurs first.

Table 1-3 MVEB for the 2008 8-hour Ozone NAAQS in the SFNA

SFNA Unit: tons per day	2018		2021		2024	
	VOC	NO _x	VOC	NO _x	VOC	NO _x
Baseline Emissions	19.85	35.38	16.24	26.96	14.03	19.55
Margin of Safety				0.5		
Total	19.85	35.38	16.24	27.46	14.03	19.55
Conformity (Emissions) Budget	20	36	17	28	15	20

Note: The budgets are calculated with EMFAC2014 using SACOG 2016 MTP activity and Bay Area Metropolitan Transportation Commission (MTC) data for Eastern Solano County. They reflect the latest regional and state strategies described in Chapter 7. Budgets are rounded up to the nearest ton.

The MVEB incorporated a “safety margin” (40 CFR 93.101; 40 CFR 93.124) of 0.5 tpd of NOX in 2021. Table 1-3 shows the budgets decline significantly from 2018 through 2024, for both

NOX and VOCs, which will ensure continued progress towards attainment of the 8-hour ozone standard.

Vehicle Miles Traveled Offset (VMT Offset)

Section 182(d)(1)(A) in the CAA requires severe and extreme nonattainment areas to submit VMT offset demonstrations showing that they have adopted sufficient transportation measures to offset the any growth in vehicle emissions over the attainment plan period (USEPA, 2012). EPA Guidance states that these demonstrations must show that VMT emissions in the attainment year (assuming predicted VMT growth and imposition of new transportation control measures) are equal to or less than the modeled emissions in the attainment year (assuming no growth in VMT and no new transportation measures added). The VMT offset demonstration in Appendix C meets this requirement by showing that the full motor vehicle control program emissions in the attainment year are lower than the emissions from the motor vehicle control program frozen at 2012 levels. Consequently, the identified transportation control strategies and TCMs are sufficient to offset the growth in emissions due to growth in VMT and satisfy the VMT Offset requirements. The VMT offset demonstration prepared by CARB is available in Appendix C.

General Conformity

General conformity is the federal regulatory process for preventing major federal actions or projects from interfering with air quality planning goals. Conformity provisions ensure that federal funding and approval are given only to those activities and projects that are consistent with SIPs. Conformity with the SIP means that major federal actions will not cause new air quality violations, worsen existing violations, or delay timely attainment of the NAAQS. A federal agency may demonstrate conformity by showing that the total of direct and indirect emissions from the action is accounted for in the applicable SIP's attainment or maintenance demonstration.

There were no changes to the general conformity regulations made as part of the 2008 NAAQS implementation guidance (80 FR 12284). The existing de minimus emissions levels contained in 40 CFR 93.153(b)(1) will continue to apply to the 2008 ozone NAAQS. There are no additional set aside emissions included in the general conformity analysis as part of this SIP.

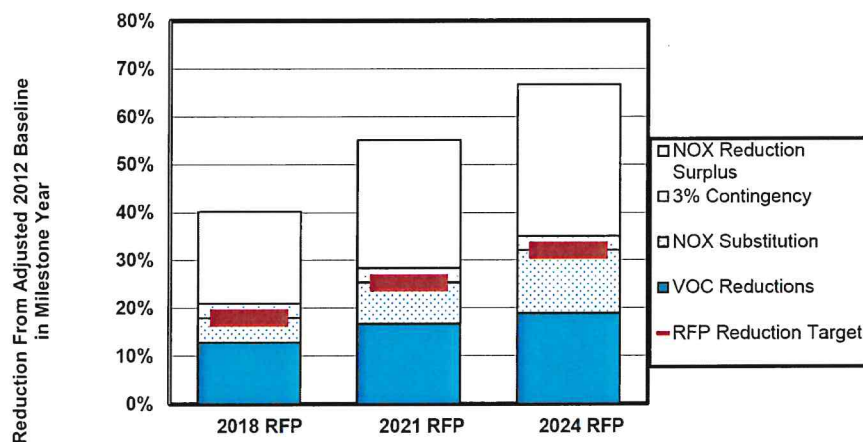
Reasonable Further Progress Demonstration

The federal 2008 8-hour ozone regulations (70 FR 71634) require that areas classified as "serious or above" submit a RFP demonstration plan that provides for at least 3% average annual reductions of VOC (and/or NOX) emissions every 3-year period after 2008 out to the attainment year. The RFP demonstration fully accounts for emissions growth when calculating the net emission reductions.

The RFP evaluation shown on Figure 1-3 is based on the emission inventory forecasts, which assume expected growth rates and existing control measures. The 3 year RFP demonstrations are achieved through VOC and NOX emission reductions for 2018 and 2021 (milestone years), and 2024 (attainment year). Figure 1-3 also shows the percentages of VOC and NOX emission reductions used to meet the RFP reduction goals.

The RFP demonstrations are determined by forecasted emission reductions from existing control regulations and already adopted control measures. Additional emission reductions from new measures are not required to achieve the RFP and contingency demonstrations. Both VOC and NOX emission reductions are needed to meet the RFP reduction targets. The NOX substitution is used on a percentage basis to cover any VOC percentage shortfalls. The amount of NOX emission reductions (13%) required to offset the VOC shortfalls in the attainment year is less than the total predicted NOX reductions (48%) in 2024.

Figure 1-3 Summary of Reasonable Further Progress Demonstrations – SFNA



Conclusions

1. Since 1990, the SFNA shows a declining trend in exceedances of the 2008 8-hour ozone NAAQS and ozone design value concentrations, with the most frequent and highest violations occurring at SFNA's eastern monitoring sites: Cool, Folsom, Placerville, and Auburn.
2. The VOC and NOX emissions inventory forecasts through 2024 show significant declines in mobile source emissions, despite increasing population, vehicle activity, and economic development in the Sacramento region.
3. Photochemical modeling results indicate that the combined reductions from existing local strategies, regional, state, and federal control measures are sufficient to demonstrate attainment by 2024.
4. No new regulatory VOC or NOX control measures at the regional and local level are proposed for adoption in this plan.

5. New transportation conformity emission budgets are being proposed for the SFNA. The budgets incorporate the recent EMFAC2014 motor vehicle emission factors, updated travel activity data, and latest transportation control strategies and TCMs.
6. Reasonable further progress demonstrations will be achieved through a combination of VOC and NOX reductions for the milestone years of 2018, 2021, and the 2024 attainment analysis year.
7. Future ozone planning efforts will include the preparation of progress (milestone) reports to assess reasonable further progress.

FISCAL IMPACT:

There is no anticipated fiscal impact to the District from the adoption of Resolution #2017-10. The staff time to submit the Plan to CARB and USEPA has already been budgeted.

ATTACHMENTS:

- A. Resolution #2017-10 Adopting the 2017 Sacramento Regional 8-hour Ozone Attainment and Reasonable Further Progress Plan (Plan)
- B. Affidavit Declaration of Publication
- C. Public Comments Received as of September 21, 2017.

Attachment A:

Resolution #2017-10 Adopting the 2017 Sacramento Regional 8-hour Ozone Attainment and Reasonable Further Progress Plan (Plan)

**RESOLUTION #2017-10 OF THE BOARD OF DIRECTORS ADOPTING
THE 2017 SACRAMENTO REGIONAL 8-HOUR OZONE ATTAINMENT AND
REASONABLE FURTHER PROGRESS PLAN (PLAN)**

WHEREAS, The United States Environmental Protection Agency (USEPA) promulgated the 2008 National Ambient Air Quality Standards (NAAQS) for ozone on March 12, 2008 with an 8-hour averaging time of 75 parts per billion; and

WHEREAS, The Sacramento Federal Nonattainment Area (SFNA) is comprised of Sacramento and Yolo counties, western portions of El Dorado and Placer counties, southern portion of Sutter County, and north eastern portion of Solano County (77 FR 30104-30105, May 21, 2012); and

WHEREAS, The SFNA exceeds the primary NAAQS for the 2008 8-hour ozone standard, and was designated nonattainment for ozone with a severe-15 classification which requires that the SFNA demonstrates attainment by July 20, 2027 (77 FR 30088-30106, May 21, 2012). To demonstrate attainment by July 20, 2027, the region must attain the standard by the end of the previous year 2026; and

WHEREAS, The USEPA promulgated a final rule to implement the 2008 ozone NAAQS (80 FR 12264 - 12319, March 6, 2015), which includes requirements pertaining to attainment demonstration, reasonable further progress (RFP) toward attainment, reasonably available control technology (RACT), reasonable available control measures (RACM), emissions inventories, major new source review, and the timing of SIP submissions; and

WHEREAS, The SFNA air districts have prepared the proposed Sacramento Regional 2008 NAAQS 8-Hour Ozone Attainment and RFP Plan to satisfy the attainment and RFP demonstration requirements associated with a "Severe classification" (42 USC §7502(c) and §7511a); and

WHEREAS, The Plan shows a decline in the number of exceedance days per year over the past 27 years, from 70 days in 1990 down to 28 days in 2016, and a decrease in the design value from a peak of 110 ppb in 1993 down to 85 ppb in 2016; and

WHEREAS, The Plan uses a 2012 base year and provides an emissions inventory forecasts for VOC and NO_x, (ozone precursor pollutants) for 2018, 2021 and 2024. These forecasts indicate a significant decline in emissions; and

WHEREAS, The Clean Air Act requires a demonstration that the region will meet the NAAQS as expeditiously as practicable, and based on photochemical modeling conducted by the California Air Resources Board (CARB), the SFNA will be able to attain by the end of 2024 and demonstrate attainment by July 20, 2025; and

WHEREAS, The 2024 attainment year and demonstration of attainment by July 20, 2025 is two years before the regulatory demonstration of attainment date of July 20, 2027 for a severe-15 area (42 USC §7502a(2)(A) and §7511); and

WHEREAS, The Plan demonstrates that existing control strategies and control measure commitments will provide the future VOC and NO_x emission reductions necessary to meet the federal Clean Air Act requirements for reasonable further progress for the 2018 and 2021 milestone years, and 2024 attainment year (42 USC §7511a(c)(2)(B)); and

WHEREAS, Photochemical modeling conducted by CARB indicates that the combined reductions from existing local strategies, regional, state, and federal control measures are sufficient to demonstrate attainment by 2025, and that no new regulatory VOC or NO_x control measures at the regional and local level are proposed for adoption in this Plan; and

WHEREAS, The RACM analysis showed that the estimated emission reductions from potential control measures remain less than the threshold for advancing attainment; and

WHEREAS, This Plan sets motor vehicle emissions budgets (MVEBs) for 2018, 2021, and 2024. The budgets are consistent with the emissions inventory and applicable RFP and attainment requirements (42 USC §5706); and

WHEREAS, The MVEBs include a safety margin in milestone year 2021 to accommodate uncertainties in population and employment growth, which are used for transportation conformity purposes and are based on the latest emissions inventory (EMFAC2014); and

WHEREAS, The region meets the minimum emission reduction targets of 3% per year reduction, RFP demonstration for 2018 and 2021, and attainment by 2024; and

WHEREAS, Staff published a notice of public hearing for the Plan on August 31, 2017, inviting public comment and providing over a 30-day period to submit written comments on the Plan; and

WHEREAS, The Board of Directors held a public hearing on October 2, 2017, and considered public comment on the proposed Plan in accordance with federal Clean Air Act (42 USC §7410(l)) and 40 CFR 51.102; and

WHEREAS, Staff of the Feather River Air Quality Management District, at 541 Washington Avenue, Yuba City, CA 95991 maintains the record of the proceedings upon which this decision is based, and

WHEREAS, adoption of this regulation is categorically exempt from CEQA pursuant to Title 14, California Code of Regulations, section 15308, as an action by a regulatory agency for the protection of the environment; and

WHEREAS, these proceedings were held in a public hearing and were properly noticed pursuant to Health and Safety Code section 40725; with any evidence having been received concerning the proposed adoption of this Resolution and this Board having duly considered such evidence.

NOW, THEREFORE, BE IT RESOLVED that the Governing Board of the FRAQMD adopts the Sacramento Regional 2008 NAAQS 8-Hour Ozone Attainment and Reasonable Further Progress Plan, including the 2018, 2021, and 2024 emissions inventory, photochemical modeling results, 2024 attainment demonstration, the reasonable further progress demonstrations for 2018, 2021, and 2024, and motor vehicle emissions budgets for milestone years 2018 and 2021 and attainment year 2024; and

BE IT FURTHER RESOLVED THAT The Plan meets federal Clean Air Act Section 110 establishes requirements for State Implementation Plans (SIPs), and Sections 172 and 182 establish planning requirements in nonattainment areas; and

BE IT FURTHER RESOLVED THAT The adoption of the proposed Plan is exempt from California Environmental Quality Acts under California Code of Regulations, Title 14, Chapter 3, §15061(b)(3) and §15308; and

BE IT FURTHER RESOLVED THAT The Board of Directors directs Staff to forward this Plan and all necessary supporting documents to the CARB for submittal to USEPA as a revision to the California State Implementation Plan to satisfy the requirements of Clean Air Act Sections 172 and 182.

PASSED AND ADOPTED by the Feather River Air Quality Management District on October 2, 2017, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Chairman

ATTEST:

APPROVED FOR LEGAL FORM:

Attachment B:
Affidavit Declaration of Publication

AFFIDAVIT

Feather River Air Quality
Management District
541 Washington Avenue, Yuba
City, CA 95991

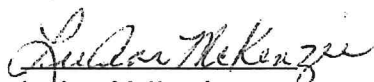
DECLARATION OF PUBLICATION (C.C.P. 2015.5)

COUNTY OF SUTTER, STATE OF
CALIFORNIA

I am a resident of the United States and a resident of the County aforesaid; I am over the age of eighteen years, and not a party to or interested in the below entitled matter. I am the Clerk of the Board employed at the Feather River Air Quality Management District.

The text below is a screen shot that was posted on the District's website: www.fraqmd.org, on August 31, 2017.

I declare under penalty of perjury under the laws of California that the foregoing is true and correct and that this declaration was executed at Yuba City, California, on August 31, 2017.


Lu Ann McKenzie
ASO, Clerk of the Board



THIS ITEM APPEARS ON

UPDATES
DISTRICT
TRANSPARENCY
HOMEPAGE

Public Notices

NOTICE OF PUBLIC HEARING TO ADOPT THE SACRAMENTO REGIONAL 2008 NAAQS 8-HOUR OZONE ATTAINMENT AND REASONABLE FURTHER PROGRESS PLAN (SIP)

Date: Monday, October 2, 2017

Time: 4:00 P.M.

Location: Yuba County Government Center, 915 8th Street, Marysville, CA

The Feather River Air Quality Management will hold a public hearing to consider adoption of the Sacramento Regional 2008 National Ambient Air Quality Standard (NAAQS) 8-Hour Ozone Attainment and Reasonable Further Progress Plan (Plan). The Plan geographically covers the Sacramento Federal Nonattainment Area (SFNA) which includes all of Sacramento and Yolo counties, and portions of Placer, El Dorado, Solano, and Sutter counties. Each SFNA air district will hold a separate public hearing to adopt this Plan.

The Plan documents how the region is meeting requirements under the Clean Air Act in demonstrating reasonable further progress and attainment of the 2008 NAAQS of 75 parts per billion. The Plan includes an updated emissions inventory, analyzes air quality trends and evaluates photochemical modeling results. This plan also establishes new motor vehicle emission budgets for transportation conformity purposes. In addition, the plan also documents the region's reasonably available control measure analysis and vehicle miles travelled offset demonstration.

After the SFNA air districts adopt and California Air Resources Board (CARB) approve the plan, the Plan will be submitted to the United States Environmental Protection Agency (USEPA) as a revision to the California State Implementation Plan. This notice, the public hearing, and the Plan satisfies the requirements of the Clean Air Act Sections 110, 172, 176, 181, 182, and Title 40 of the Code of Federal Regulation Part 51.

The FRAQMD Board of Directors will consider the adoption of the Plan during this public hearing. Copies of this notice, the Plan and its appendices are available in the links below. Paper copies may be viewed at the District office or purchased by calling (530) 634-7659 for a fee of \$0.25 per page plus mailing costs.

- [Plan and Appendices](#) (PDF) (56 MB)
- [Plan](#) (PDF) (4 MB)
- [Appendices](#) (PDF) (50 MB)

By this notice, all interested parties are requested to provide comments on the Plan. Oral and written testimony may be made at the District Board of Directors public hearing on October 2, 2017. In addition, written comments will be received at the FRAQMD office until Thursday, September 21, 2017 and should be made to:

FRAQMD, 541 Washington Avenue, Yuba City, CA 95991

Or Email: sspaethe@fraqmd.org. Or Fax: 530-634-7660

All public comments and responses will be included as part of the Plan submittal to CARB and the USEPA. For additional information, please contact Sondra Spaethe at (530) 634-7659 ext 210.

Attachment C:

Public Comments Received as of September 21, 2017

Attachment C

Public Comments Received as of September 21, 2017

No public comments have been received.