Proposed Plan Amendments

Alternative Version

through a combination of on-site mitigation measures and/or, if onsite measures are insufficient, a contribution to an off-site mitigation fund that will invest in emission reduction projects.

On-site mitigation could include strategies that reduce vehicle trips or vehicle miles traveled (VMT). Other on-site mitigation measures could be considered, such as improved energy efficiency resulting in fewer power plant emissions or reductions in on-site combustion emissions. Off-site mitigation fees will be calculated based on the amount of required emission reductions that can not be achieved through on-site measures. This control measure will integrate with SACOG's Blueprint Metropolitan Transportation Plan[73] and look for synergistic opportunities from AB 32 (Nunez) – California Global Warming Solutions Act of 2006[74] and SB 375 (Steinberg) – legislation to reduce greenhouse gases through land-use planning[75].

The proposed control measure commits to a framework that includes quantification of emissions before and after mitigation measures are applied, establishes appropriate levels to define who is subject to the rule and emission reduction requirements for affected sources. The proposed emission reduction requirements will include a fee option to achieve offsite reductions when onsite reductions are unavailable. The proposed control measure will be evaluated for adoption by districts noted in the table below.

The estimated emission reductions from the operational indirect source rule are provided in the following table.

Operational Indirect Source Rule			**Emission Reduction (TPD)**	
District	**Adoption Year**	**Implement Year**	**2018**	
			VOC	**NO_x**
SMAQMD	~~2012~~2015	~~2014~~2017	0-<0.1	0-<0.1
Total			**0-<0.1**	**0-0.1**

7.16 Stationary and Area-wide Source Control Measures

Historically, local air district regulatory control measures have been implemented to control emissions from stationary and area-wide type sources. In general, stationary sources include non-mobile sources such as power plants, cement plants, and manufacturing facilities. Area-wide sources of pollution are those where the emissions

[73] Metropolitan Transportation Plan for 2035 (MTP2035), approved by SACOG Board of Directors March 20, 2008
[74] California Health and Safety Code, Section 38500-38599.
[75] Signed by Governor 9-30-08, and amends California Government Code and Division 13 of the Public Resources Code.

** all on-road emissions are based on EMFAC2007 with Feb. 08 SACOG activity data. Area source emissions are based on ARB CEFS_O3SIP data.*

Emission Reductions

In 2006, the existing California Environmental Quality Act mitigation program achieved 0.033 TPD of NOx and 0.035 TPD of ROG in the Sacramento district. These reductions represent 0.061% and 0.115% of the Sacramento 2005 affected NOx and ROG inventory, respectively.

The South Coast AQMD 2007 Air Quality Management Plan proposes an indirect source rule (2007EGM-01) with a commitment to achieve 1.0 TPD and 0.5 TPD of NOx and ROG, respectively, in 2020. This represents 0.17% of the ROG inventory and 0.36% of the NOx inventory. The San Joaquin Valley Unified APCD 2007 ozone plan includes a commitment to achieve 0.2 TPD reduction in on-road NOx in 2017 from their existing indirect source rule which represents 0.12% of the NOx inventory. (Note: South Coast inventory is based on ARB CEFS_O3SIP data. San Joaquin inventory is based on 2007 Ozone Plan Appendix B.)

Sufficient data is not currently available to precisely quantify expected reductions. For example, the integrated iPlaces land use model and SACMET travel model expected to be used for emission reduction quantification is not yet available in final form. However, based on the ranges of reductions discussed above as applied to the affected inventory for SMAQMD in 2018 results in the following expected emission reduction range:

	2018 Reduction (tpd)	
District	**NOx**	**ROG**
SMAQMD	0 - 0.09	0 - 0.03
Total	0 – 0.09	0 – 0.03

Emission reductions from this rule will result from a combination of on-site mitigation implemented by project proponents and off-site mitigation projects. Depending on the type of mitigation strategies funded through the off-site mitigation program, emission reductions could apply to mobile, stationary, or area-wide source inventory categories.

SMAQMD
Adoption year: ~~2012~~2015
Implementation year: ~~2014~~2017

Cost Effectiveness

The cost effectiveness of this rule is dependent on the type of on-site mitigation implemented by a developer, and whether or not the off-site mitigation fee option is chosen for some or all of the required emission reductions. Some on-site mitigation may result in a cost savings.