

SACRAMENTO METROPOLITAN AIR QUALITY MANAGEMENT DISTRICT

For Agenda of **October 26, 2006**

To: Board of Directors
Sacramento Metropolitan Air Quality Management District

From: Larry Greene, Air Pollution Control Officer
Sacramento Metropolitan Air Quality Management District

Subject: 8-hour ozone SIP update - targets and measures

Recommendations

Information item only

Introduction

As reported at the March meeting, the Sacramento region¹ must submit a plan for meeting the federal air quality standards for ozone by June 15, 2007. Since that meeting substantial information has been developed.

Earlier this month, Staff released for public review a "Proposed Control Measure" document that will be the subject of public workshops beginning next week. It outlines the 8-hour ozone attainment plan schedule and summarizes potential control strategies being considered for future emission reductions. We provided preliminary background information including air quality trends, emission inventory, and emission reduction targets for the Sacramento region. Our goal is to initiate discussions of the proposed control measures with stakeholders, including those directly affected by the proposed measures, and to solicit input on other viable strategies.

The California Air Resources Board (ARB) concurrently is developing a state control strategy. The combined reductions from state and local measures must meet emission reduction targets determined using sophisticated ozone modeling.

Schedule

The plan schedule below attempts to align the Blueprint² Metropolitan Transportation Plan (MTP) and State Implementation Plan (SIP) schedules which pose some unique challenges. If successful, the expected smart growth strategies included in the Blueprint MTP is expected to help the region meet our ozone reduction goals.

1 The Sacramento region includes Sacramento, Yolo and parts of Solano, Sutter, Placer and El Dorado counties.

2 Sacramento Area Council of Governments (SACOG) Blueprint Project promotes and guides the implementation of smart growth principles in land use development projects and plans in the region.

Event Task	Schedule
Local Control Measure Workshop(s)	Oct 30 - Nov 1, 2006
Public Workshops - 8-hr Plan/DEIR	Feb 28 – Mar 2, 2007
Board Approval Hearings 8-hr Plan & EIR	April-June 2007

Measures and targets

The local emission reduction strategies being considered for our district include those listed in the table below. The emission benefits for the regional strategies and the indirect source regulations are regional benefits. The benefits shown below for the other regulations occur in Sacramento only. ARB has provided preliminary emission reduction targets noted below.

Measure Name	Emission Benefits (tons/day)			
	2012		2018	
Regional Strategies	VOC	NOx	VOC	NOx
Regional Mobile Incentive Measures	0.17	1.55	0.25	2.06
Spare the Air Transportation Control Measure	0.1	0.1	0.07	0.06
Urban Forest Development Program (Prelim.)	7	0.2	7	0.5
New or Amended District Regulations				
Architectural Coatings	0.6		0.7	
Automotive Refinishing	0.2		0.2	
Degreasing/Solvent Cleaning	0.5		0.5	
Natural Gas Production and Processing	0.1		0.1	
Unspecified Coating	0.2		0.2	
Asphaltic Concrete		0.1		0.1
IC Engines		<0.1		<0.1
Large Water Heaters and Small Boilers		0.4		1.2
Indirect Source Review Construction	<0.1	0.6	<0.1	0.3
Indirect Source Review Operational	0.7	0.9	0.9	1.3
Total local measure benefits	8.97	3.05	9.12	4.32
Emission reduction targets³	13	35	12	9

³ In general both VOC and NOx provide ozone benefits, but NOx reductions have a much greater benefit at reducing ozone in the eastern part of the region. The modeling tools provide a range of reductions to attain the standards. Just one of the options is shown here. This option is a 10% reduction in the VOC inventory and a 30% reduction in NOx in 2012, and 10% of both pollutants in 2018. The exact distribution of reductions will depend on available strategies.

Next steps

As you can see, it appears that the region may need substantial additional state or local emission reductions to meet our current clean air deadline of 2012. We will reassess the ability of the region to attain by the 2012 deadline after the workshop. If the shortfall remains, then the region will have no option but to extend the attainment deadline to 2018 by requesting a bump-up to our former ozone classification of "severe". There is a reasonable expectation that the state will provide additional reductions needed to meet the 2018 goals, but state measures and benefits are not available at the time this Board item is being drafted.

Following public comments on potential control measures, staff will prepare a draft 8-hour ozone SIP for public review. If it appears that a bump-up will be necessary, then that assessment will be reflected in the draft SIP. The Board of Directors of all five air districts will be required to approve both the final plan and bump-up request and associated environmental documents in spring 2007.

Many other details are still being developed in cooperation with SACOG and our oversight agencies; including

- Vehicle activity data from SACOG that reflects the draft Blueprint MTP
- Final emission inventory and ozone modeling data from ARB
- Assessment of the impacts of a bump-up request, if any
- Additional documentation needed to meet federal laws and guidelines for the innovative measures; mobile incentives, *Spare the Air*, urban forest development, maybe others.
- Motor vehicle emission budgets
- Preparation of an environmental document

Conclusion

The list of potential local control measures are out for public review. We are soliciting public input on those measures and ideas for additional measures. The region will rely on both state and local emission reduction programs to meet the clean air goals. A draft SIP and environmental document will be prepared and made available for public comment in February 2007.

Respectfully Submitted

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Reviewed by:

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Attachment: Control Measure Document