

FEATHER RIVER AIR QUALITY MANAGEMENT DISTRICT
MEMORANDUM
10/02/2023

TO: FRAQMD BOARD OF DIRECTORS

FROM: Christopher D. Brown, AICP, APCO

SUBJECT: Adopt Resolution #2023-12 to adopt the Sacramento Regional 2015 National Ambient Air Quality Standards (NAAQS) 8-Hour Ozone Attainment and Reasonable Further Progress (RFP) Plan and (2) find the adoption of the Plan categorically exempt in conformance with the California Environmental Quality Act (CEQA) Guidelines Section 15308 Class 8 – Actions by regulatory agencies for the protection of the environment and Section 15061(b)(3); and authorize the Chairman to execute related documents.

RECOMMENDATION:

Conduct a public hearing to adopt the Sacramento Regional 2015 National Ambient Air Quality Standards (NAAQS) 8-Hour Ozone Attainment and Reasonable Further Progress (RFP) Plan, and adopt a resolution: 1) adopting the Plan; 2) determining that the Plan meets federal Clean Air Act (CAA) Section 110 requirements for state implementation plans (SIPs), and Sections 172, 176, 181, and 182 and Code of Federal Register, Part 51 Subpart CC planning requirements for nonattainment areas; and 3) finding the adoption of the Plan categorically exempt in conformance with the California Environmental Quality Act (CEQA) Guidelines Section 15308 Class 8 – Actions by regulatory agencies for the protection of the environment and Section 15061(b)(3); and 4) directing staff to forward the Plan and all necessary supporting documents to the California Air Resources Board (CARB) for submittal to the United States Environmental Protection Agency (EPA); and authorize the Chairman to execute related documents.

ALTERNATIVES:

If the District does not submit the Plan then the US EPA may issue a finding of failure to submit. If the District does not submit the SIP within 18 months of the effective date of the finding, the US EPA will enact sanctions on stationary sources requiring offsets at increased ratios. If the District does not submit the SIP within 24 months of the effective date of the

finding, the District 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.

BACKGROUND:

Pollutants Affected

Ground-level ozone is one of the air pollutants regulated by both federal and state laws. It is a colorless gas formed when nitrogen oxides (NO_x) and volatile organic compounds (VOC) (known as precursor pollutants) react in the presence of sunlight.

Ozone is a strong irritant that adversely affects human health. Ozone exposure can cause respiratory problems, especially in sensitive groups: children, the elderly, people suffering from chronic diseases, and outdoor workers. Children are at greater risk from exposure to ozone, especially at higher concentrations, because their respiratory systems are still developing, and they are likely to be outdoors and more active.

Breathing ozone can trigger a variety of respiratory problems, which may:

- Create difficulty breathing deeply and vigorously
- Create shortness of breath and pain when taking a deep breath
- Cause coughing and create a sore or scratchy throat
- Inflammate and damage the airways and lung tissue
- Exacerbate lung diseases such as asthma, emphysema, and chronic bronchitis
- Increase risk of cardiovascular problems, such as heart attacks and strokes
- Make the lungs more susceptible to infection
- Continue to damage the lungs even when the symptoms have disappeared

These effects may lead to an increase in school absences, medication use, visits to doctors and emergency rooms, and hospital admissions. Research suggests a correlation between air pollutant exposure (ozone and PM_{2.5}) and the increased occurrence of mental health conditions including neurotic/stress, substance use, depression, bipolar and other mental health conditions. Research also indicates that ozone exposure may increase the risk of premature death from heart or lung diseases.

In addition to health effects, ozone also affects vegetation and ecosystems, such as forests, parks, wildlife refuges, and wilderness areas. Ozone harms sensitive vegetation by reducing photosynthesis. This can slow down tree and plant growth, especially during the prime growing season.

Reducing ground-level ozone to concentrations below federal and state standards is one of the primary goals of the air districts in the SFNA.

Overview of the 2015 Federal 8-Hour Ozone Standard

The CAA requires that the US EPA review the NAAQS for all criteria pollutants, including ozone, once every 5 years to determine if each standard adequately protects public health and the environment (CAA Sections 108 and 109).

After a new standard has been set, the US EPA is required to designate areas as attainment or nonattainment based on how measured pollutant levels compare to the NAAQS. For ozone, nonattainment areas are classified as marginal, moderate, serious, severe, or extreme based on “such factors as the severity of nonattainment in such area and the availability and feasibility of the pollution control measures that the Administrator (EPA) believes may be necessary to provide for attainment of such standard in such area” (CAA Section 172).

Ozone NAAQS were developed in 1979 for a 1-hour standard, and in 1997, 2008, and 2015 for an 8-hour standard.

Table 1 Overview of Ozone Standards, Classification and Attainment Status

	1979	1997	2008	2015
Standard	120 ppb (44 FR 8202)	80 ppb (62 FR 38856)	75 ppb (73 FR 16436)	70 ppb (80 FR 65292)
Averaging Time	1 hour	8 hours	8 hours	8 hours
Standard Status	Revoked ¹ (69 FR 23951)	Revoked ¹ (80 FR 12264)	Active	Active
Classification	Severe-15 (60 FR 20237)	Severe-15 (75 FR 24409)	Severe-15 (77 FR 30088)	Severe-15 ² (see footnote)
Attainment Date (month-year)	11/2005	06/2019	07/2025	08/2033
Approved Attainment Demonstration and RFP Plan	01/08/1997 (62 FR 1150)	01/29/2015 (80 FR 4795)	10/22/2021 (86 FR 58581) ³	The purpose of this plan
Status	Clean data finding issued on 01/18/2012 (77 FR 64036)	2020-2022 design value is less than standard	In progress	In progress

1. Nonattainment areas designated for a revoked standard are required to meet the Clean Air Act requirements before the nonattainment area can be redesignated to attainment.
2. The SFNA is currently classified as serious (86 FR 59648). The SFNA air districts have requested the area to be voluntarily reclassified to severe.
3. EPA approved all plan elements except for the contingency measures elements where EPA is deferring action.

On October 26, 2015, the US EPA issued a revised, more stringent 8-hour standard of 70 ppb (80 FR 65292). The revised NAAQS strengthens the nation's air quality standards for ground-level ozone to improve public health and environmental protection, especially for at-risk groups including children and older adults.

On June 4, 2018, the US EPA classified the SFNA as a moderate nonattainment area based on the SFNA design value using air quality data from 2013 – 2015 and a request from CARB and the SFNA air districts (83 FR 25776). On May 26, 2020, the SFNA air districts requested a voluntary reclassification because more recent ambient air quality data and modeling did not support the moderate attainment deadline of August 2024. Data and modelling demonstrated that the SFNA needs additional time to attain and a reclassification to serious extends the attainment deadline to August 2027. This request was forwarded by CARB to the US EPA and was approved on October 28, 2021 (effective November 29, 2021) (86 FR 59648).

In May 2022, during the SIP development process, CARB conducted photochemical modeling that showed that the SFNA cannot attain the 2015 ozone NAAQS by the serious attainment date of August 2027. Because of this conclusion, the SFNA air districts have submitted another request to be voluntarily reclassified to severe-15, which will allow the region until August 2033 to demonstrate attainment. The request was forwarded by CARB and is pending action by EPA. This plan was developed to meet the requirements of a severe-15 nonattainment classification.

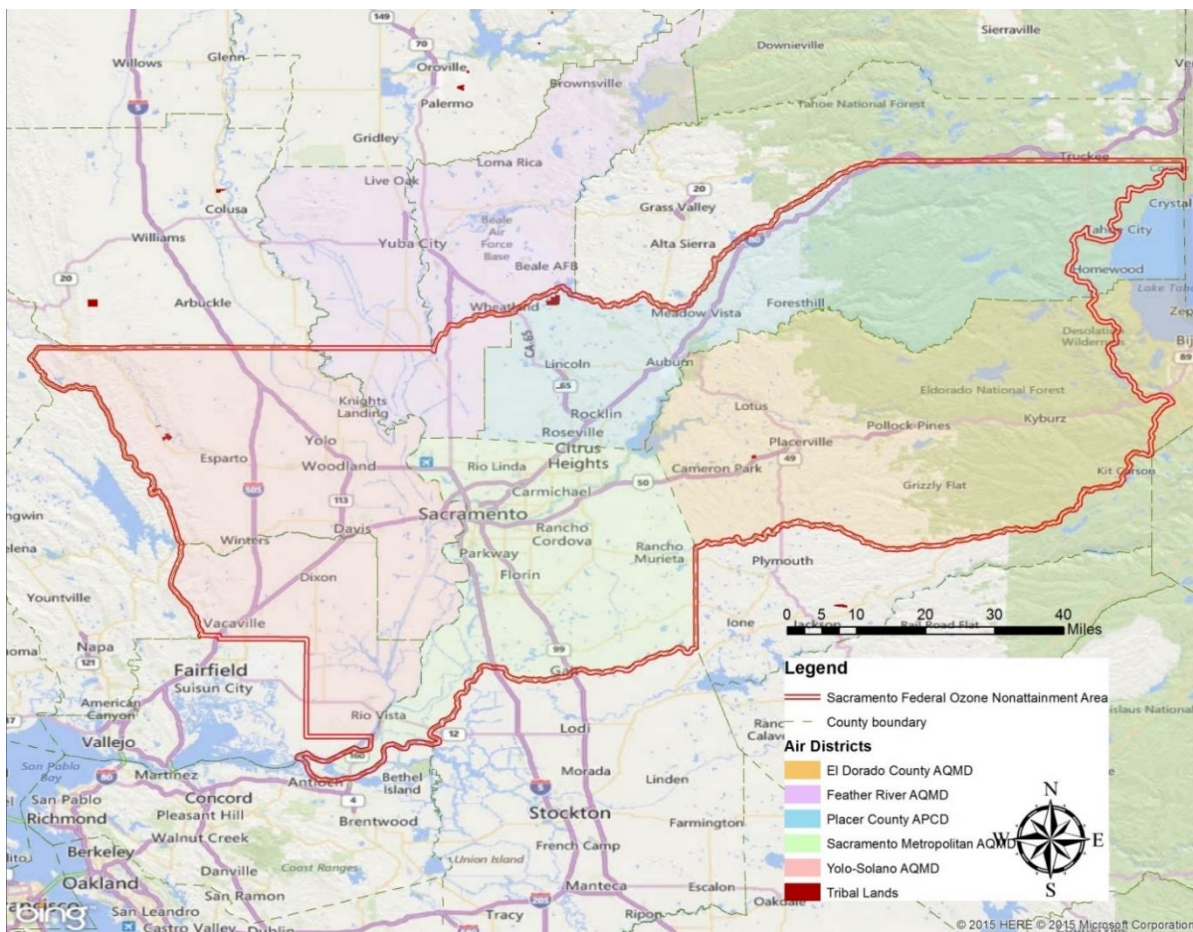
DISCUSSION:

This Plan demonstrates how the SFNA will meet Clean Air Act (CAA) reasonable further progress requirements and demonstrate attainment of the 2015 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.

The Plan is available online at: <https://www.airquality.org/ProgramCoordination/Pages/2015-O3-NAAQS-SIP.aspx> due to the size of the document (610 pages) to conserve resources.

The SFNA includes all of Sacramento and Yolo County, and portions of El Dorado, Placer, Sutter, and Solano counties, as shown in Figure 1 below. The development of the Plan is a regional effort between the five air districts, the Sacramento Area Council of Governments (SACOG), and CARB.

Figure 1: SFNA Map

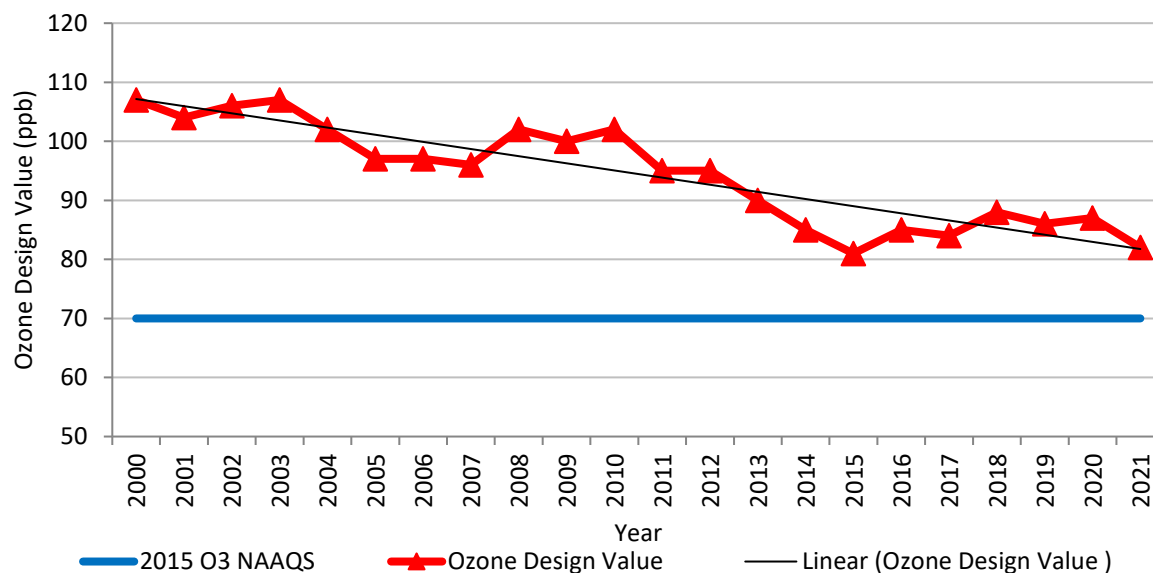


Air Quality Trends

Ozone air quality data trends for all monitoring stations in the SFNA between 2000 – 2021 demonstrate a decline in design values and a reduction in the number of days that exceeded the 2015 NAAQS of 70 ppb. Despite wildfire impacts in 2018, all stations continue to experience a downward trend in concentrations with trendline slopes ranging from approximately 0.40 ppb per year to as much as 1.53 ppb per year. In 2021, the air quality data showed that the four highest design values were measured in the eastern portion at the Auburn, Colfax, Placerville, and Cool monitoring stations. Concentrations at these sites were approximately 10 to 15 percent higher than monitoring stations in the central or western portions. Collectively, the SFNA design values and exceedances have decreased over time and analyses indicate that concentrations will continue to follow this trend barring any substantial impacts from wildfires.

Figure 2 shows the peak ozone design value trend (based on the annual peak design values from 2000 to 2021). The trendline indicates a decline from a peak design value of 107 ppb in 2000 at the Cool monitoring station to 82 ppb in 2021 at the Auburn monitoring station. This is a declining trend rate of about 1.5 ppb per year.

Figure 2: Peak 8-hour Ozone Design Values in the SFNA



Sources: 1990-2020 Design Values were extracted from AQS Report (AMP 480) and downloaded on December 22, 2021. 2021 DV is calculated based on the combination of the AQS data and preliminary AQMIS data downloaded on 02/16/2022.

Notes: The SFNA was impacted by wildfires in summer 2018 which causes unusual high 4th highest ozone concentration for 2018. The peak design value calculation in this chart included the days impacted by wildfires and demonstrated a declining trend, despite smoke impacts.

VOC and NO_x Emissions Inventory

This plan includes an emissions inventory for ozone precursor emissions: NO_x and VOC, in the baseline year (2017), milestone years (2023, 2026, and 2029), and attainment year (2032). Between 2017 and 2032, the emission inventories are expected to decrease by about 17% for VOC and by about 52% for NO_x despite an increase in vehicle miles traveled and SFNA population during the same period. These emissions decreases are due to the emission benefits from existing federal, state, and local air quality programs and newly committed state control measures. The planning emission inventory also includes NO_x and VOC ERCs in the milestone and attainment years to account for any potential future growth using ERCs in the SFNA. The summary of the NO_x and VOC planning inventories for the summer season, including ERCs in the SFNA, is shown in Tables 3 and 4.

Figures 3 and 4 show the top ten sources of NO_x and VOC in the nonattainment area in 2017. Table 5 shows the forecasted NO_x and VOC emissions over the course of the Plan, from 2017 to 2032, including all available NO_x and VOC emission reduction credits as if they were all used to offset stationary source emissions before 2032.

Figure 5 shows the contribution from sources regulated by air districts, and those regulated by CARB and the US EPA. The contribution from sources regulated by air districts is a small portion of overall emissions in 2017.

Table 3 SFNA Summer Planning Emission Inventory for NO_x (tpd)

	2017	2023	2026	2029	2032
Emission inventory	70.60	47.62	40.39	36.93	34.16
NO _x ERCs		2.80	2.80	2.80	2.80
Total Planning Emission Inventory	70.60	50.42	43.19	39.73	36.96

Table 4 SFNA Summer Planning Emission Inventory for VOC (tpd)

	2017	2023	2026	2029	2032
Emission inventory	96.64	87.20	84.24	81.49	79.92
VOC ERCs		3.63	3.63	3.63	3.63
Total Planning Emission Inventory	96.64	90.83	87.87	85.12	83.55

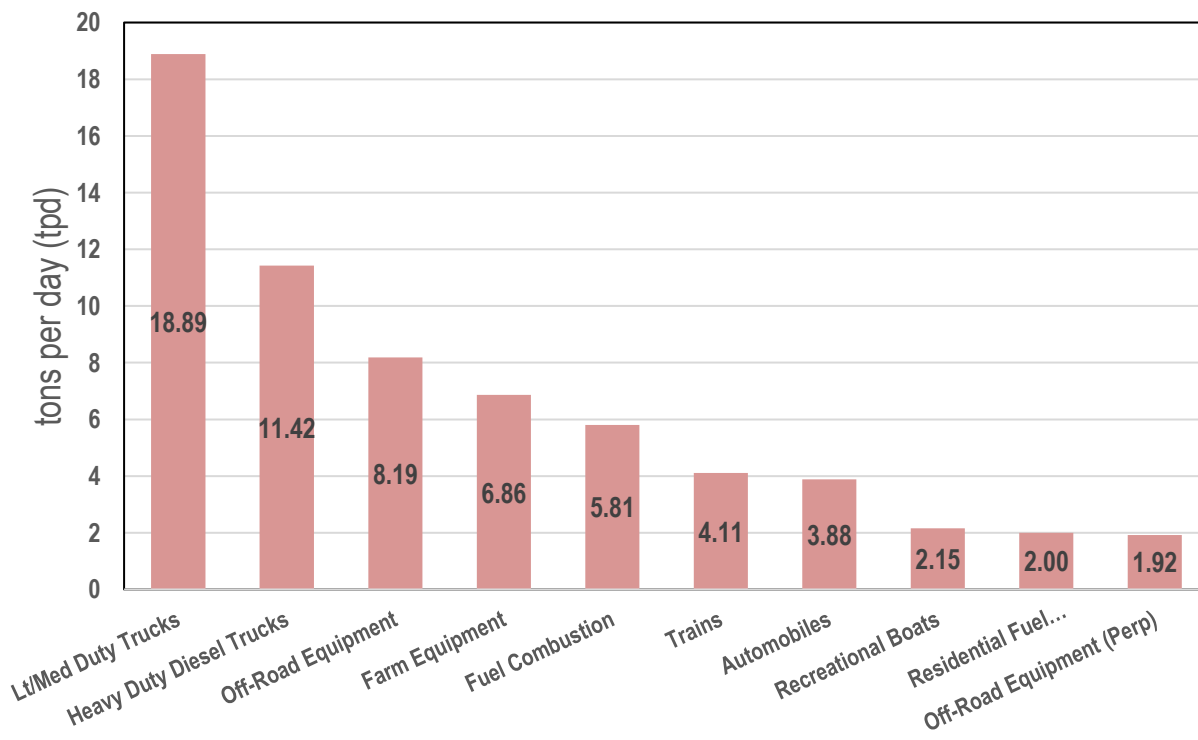
Figure 3: Top 10 Categories for NO_x Planning Emissions – SFNA 2017

Figure 4: Top 10 Categories for VOC Planning Emissions – SFNA 2017

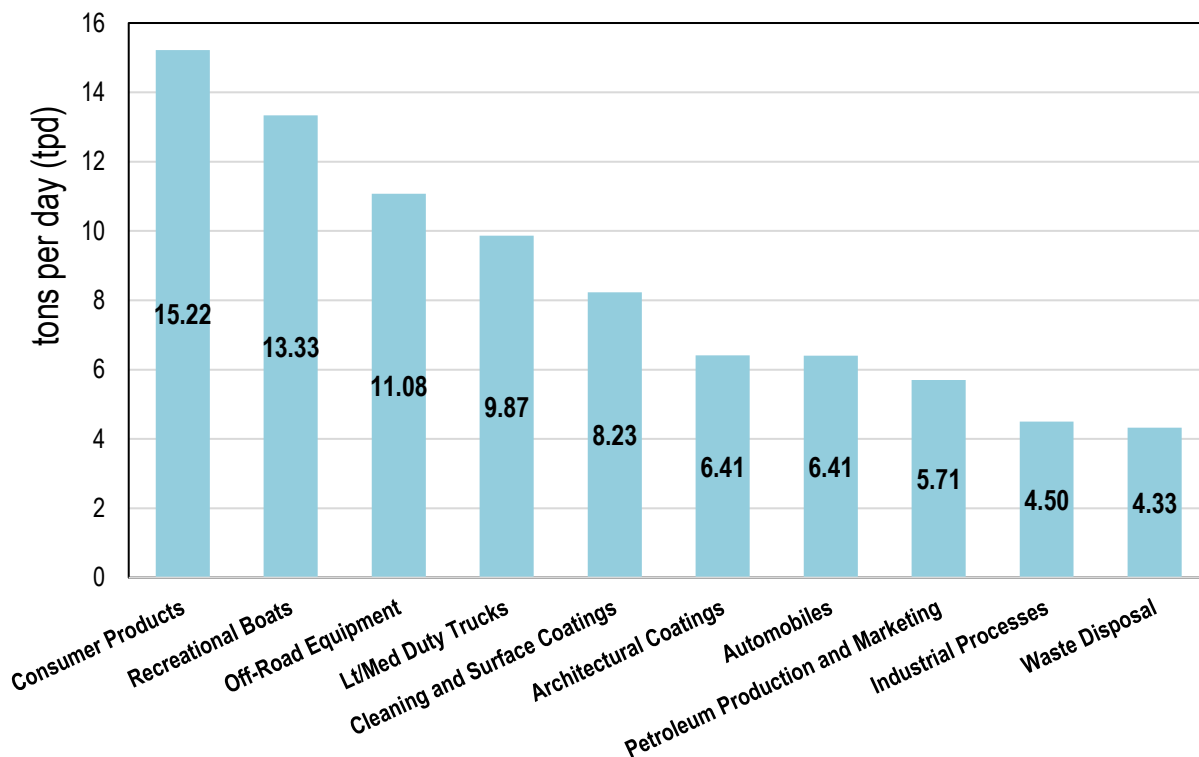
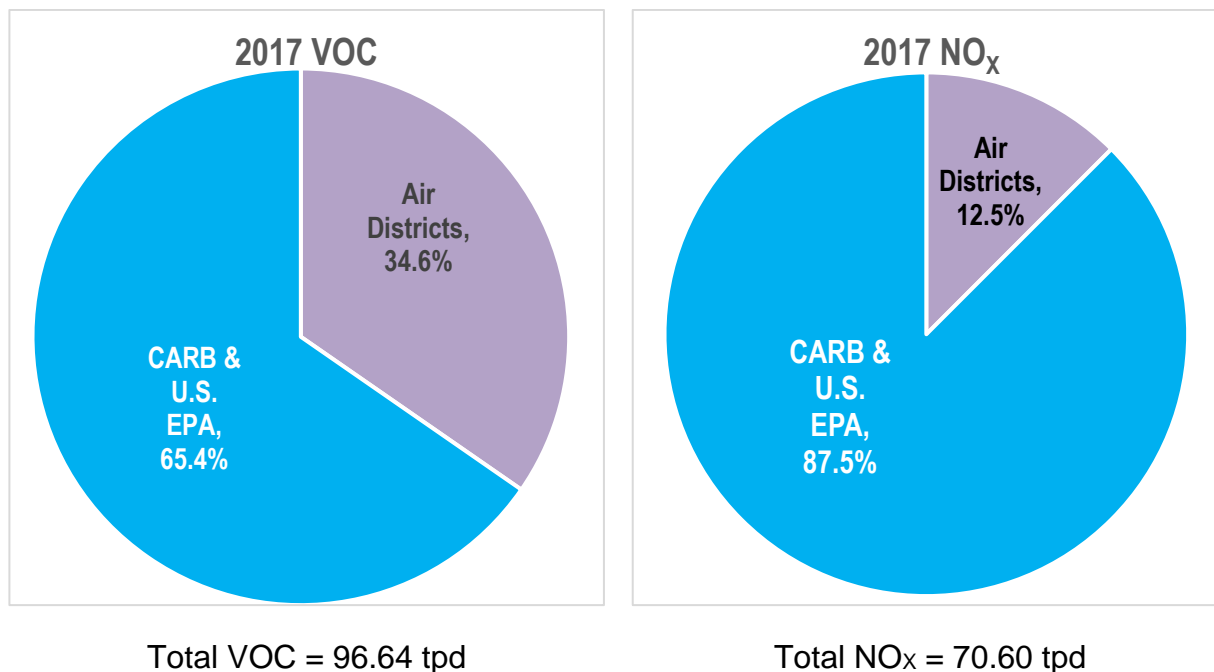


Table 5: SFNA Summer Planning Emissions Inventory (tons per day)

Year	VOC Emissions Inventory	VOC ERCs	Total VOC Planning Emissions Inventory	NO _x Emissions Inventory	NO _x ERCs	Total NO _x Planning Emissions Inventory
2017	96.64		96.64	70.60		70.60
2023	87.20	3.63	90.83	47.62	2.80	50.42
2026	84.24		87.87	40.39		43.19
2029	81.49		85.12	36.93		39.73
2032	79.92		83.55	34.16		36.96

Figure 0: VOC and NO_x Emissions Contribution by Primary Agency Responsibility – SFNA

Attainment Demonstration

The photochemical modeling results show that attainment of the 2015 NAAQS can be achieved at the end of 2032 with a future design value of 69 ppb at the peak monitoring site.

Attainment demonstration describes how a nonattainment area achieves the NAAQS by the attainment year. The future year corresponds to the analysis year for the severe nonattainment area attainment year of 2032. The future year emission forecasts incorporate growth assumptions and estimated reductions associated with all existing federal, state, regional, and local control measures. Proposed and adopted statewide measures in the [2022 State Strategy for the State Implementation Plan \(SIP\)](#) (CARB, 2022) were also included in the future year modeling emissions inventory. No new federal and local control measures commitments besides the statewide strategies are needed to attain the standard by 2032. The details of the modeling emissions inventory are described in Appendix B.2 of the Plan.

Table 0 Baseline (2018) and Future Design Value (2032) Ozone Concentrations

Region	Site	RRF	DV2018	DV2032	DV2032t ³
Eastern	Colfax	0.8334	83.7	69.8	69
	Placerville	0.8283	84.0	69.6	69
	Auburn ¹	0.8356	81.7	68.3	68
	Cool	0.8353	81.7	68.2	68
Central	North Highlands	0.8674	74.7	64.8	64
	Folsom	0.8433	76.7	64.7	64
	Roseville	0.8408	76.3	64.2	64
	Del Paso Manor	0.8662	72.0	62.4	62
	Sloughhouse	0.8708	71.3	62.1	62
	Sac T Street	0.9053	66.3	60.0	60
Western	Elk Grove	0.9127	67.7	61.8	61
	Woodland	0.8750	66.7	58.4	58
	Vacaville	0.9100	64.0	58.2	58
	Davis-UCD	0.9063	62.3	56.5	56

- ¹ There were 6 days in 2018 (7/31/18, 8/1/18, 8/2/18, 8/8/18, 8/9/18, 8/10/18) which were excluded from Auburn monitoring site RRF calculation because of wildfires impact.
- ² Echo Summit monitoring site is a seasonal monitor site and only operates during the ozone season, i.e. April through October. The annual 4th highest ozone concentration will never satisfy the data completeness requirement. In addition, the calculated design value is usually below the 2015 Ozone NAAQS of 70 ppb. Therefore, the base year design value and RRF are not included in this table.
- ³ DV2032t is the truncated value for DV2032.

Control Measure Evaluation

The California Health and Safety Code §40000 delegates authority to local air districts for control of air pollution from all stationary and some area-wide sources. Local air districts can adopt and implement rules for controlling the emissions from these sources. The SFNA air districts have been regulating air pollution sources since the 1970s. Existing rules and their emission benefits have helped and will continue to help make progress toward achieving the region's clean air goals. Appendix C.II briefly describes the existing VOC and NO_x measures.

The benefits from these existing measures are already reflected in the baseline year 2017 and attainment year 2032 emissions inventory. The photochemical modeling results show that the SFNA will rely on existing federal, state, and local control programs along with committed state

control measures to attain the standard by the attainment deadline. No new local control measures are committed in this plan for attainment purposes.

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). The MVEB are used to ensure that transportation planning activities conform to the SIP and are set for each Reasonable Further Progress (RFP) milestone year (2023, 2026, and 2029) and the attainment year (2032). MVEB are established for both ozone pollutants precursors: volatile organic compounds (VOC) and nitrogen oxides (NO_x). Reductions of both precursors are needed to demonstrate attainment of the ozone standard. Table 6 shows the MVEB through 2032.

Table 6 Transportation Conformity Budgets for the 2015 8-hour Ozone standard in the SFNA, tons per average summer day

Sacramento Totals (Tons/Day)	2023		2026		2029		2032	
	VOC	NO _x	VOC	NO _x	VOC	NO _x	VOC	NO _x
Vehicular Exhaust (on road emissions)	12.9	19.5	11.5	17.4	10.7	16.4	9.7	15.7
Reductions from recently adopted regulations using off-model adjustments ^a	0.0001	0.1717	0.0045	3.597	0.018	4.897	0.0436	5.9087
Reductions from developing regulations using off-model adjustments ^b	-	-	-	-	-	-	0.41	1.16
Total ^c	12.88	19.35	11.48	13.84	10.67	11.53	9.28	8.60
Motor Vehicle Emission Budgets^{d,e}	12.9	19.4	11.5	13.9	10.7	11.6	9.3	8.6

Source: EMFAC2017 v1.03

- a This reflects the adjustment factor for Heavy-Duty Vehicle Warranty Phase 1, Innovative Clean Transit (ICT), Heavy-Duty Vehicle Inspection Program (HDVIP)/Periodic Smoke Inspection Program (PSIP), Advanced Clean Trucks (ACT), and Heavy-Duty Omnibus regulations.
- b This reflects the on-road commitments for Advanced Clean Cars II (ACCI) and Advanced Clean Fleets (ACF) from the 2022 State SIP Strategy.
- c Values may not add up due to rounding.
- d Motor vehicle emission budgets calculated are rounded up to the nearest tenth of a tpd.
- e The budgets are calculated with EMFAC2017 v1.03 using SACOG 2020 MTP/SCS Amendment #2 activity data and MTC activity data for SFNA portion of Solano County. Since there is an update for the activity data, small differences between the budgets and planning inventory (Chapter 5) for the mobile source emissions are observed. These differences do not impact the RFP or attainment demonstrations.

The conformity rule requires an interagency consultation (40 CFR 93.105) for developing and implementing any provisions related to transportation conformity, including the MVEB. The purpose of the interagency consultation process is to align the air quality and transportation plans as it relates to conformity with all agencies involved and to resolve any issues before making conformity determinations. This process includes consultation among the MPOs, local, State, and federal departments of transportation, and local and State air quality planning agencies.

The proposed MVEB have been developed through SACOG's Regional Planning Partnership (RPP), which serves as the forum for interagency consultation procedure required by 40 CFR 93.105, and these forums are open to the public. Agencies represented on the RPP include the SFNA air districts, SACOG, California Department of Transportation (Caltrans), EPA Region IX, Department of Transportation – Federal Highway Administration, Federal Transit Administration, local transportation agencies, and CARB.

The MVEB in Table 6 were presented at the SACOG RPP meeting on February 22, 2023. No changes were made to the MVEB, and the RPP approved by consensus that the MVEB be included in the 2015 Ozone NAAQS SIP.

Contingency Measures

Contingency measures are required by the Clean Air Act (CAA) Sections 172 and 182 to be implemented quickly if triggered when an area fails to make reasonable further progress (RFP) or attain the National Ambient Air Quality Standards (NAAQS) by the required date. Over the last few years, multiple court decisions by the United States Court of Appeals for the Ninth Circuit (Ninth Circuit) and in other parts of the country have effectively disallowed the SIP

approved approach which the CARB, the local air districts and the rest of the country have historically used to meet contingency measure requirements. The US EPA released new draft guidance on March 17, 2023 (88 FR 17571) to provide states direction in response to the court decisions. Unfortunately, the draft guidance does not comprehensively address all of the issues related to contingency measures and will not be final for months. Timely, comprehensive, and practical final guidance is needed for CARB, local air districts, and other air agencies across California and the country, to ensure that the significant resources devoted to creating, adopting, and implementing a contingency measure result in a measure or measures that meets federal requirements and can be approved into the SIP. To meet our commitment to satisfy the contingency planning requirements, while recognizing the impracticality of doing so before final guidance is adopted, contingency measure commitments are included in this SIP, as well as a commitment to review the final EPA contingency measure guidance and adopt additional measures necessary to satisfy the final guidance provisions.

The District is committing to adopt amendments to the architectural coatings control measure to incorporate the latest Suggested Control Measure (2019) should the area fail to meet an RFP milestone or our attainment date. The District staff will bring this amendment to the Board of Directors in 2024.

Reasonable Further Progress Demonstration

Clean Air Act (CAA) Sections 172(c)(2), 182(b)(1), and 182(c)(2)(B) specifies the reasonable further progress (RFP) requirements for reducing emissions in ozone nonattainment areas. The purpose of the RFP demonstration is to ensure the area achieves a certain level of annual incremental reductions in emissions. The SIP Requirements Rule requires that areas classified as “serious and above” must submit an RFP demonstration for the SIP (83 FR 63004). The Plan demonstrates RFP will be achieved.

FISCAL IMPACT:

There is no anticipated fiscal impact to the District from the adoption of Resolution #2023-12. The staff time to submit the Plan to CARB and USEPA has already been budgeted.

ATTACHMENTS:

- A. Resolution #2023-12 Adopting the Sacramento Regional 2015 NAAQS 8-hour Ozone Attainment and Reasonable Further Progress Plan (Plan)
- B. Affidavit Declaration of Publication
- C. Public Comments Received as of September 20, 2023.

Attachment A:

Resolution #2023-12 Adopting the Sacramento Regional 2015 NAAQS 8-hour Ozone
Attainment and Reasonable Further Progress Plan

**RESOLUTION #2023-12 OF THE BOARD OF DIRECTORS ADOPTING THE
SACRAMENTO REGIONAL 2015 NATIONAL AMBIENT AIR QUALITY STANDARDS
(NAAQS) 8-HOUR OZONE ATTAINMENT AND REASONABLE FURTHER
PROGRESS PLAN (RFP)**

WHEREAS, the U.S. Environmental Protection Agency (USEPA) promulgated the 2015 National Ambient Air Quality Standard ("NAAQS") for ozone with an 8-hour averaging time of 70 parts per billion and determined that attaining the 8-hour ozone standard is necessary in order to protect public health (Federal Register, Vol. 80, No. 206, October 26, ([80 FR 65292](#)); and

WHEREAS, the Sacramento Federal Nonattainment Area ("SFNA") includes Sacramento and Yolo counties, the western portion of El Dorado and Placer counties, the southern portion of Sutter County, and the northeastern portion of Solano County (Federal Register, Vol. 77, No. 98, pages 30104-30105 (May 21, 2012)); and

WHEREAS, on June 4, 2018, USEPA classified the SFNA as a moderate nonattainment area based on the SFNA design value using air quality data from 2013 – 2015 (83 FR 25776); and

WHEREAS, on May 26, 2020, the SFNA air districts requested a voluntary reclassification because more recent ambient air quality data and modeling did not support the moderate attainment deadline of August 2024; and

WHEREAS, preliminary photochemical air quality modeling results demonstrated that the SFNA needs additional time to attain, and a reclassification to serious extends the attainment deadline to August 2027. This request was forwarded by CARB to EPA and was approved by USEPA on October 28, 2021 (effective November 29, 2021) (86 FR 59648); and

WHEREAS, in May 2022, air quality photochemical modeling conducted by the California Air Resources Board (CARB) forecasts that the SFNA cannot attain the 2015 ozone NAAQS by the serious attainment date of August 2027. Because of this conclusion, the SFNA air districts have submitted another request to be voluntarily reclassified to severe-15, which will allow the region until August 2033, to demonstrate attainment. The request was forwarded by CARB and is pending action by the USEPA; and

WHEREAS, the USEPA published its Final Rule to Implement the 8-Hour Ozone NAAQS, which requires nonattainment areas classified "Serious and above" to demonstrate Reasonable Further Progress ("RFP") toward attainment of the 2015 8-hour ozone standard by conducting a reasonably available control measures ("RACM") analysis, compiling emissions inventories, establishing new motor vehicle emissions budgets, and complying with the timing of State Implementation Plan ("SIP") submissions (Federal Register, Vol. 83, No. 234, December 6, 2018, ([83 FR 62998](#)); and

WHEREAS, the SFNA air districts have prepared the Sacramento Regional 2015 NAAQS 8-Hour Ozone Attainment and Reasonable Further Progress Plan ("Plan") to satisfy the reasonable further progress demonstration requirements associated with the "severe-15" classification (42 USC§ 7502 (c) and§ 7511a); and

WHEREAS, the Plan uses a 2017 base year and provides emissions inventory forecasts for VOC and NOx (ozone precursor pollutants) for 2023, 2026, 2029, and 2032. These forecasts predict 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. Based on photochemical modeling conducted by the CARB, the SFNA will attain by the end of 2032; and

WHEREAS, the photochemical modeling conducted by CARB confirmed that existing local air quality control programs with the new statewide control measures are sufficient to demonstrate attainment by the end of 2032. Accordingly, no new local or regional control measures are needed to attain the standard by the attainment year; and

WHEREAS, the RACM analysis showed that estimated emission reductions from potential control measures would be insufficient to advance the attainment date; and

WHEREAS, this Plan sets motor vehicle emissions budgets ("MVEBs") for 2023, 2026, 2029, and 2032. The MVEBs are consistent with the emissions inventory and applicable RFP and attainment requirements (42 USC § 5706); and

WHEREAS, the MVEB, included as part of this Plan, will be submitted to USEPA for approval; USEPA will conduct an adequacy review to determine if the MVEBs are adequate for conformity purposes; and

WHEREAS, the region is expected to meet the minimum emission reduction targets of 3% per year for RFP demonstration years 2023, 2026, and 2029 and attainment by 2032; and

WHEREAS, the California Environmental Quality Act (CEQA) requires that no project that may have significant adverse environmental impacts be adopted as originally proposed if feasible alternatives or mitigation measures are available to reduce or eliminate such impacts; and

WHEREAS, to meet its obligations under CEQA, the SFNA Air Districts determined that the Ozone Plan is exempt from CEQA under California Code of Regulations, title 14, section 15061(b)(3) (the general rule that CEQA only applies to projects which have the potential for causing a significant effect on the environment) and under California Code of Regulations, title 14, section 15308 (actions taken by a regulatory agency to assure the maintenance, restoration, enhancement, or protection of the environment) and the Plan will not result in any potentially significant adverse

effects on the environment; and

WHEREAS, the Feather River Air Quality Management District commits to adopt amendments to the architectural coating rule to include contingency measure provisions and will evaluate additional potential options for additional contingency measures after USEPA finalizes the contingency measures guidance; and

WHEREAS, the District published a notice of public hearing for the Plan on September 1, 2023, inviting public comment and providing a 30-day period to submit written comments on the Plan; and

WHEREAS, the District, located at 541 Washington Avenue, Yuba City, maintains the record of the proceedings upon which this decision is based; and

WHEREAS, the Board of Directors held a public hearing on October 2, 2023, and considered public comment on the proposed Plan in accordance with Federal Clean Air Act (42 USC § 7410(1)) and 40 CFR 51.102; and

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the Feather River Air Quality Management District adopts the Sacramento Regional 2015 NAAQS 8-Hour Ozone Attainment and Reasonable Further Progress Plan, including 2023, 2026, 2029, and 2032 emissions inventories, photochemical modeling results, 2032 attainment demonstration, the reasonable further progress demonstrations for 2023, 2026, and 2029, and the motor vehicle emissions budgets for milestone years 2023, 2026, and 2029 and attainment year 2032; and

BE IT FURTHER RESOLVED THAT the Plan meets Federal Clean Air Act Section 110 requirements for state implementation plans (SIPs), and Sections 172, 176, 181, and 182 and 40 CFR Part 51 Subpart CC planning requirements for nonattainment areas; and

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

BE IT FURTHER RESOLVED THAT the Board of Directors authorizes the Air Pollution Control Officer to make any minor editorial and formatting changes to the Plan prior to submittal to the CARB for submittal to EPA; and

BE IT FURTHER RESOLVED THAT the Board of Directors directs staff to forward the Sacramento Regional 2015 8-Hour Ozone Attainment and Reasonable Further Progress Plan and all necessary supporting documents to CARB for submittal to USEPA as a revision to the California State Implementation Plan to satisfy the requirements of Clean Air Act Sections 172, 176, 181, and 182.

PASSED AND ADOPTED by the Feather River Air Quality Management District on October 2, 2023, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Chairman

ATTEST:

APPROVED FOR LEGAL FORM:

Attachment B:
Affidavit Declaration of Publication

PROOF OF PUBLICATION

RECEIVED
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AQMD

APPEAL-DEMOCRAT

1530 Ellis Lake Drive, Marysville, CA 95901 * (530) 749-4700

STATE OF CALIFORNIA * Counties of Yuba and Sutter

I am not a party to, nor interested in the above entitled matter. I am the principal clerk of the printer and publisher of THE APPEAL-DEMOCRAT, a newspaper of general circulation, printed and published in the City of Marysville, County of Yuba, to which Newspaper has been adjudged a newspaper of general circulation by The Superior Court of the County of Yuba, State of California under the date of November 9, 1951, No. 11481, and County of Sutter to which Newspaper has been adjudged a newspaper of general circulation by the Superior Court of the County of Sutter, State of California under the date of May 17, 1999, Case No. CVPT99-0819. The Notice, of which the annexed is a copy, appeared in said newspaper on the following dates:

September 1, 2023

I declare under penalty of perjury that the foregoing is true and correct.

September 1, 2023

Nancy Brown

Date

Signature

Feather River Air Quality Mgmt. District

Notice of Public Hearing

COPY:

Notice of Public Hearing for the Sacramento Regional 2015 National Ambient Air Quality Standards 8-Hour Ozone Attainment and Reasonable Further Progress Plan

Date: Monday, October 2, 2023

Time: 4:00 pm

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

The Feather River Air Quality Management District will hold a public hearing to consider adoption of the Sacramento Regional 2015 National Ambient Air Quality Standard (NAAQS) 8-Hour Ozone Attainment and Reasonable Further Progress Plan (Plan). The Plan shows how the Sacramento Federal Nonattainment Area (SFNA), which comprises of Sacramento and Yolo counties, and portions of El Dorado, Placer, Solano, and Sutter counties, will attain the 2015 Ozone NAAQS by the attainment date of August 3, 2033.

The Plan documents how the SFNA meets the Clean Air Act (CAA) requirements in demonstrating Reasonable Further Progress (RFP) and attainment of the 2015 ozone NAAQS of 70 parts per billion. The Plan includes ambient ozone data and trends, baseline and forecasted emissions inventories, photochemical modeling, attainment demonstration supported by a weight of evidence analysis, general and transportation conformity requirements, vehicle miles traveled offset demonstration, control measure analysis, and statewide and local contingency measures.

All five SFNA air districts will conduct a public hearing and request their respective boards to take action on the Plan. If adopted by all five air districts boards, the Plan will be submitted to the California Air Resources Board (CARB) for approval. If approved, CARB will submit the Plan to the U.S. Environmental Protection Agency (EPA) as a revision to the California State Implementation Plan. This notice, the public hearing, and the Plan satisfy the requirements under CAA Sections 110, 172, 176, 181, and 182, and Title 40 of the Code of Federal Regulation, Part 51, Subpart CC.

Copies of this notice and the Plan are posted on the District website (www.fraqmd.org). Please contact the District at (530) 634-7659 ext 210 to schedule a time to view a paper copy of the Plan at the office.

By this notice, all interested parties are requested to provide written comments on the Plan by September 20, 2023. Written comments should be made to:

Christopher D. Brown, AICP, APCO
Feather River Air Quality Management District

541 Washington Avenue, Yuba City, CA 95991
Or Email: sspaethe@fraqmd.org

Comments may also be made at the District Board of Directors public hearing on October 2, 2023. All public comments and responses will be included as part of the Plan submittal to CARB and EPA. For additional information, please contact Sondra Spaethe at 530-634-7659 ext 210.

September 1, 2023

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Attachment C:

Public Comments Received as of September 20, 2023

Attachment C

Public Comments Received as of September 2, 2023

No public comments have been received.