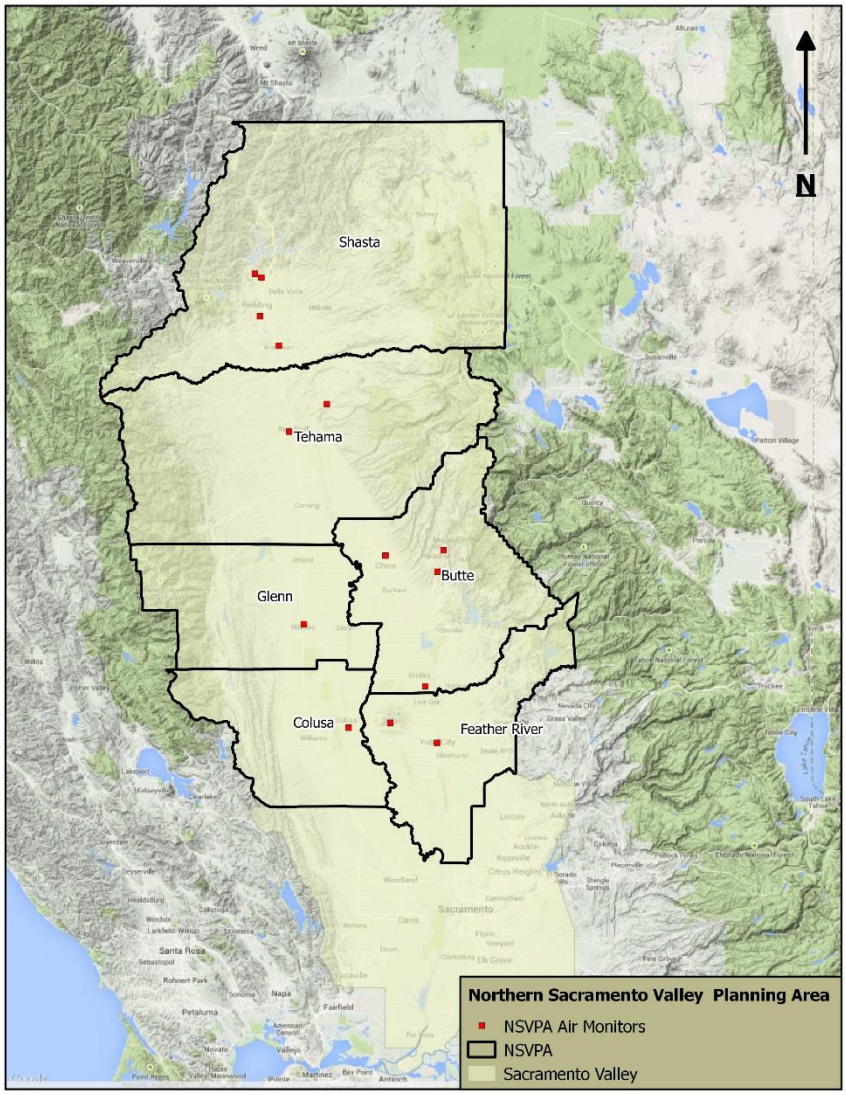
August 7, 2015



NORTHERN SACRAMENTO VALLEY PLANNING AREA 2015 TRIENNIAL AIR QUALITY ATTAINMENT PLAN

PREPARED BY THE SACRAMENTO VALLEY AIR QUALITY ENGINEERING AND ENFORCEMENT PROFESSIONALS (SVAQEEP)

EXECUTIVE SUMMARY

The California Clean Air Act (CCAA) requires air districts which have been designated as a nonattainment area for California Ambient Air Quality Standards (CAAQS) for ozone, carbon monoxide, sulfur dioxide, or nitrogen dioxide to prepare and submit a plan for attaining and maintaining the standards. The CCAA also requires that districts review their progress made toward attaining the CAAQS every three years.

The Air Pollution Control Districts and Air Quality Management Districts (Districts) for the counties located in the northern portion of the Sacramento Valley together establish the Northern Sacramento Valley Planning Area (NSVPA). The NSVPA Districts were designated as nonattainment for the ozone CAAQS and agreed to jointly prepare an Air Quality Attainment Plan.

The 2015 triennial update of the NSVPA Air Quality Attainment Plan (2015 Plan) assesses the progress made in implementing the previous triennial update and proposes modifications to the strategies necessary to attain the CAAQS by the earliest practicable date. The 2015 Plan includes an assessment of progress towards achieving the control measure commitments in the previous Triennial Plan, a summary of the last three years of ozone data, a comparison of the expected versus actual emission reductions for each measure committed to in the previous Triennial Plan, updated control measure commitments, and updated growth rates of population, industry, and vehicle related emissions.

Since the preparation of the 2012 Plan, the NSVPA has observed improvements in the monitoring levels of ozone, especially in Glenn County and Colusa County, which were designated as attainment for the ozone CAAQS effective July 1, 2014. Sutter and Yuba Counties were designated as nonattainment-transitional[1] effective September 25, 2010 and remain so. The remaining counties (Butte, Tehama, and Shasta) remain nonattainment.

In the NSVPA, ozone can be caused by stationary source emissions, such as from internal combustion engines or boilers, mobile sources such as cars, trucks, and trains, or area sources such as consumer products or wildfires. The NSVPA districts also experience transport ozone from the Broader Sacramento Area (BSA), which comprise of all of the Sacramento Metropolitan AQMD, Yolo-Solano AQMD, and a portion of El Dorado, Placer, and Sutter Counties. Emissions that were originally created in the BSA can be transported northward via prevailing winds to affect the pollution levels of the NSVPA.

[1] HSC §40925.5 Nonattainment-transitional district is one that does not exceed the state standard more than three times at any monitoring location in a single calendar year.

TABLE OF CONTENTS

CHAPTER I – PLAN OVERVIEW

I.1 LEGISLATIVE REQUIREMENTS

It is the responsibility of each District within the State of California to attain and maintain the ambient air quality standards. If a standard is not met, the CCAA requires the District to create an Air Quality Attainment Plan for the designated criteria pollutant so the District can demonstrate how they plan to meet the standard in the future. Examples of criteria pollutants include ozone (O_3), carbon monoxide (CO), sulfur oxides (SO_x), and nitrogen oxides (NO_x).[2]

The California Health & Safety Code (HSC) requires that the Plan be updated every three years.[3] The HSC §40910 and §40913 require the Districts to achieve CAAQS by the earliest practicable date to protect the public's health, particularly that of children, the elderly, and people with respiratory illness.

The 2015 Plan assesses the progress made in implementing the previous triennial update completed in 2012 and proposes modifications to the strategies necessary to attain the CAAQS by the earliest practicable date. The 2015 Plan includes the following:

1. Assessment of progress towards achieving the control measure commitments in the previous Triennial Plan (HSC §40924(a));
2. Summary of the last three years of ozone data to demonstrate improvement of air quality (HSC §40924(b)(1));
3. Comparison of the expected versus actual emission reductions for each measure committed to in the previous Triennial Plan (HSC §40924(b)(2)); and
4. Updated control measure commitments and growth rates of population, industry, and vehicle related emissions (HSC §40925(a)).

The HSC §41503(b) requires that control measures for the same emission sources are uniform throughout the planning area to the extent that is feasible. To meet this requirement, the NSVPA has coordinated the development of the 2015 Plan and has set up a specific rule adoption protocol. The protocol was established by the Technical Advisory Committee (TAC) of the Sacramento Valley Basin-wide Air Pollution Control Council. The protocol allows the Districts in the basin to act and work as a group to coordinate with the Air Resources Board (ARB) as well as industry in the rule adoption process.

The HSC §40912, states that each District responsible for or affected by air pollutant transport shall provide for attainment and maintenance of the State and Federal standards in both upwind and downwind Districts. This section also states that each downwind District's Plan shall contain sufficient measures to reduce emissions originating in each District to below the levels which violates State ambient air quality standards, assuming the absence of the transport contribution.

[2] HSC §40911(a).
[3] HSC §40924(b), §40925

HSC §40914 requires that each plan achieve a 5 percent or more per year reduction in ozone precursor emissions, unless an alternative measure of progress is approved pursuant to HSC §39607. If a district cannot achieve these reductions, the CCAA provides that districts can develop approvable plans provided the plans commit to:

1. An alternative emission reduction strategy that is equal to or more effective than district-wide emission reductions in improving air quality; or
2. The implementation of every feasible measure on an expeditious schedule.[4]

ARB interprets the adoption of every feasible measure to mean that, at a minimum, a district consider regulations that have been successfully implemented elsewhere. Districts should also consider going beyond what has already been accomplished by evaluating new technologies and innovative approaches that may offer potential emission reductions. Further, districts should consider not only technological factors, but also social, environmental, economic (e.g. cost-effectiveness), and energy factors which prevail in the district, along with the resources realistically available to the district to adopt, implement, and enforce the measures.

I.2 BACKGROUND OF THE AIR QUALITY ATTAINMENT PLAN AND TRIENNIAL UPDATES

Due to the regional nature of the ozone problem and the fact that the NSVPA counties share the same air basin with the BSA, the Air Quality Attainment Plan and subsequent triennial updates were prepared by the Sacramento Valley Air Quality Engineering and Enforcement Professionals (SVAQEEP) with oversight from the Sacramento Valley Air Basin Control Council's Technical Advisory Committee (TAC). The Basin Control Council (BCC) approves the triennial updates prior to the individual NSVPA Districts adopting the Plan.

The NSVPA Districts jointly prepared the original 1991 Air Quality Attainment Plan. Triennial updates to the Plan were adopted by the BCC for the NSVPA districts in 1994, 1997, 2000, 2004, 2006, 2009, and 2012.

I.3 AREA DESCRIPTION

a. Geography

The NSVPA includes Butte, Colusa, Glenn, Shasta, Sutter, Tehama, and Yuba counties. The Northern Sacramento Valley Air Basin (NSVAB) is synonymous with the NSVPA. These counties comprise the northern portion of the Sacramento Valley and are bounded on the north and west by the Coastal Mountain Range and on the east by the southern portion of the Cascade Mountain Range and the northern portion of the Sierra Nevada Mountains. These mountain ranges reach heights in excess of 6,000 feet above mean sea level (MSL), with individual peaks rising much higher. The mountains provide a substantial barrier to both locally created pollution and the pollution that has been transported northward on prevailing winds from the BSA. The NSVAB is shaped like an elongated bowl. Temperature inversion layers can act as a lid on the bowl, allowing air pollution to rise to unhealthy levels

Although a significant area of the NSVPA is at elevations higher than 1,000 feet above MSL, the vast majority of its populace lives and works below that elevation.

[4] Identification of Achievable Performance Standards and Emerging Technologies for Stationary Sources – March 1998; Identification of Performance Standards for Existing Stationary Sources – Last Reviewed, April 2010 http://www.arb.ca.gov/ssps/ssps.htm

b. Population and VMT Growth Data

HSC §40925(a) requires that the triennial updates include population, industry and vehicle related emissions growth experienced in the district and projected for the future. Table I-1 includes the population and vehicle miles traveled data for each county from 1990 to 2010, and the projections for 2015 and 2020.[5]

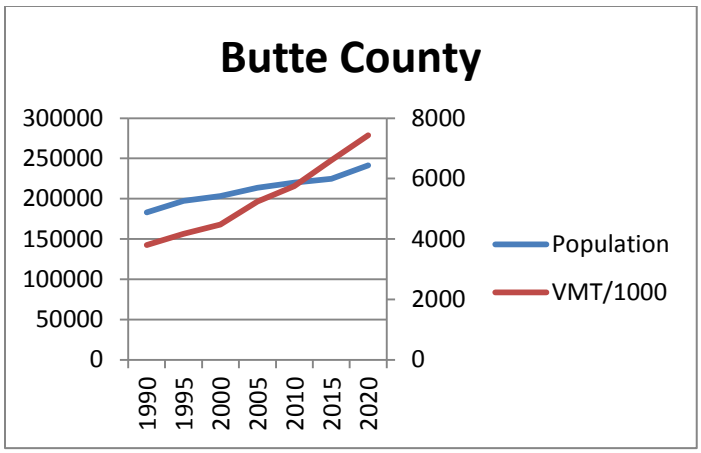
The population data were derived from reports developed by the California Department of Finance, Demographic Research Unit. The estimates of daily vehicle miles traveled (VMT) for the years 1990 through 2020 are found in ARB's motor vehicle emissions inventory model, EMFAC2011 (www.arb.ca.gov/msei/msei.htm). For future calendar years, the VMT estimates in large urban areas are provided by the Regional Transportation Planning Agencies (RTPAs) as an output of their travel demand models. For recent years (2000-2005), the VMT is calculated as the product of vehicle population from Department of Motor Vehicles (DMV) data and mileage accrual rates (annual miles traveled by type and age of vehicle) calculated from the Bureau of Automotive Repair database for the Smog Check program. For historical years (pre-2000), the VMT is calculated as the product of vehicle population back cast from DMV data and mileage accrual rates. The average daily VMT has been divided by 1000.

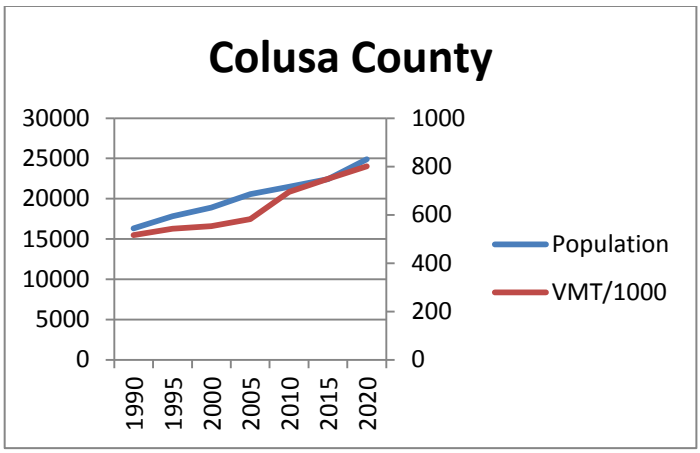
Table I-1: Population and VMT Growth in the NSVPA

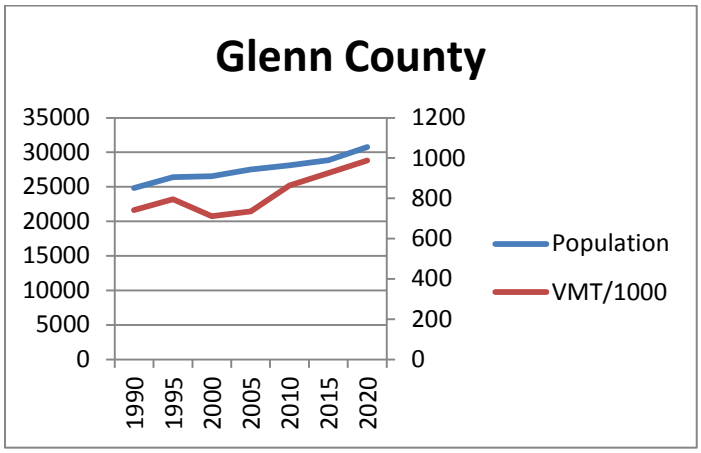
County	Parameter	1990	1995	2000	2005	2010	2015	2020
Butte	Population	183,229	197,464	203,446	213,698	219,990	224,955	241,521
	VMT/1000	3,805	4,167	4,473	5,240	5,755	6,606	7,436
Colusa	Population	16,300	17,833	18,880	20,565	21,478	22,417	24,886
	VMT/1000	516	543	553	583	696	750	801
Glenn	Population	24,827	26,398	26,555	27,525	28,143	28,871	30,780
	VMT/1000	742	796	712	735	864	926	988
Shasta	Population	147,966	159,742	164,150	174,254	177,472	181,792	199,814
	VMT/1000	3,458	3,732	4,015	4,319	4,849	5,189	5,535
Sutter	Population	64,814	74,167	79,202	88,106	94,669	98,833	108,939
	VMT/1000	1,292	1,460	1,662	1,956	2,123	2,412	2,651
Tehama	Population	49,866	54,573	55,832	60,461	63,487	64,733	69,340
	VMT/1000	1,571	1,650	1,674	1,826	2,089	2,247	2,399
Yuba	Population	58,581	61,895	60,334	67,712	72,329	75,787	84,520
	VMT/1000	1,271	1,411	1,527	1,783	2,048	2,323	2,556

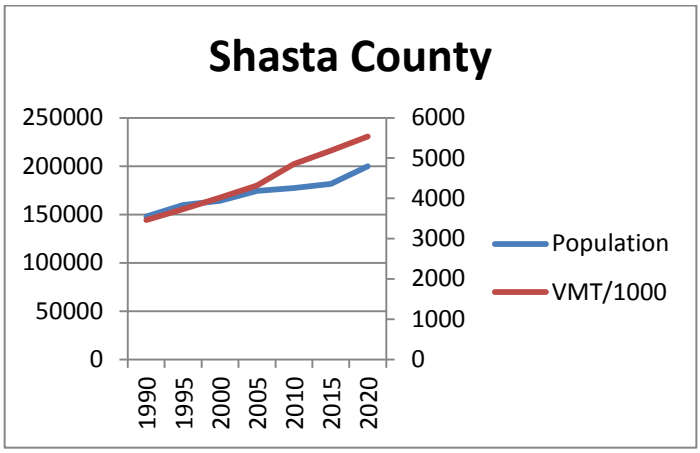
The following charts are a graphical representation of the data in Table I-1. Population and VMT in all counties of the NSVPA are expected to increase through 2020.

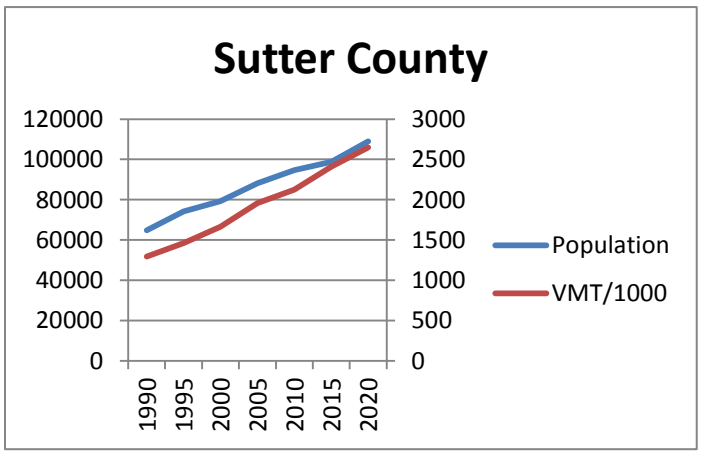
[5] http://www.arb.ca.gov/aqd/almanac/almanac13/appc13.htm

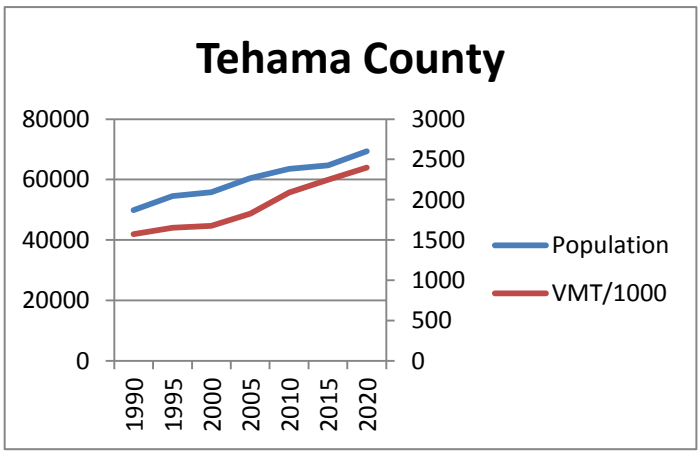

Butte County
300000
250000
200000
150000
100000
50000
0
8000
6000
4000
2000
0
1990
1995
2000
2005
2010
2015
2020
Population
VMT/1000

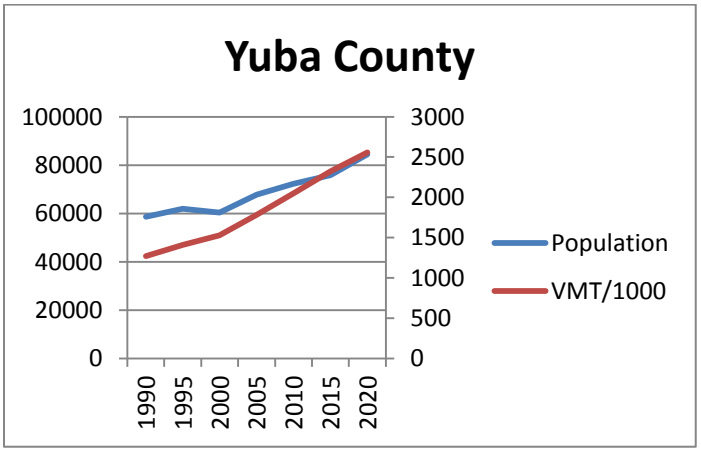

Colusa County
30000
25000
20000
15000
10000
5000
0
1000
800
600
400
200
0
1990
1995
2000
2005
2010
2015
2020
Population
VMT/1000


Glenn County
35000
30000
25000
20000
15000
10000
5000
0
1200
1000
800
600
400
200
0
1990
1995
2000
2005
2010
2015
2020
Population
VMT/1000


Shasta County
250000
200000
150000
100000
50000
0
6000
5000
4000
3000
2000
1000
0
1990
1995
2000
2005
2010
2015
2020
Population
VMT/1000


Sutter County
120000
100000
80000
60000
40000
20000
0
3000
2500
2000
1500
1000
500
0
1990
1995
2000
2005
2010
2015
2020
Population
VMT/1000


Tehama County
80000
60000
40000
20000
0
3000
2500
2000
1500
1000
500
0
1990
1995
2000
2005
2010
2015
2020
Population
VMT/1000


Yuba County
100000
80000
60000
40000
20000
0
3000
2500
2000
1500
1000
500
0
1990
1995
2000
2005
2010
2015
2020
Population
VMT/1000

c. Meteorology and Inversions

Meteorology can play a role in ozone formation. When the weather is warm and the winds are light, a vertical downward motion of air and a natural cooling of the earth's surface act together to form an inversion that traps pollutants. Temperature inversions prevent the vertical dilution of pollutants. Thus, pollutants remain trapped and are able to increase in concentration in the layer of air where people breathe. Sunlight then causes a chemical reaction between the hydrocarbons and nitrogen oxides to form ozone. Summer subsidence inversions occur on summer days and tend to intensify during the afternoon. Winter radiation inversions occur on winter nights but are usually destroyed by daytime heating bringing a rapid improvement in air quality by afternoon. Both types of inversion mechanisms may exist at any time of the year, and in the fall both may occur together to produce the heaviest pollution potential.

The climate throughout the NSVAB is similar, especially in regard to the valley floor where the majority of the population resides. Summers are typically dry and warm. Most of the precipitation occurs during the winter months from December to March. The Table I.2 provides a range of meteorological data from a site in the northern portion of the NSVAB (Redding), the southern portion of the NSVAB (Marysville), and the foothill area (Paradise).[6]

Table I.2 Meteorology Data

Site	Summer Ave. (max/min)	Winter Ave. (max/min)	Mean Precipitation
Redding	95°F/66°F	57°F/39°F	40 inches
Paradise	89°F/62°F	55°F/39°F	56 inches
Marysville	94°F/61°F	57°F/40°F	22 inches

I.4 AMBIENT AIR QUALITY STANDARDS

The 1-hour ozone CAAQS (0.09 ppm or 180 µg/m^3) was adopted in 1988. Pursuant to Senate Bill 25 (SB25), the ozone standard was analyzed in a report entitled "Adequacy of California Ambient Air Quality Standards: Children's Environmental Protection Act" in consultation with the Office of Environmental Health Hazard Assessment (OEHHA) to evaluate if the 1-hour standard was adequate in protecting public health. Results of the study concluded that adverse health effects could occur in sensitive groups at the existing standard and slated the ozone standard for potential revision. Effective July 26, 2007, the State adopted a more stringent 8-hour ozone standard of 0.070 ppm (or 137 µg/m^3) in addition to the 1-hour standard.

The United States Environmental Protection Agency (US EPA or EPA) also adopted ambient air quality standards for ground level ozone. The most recent revision to the standard was effective in 2008. On November 26, 2014, the U.S. EPA proposed a NAAQS level for 8-hour ozone concentrations of 65-70 parts per billion (0.065-0.070 ppm). The final standard is expected to be promulgated by October 1, 2015[7].

AMBIENT AIR QUALITY STANDARDS FOR OZONE	
State Ozone Standard:	**National Ozone Standards:**
0.07 ppm for 8 hour	0.075 ppm for 8 hours
0.09 ppm for 1 hour	Effective May 27, 2008

[6] Data provided by the Western Regional Climate Center http://www.wrcc.dri.edu/ 3/30/2015

[7] 79 FR 75233

I.5 AREA DESIGNATIONS

The area designations for the ozone California ambient air quality standards of the NSVPA counties can be found in Table I-3. The Table also includes the previous designations as in effect for the 2012 Plan:

Table I-3: NSVPA County Designations for Ozone CAAQS

County	2015 Attainment Status [8]	2012 Plan Attainment Status
Butte	Nonattainment	Nonattainment
Colusa	Attainment	Nonattainment-transitional
Glenn	Attainment	Nonattainment-transitional
Shasta	Nonattainment	Nonattainment
Sutter	Nonattainment-transitional	Nonattainment-transitional
Tehama	Nonattainment	Nonattainment
Yuba	Nonattainment-transitional	Nonattainment-transitional

Several Districts in the NSVPA have also been designated as nonattainment for National ambient air quality standard for 8-hour ozone. The US EPA made the designations in Table I.4 for the 2008 8-hour ozone standard effective July 20, 2012.[9]

Table I.4 NSVPA Designations for Ozone NAAQS

Area	Designation	Classification
Butte County	Nonattainment	Marginal
Sutter County (partial)	Nonattainment	Severe 15
Tuscan Buttes - Tehama County (partial)	Nonattainment	Marginal

As Marginal nonattainment areas, Butte County and Tuscan Buttes – Tehama County (partial) must meet the 8-hour ozone standard of 0.075 ppm as expeditiously as practicable, but no later than July 20, 2015. As a Severe 15 nonattainment area and part of the Sacramento Federal Nonattainment Area (SFNA), Sutter County must meet the standard by July 20, 2027.[10]

I.6 OVERVIEW OF AIR POLLUTANTS AND HEALTH EFFECTS

a. Ozone

Ozone is found in two regions of the Earth's atmosphere – at ground level and in the upper regions of the atmosphere. Both types of ozone have the same chemical composition (O_3). While upper atmospheric ozone protects the earth from the sun's harmful rays, ground level ozone is the main component of smog.

Tropospheric, or ground level ozone, is not emitted directly into the air but is created by chemical reactions between nitrogen oxides (NO_x) and reactive organic gases (ROG) in the presence of sunlight. Generally, low wind speeds or stagnant air coupled with warm temperatures and cloudless skies provide for the optimum conditions for ozone formation. Because of the reaction time involved,

[8] California Air Resources Board – Area Designations - June, 2014, http://www.arb.ca.gov/regact/2013/area13/area13.htm
[9] 77 FR 30088 May 21, 2012
[10] Subpart 2 of Part D of Title 1 of the CAA http://www.epa.gov/air/caa/title1.html

peak ozone concentrations often occur far downwind of the precursor emissions. Therefore, ozone is a regional pollutant that often impacts a widespread area. Ozone can also be transported long distances by wind. For this reason, even rural areas can experience high ozone levels.[11]

In the NSVPA, ozone is a seasonal problem typically occurring during the months of May through October. Sources of NOx and ROG emissions include motor vehicles, power plants, factories, chemical solvents, combustion products from various fuels, and consumer products.

b. Precursor

Precursors are directly emitted pollutants that when released to the atmosphere forms or contributes to the formation of a secondary pollutant for which an ambient air quality standard has been adopted. Nitrogen oxides and reactive organic gases are precursors to ground level ozone.

c. Nitrogen Oxides

Nitrogen oxides (NOx) are a group of highly reactive gasses and are also known as "oxides of nitrogen." Nitrogen oxides include nitrogen dioxide (NO_2), nitric oxide (NO), nitrous acid (HNO_2) and nitric acid (HNO_3). Because NOx is an ingredient in the formation of ozone, it is referred to as an ozone precursor.

NOx is emitted from combustion sources such as cars, trucks and buses, power plants, and off-road equipment. In addition to contributing to the formation of ground-level ozone, and fine particle pollution, NO_2 (a component of NOx) is linked with a number of adverse effects on the respiratory system.

d. Reactive Organic Gases

Reactive organic gases (ROG) are carbon compounds that have atmospheric photochemical reactivity. ROG excludes carbon monoxide, carbon dioxide, carbonic acid, metallic, and several other compounds.[12] As required by the US EPA, the ROG inventory is expressed in terms of volatile organic compounds (VOC). VOC emissions are generally slightly less than ROG, because the VOC definition excludes certain compounds such as ethane, acetone, methyl acetate, and perchloroethylene, which do not contribute to ozone formation. The reader may find both terms used in this document.

e. Health Effects of Ozone

Ozone in the air we breathe can harm our health. Even relatively low levels of ozone can cause health effects. People with lung disease, children, older adults, and people who are active outdoors may be particularly sensitive to ozone.

Children are at greatest risk from exposure to ozone because their lungs are still developing and they are more likely to be active outdoors when ozone levels are high, which increases their exposure. Children are also more likely than adults to have asthma.

Breathing ozone can trigger a variety of health problems including chest pain, coughing, throat irritation, and congestion. It can worsen bronchitis, emphysema, and asthma. Ground level ozone

[11] http://www.epa.gov/airquality/ozonepollution/basic.html
[12] http://www.arb.ca.gov/ei/speciate/voc_rog_dfn_11_04.pdf

also can reduce lung function and inflame the linings of the lungs. Repeated exposure may permanently scar lung tissue.

Ozone can:

- Make it more difficult to breathe deeply and vigorously
- Cause shortness of breath and pain when taking a deep breath
- Cause coughing and sore or scratchy throat
- Inflame and damage the airways
- Aggravate lung diseases such as asthma, emphysema, and chronic bronchitis
- Increase the frequency of asthma attacks
- Make the lungs more susceptible to infection
- Continue to damage the lungs even when the symptoms have disappeared

These effects may lead to increased school absences, medication use, visits to doctors and emergency rooms, and hospital admissions. Research also indicates that ozone exposure may increase the risk of premature death from heart or lung disease.

Ozone is a powerful oxidant that can irritate the airways causing coughing, a burning sensation, wheezing and shortness of breath. Ozone can cause the muscles in the airways to constrict, trapping air in the alveoli. This leads to wheezing and shortness of breath. In people with asthma it can result in asthma attacks. Also with airway inflammation there is an influx of white blood cells, increased mucous production, and fluid accumulation and retention. This causes the death and shedding of cells that line the airways and has been compared to skin inflammation caused by sunburn.[13]

I.7 TRANSPORT OF POLLUTANTS

This portion of the Attainment Plan addresses air pollution transport, identifies transport couples, and discusses transport mitigation regulations related to the Upper Sacramento Valley (USV). The CARB has identified that air pollution is transported from the Broader Sacramento Area (BSA)[14] to the Upper Sacramento Valley (USV)[15], thus establishing the BSA/USV transport Couple[16]. The impacts of transported BSA air pollution to Districts in the USV are variable. Transport pollution impacts are classified using terms Inconsequential, Significant, and Overwhelming, as defined in below. The most recent CARB assessment, published in March 2001, indicates that all three of these classifications occur in the BSA/USV transport couple region, with the latest classification of "inconsequential" added to describe the transport couple assessment for Shasta County.

Inconsequential is defined as an ozone transport impact classification describing a condition that exists when upwind emissions are not transported or do not appear to contribute significantly to a

[13] http://www.epa.gov/airquality/ozonepollution/health.html

[14] **Broader Sacramento Area (BSA)** – includes the Sacramento Metropolitan Air Quality Management District; Yolo-Solano Air Pollution Control District; the portions of the El Dorado County Air Pollution Control District included in 1990 U.S. Census Tracts 306.01, 307, 308.01, 308.02, 308.03, 308.04, 309.01, 309.02, 310, 311, 312, 315.01, and 315.02; and the portions of the Placer County Air Pollution Control District included in 1990 U.S. Census Tracts 203, 204, 205, 206.01, 206.02, 206.03, 207.01, 207.02, 207.03, 208, 209, 210.01, 210.02, 211.01, 211.02, 212, 213.01, 213.02, 214, 215.01, 215.02, 216, 218.01, and 218.02; and that area of the Feather River Air Quality Management District which is south of a line connecting the northern border of Yolo County to the southwestern tip of Yuba County, and continuing along the southern Yuba County border to Placer County.

[15] **Upper Sacramento Valley (USV) –** includes the Colusa, Butte, Glenn, Tehama, and Shasta County Air Pollution Control Districts, and that area of the Feather River Air Quality Management District which is north of a line connecting the northern border of Yolo County to the southwestern tip of Yuba County and continuing along the southern Yuba County border to Placer County.

[16] A pair of geographic areas, one considered upwind and one considered downwind.

violation of the State ozone standard in the downwind area. A violation not impacted by transported emissions is considered local and results when the wind flow patterns and atmospheric conditions do not strongly suggest responsibility from an upwind area. The responsibility of “inconsequential” transport lies with the downwind area.

Significant is defined as an ozone transport impact classification describing a condition in which the emissions from the upwind area contributed measurably to a violation of the State ozone standard in the downwind area on any given day, but did not “overwhelm” the area. A violation is considered to be caused by “significant” transport if the emissions from sources within the downwind area combine with the transported air parcel carrying ozone or ozone precursors from the upwind area. A violation classified as “significant” is considered shared, with the responsibility lying with both the upwind and downwind areas.

Overwhelming is defined as an ozone transport impact classification describing a condition which exists when emissions from an upwind area independently cause a violation of the State ozone standard in a downwind area on any given day. This classification assumes that significant emission sources in the downwind area were not in the pathway of the air parcel.

CHAPTER II - AIR MONITORING

II.1 INTRODUCTION

This chapter of the Plan looks at air quality monitoring data from each of the ozone monitoring sites in the NSVPA. Figure II-1 shows the location of the air monitoring stations operating in the NSVAB. Between 2012 and 2014 there were twelve ozone monitors operating within the NSVAB.

FIGURE II-1 Air Quality and Meteorological Stations in the NSVAB

The State standard allows only one exceedance per year on average at any site within the air district in the preceding three-year period. This takes into account year-to-year weather fluctuation and any exceptional exceedances. The maximum 1-hour and 8-hour concentrations observed between 2012 and 2014 for the NSVPA are shown in Figure II.2 and II.3 below. The 1-hour standard is 0.09 ppm and the 8-hour standard is 0.070 ppm.

Figure II.2 NSVPA Monitoring Sites 1-hour Maximum Ozone Values

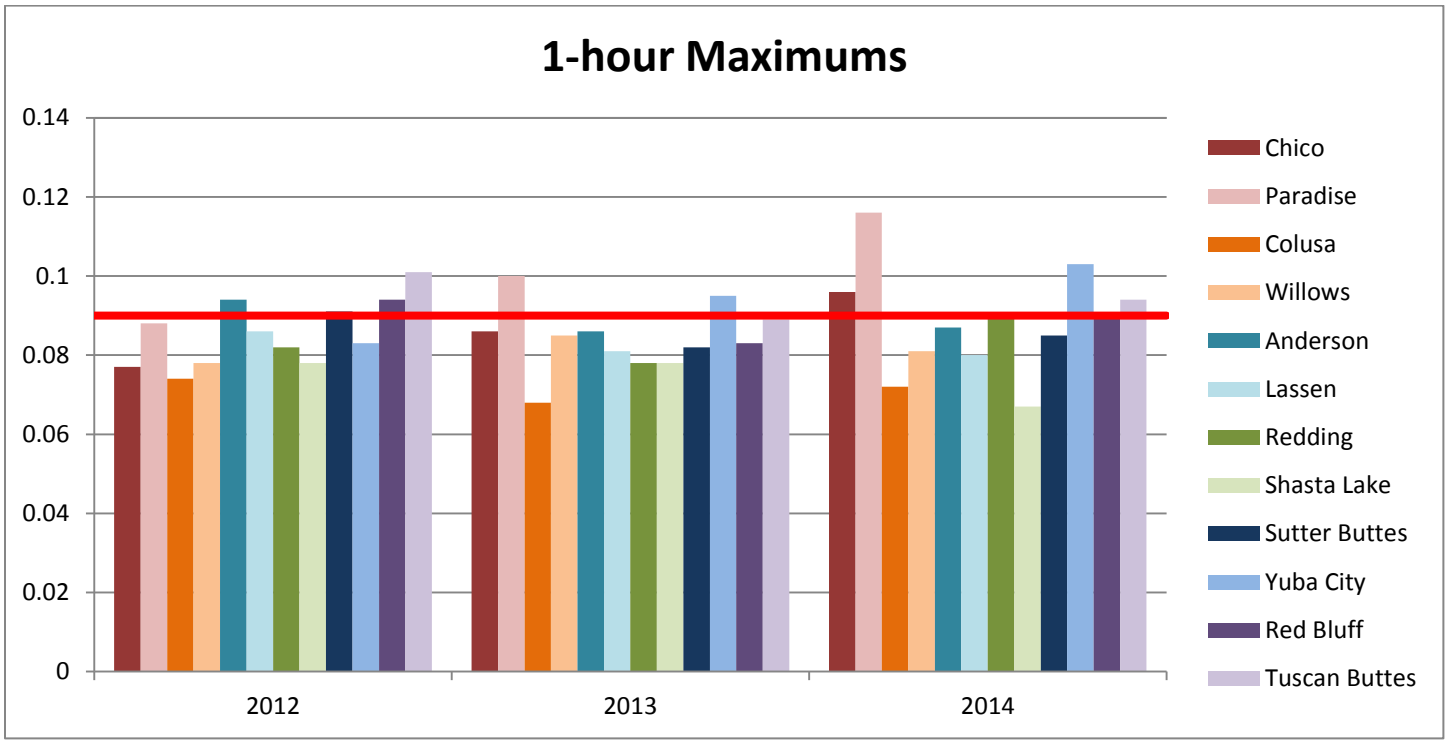
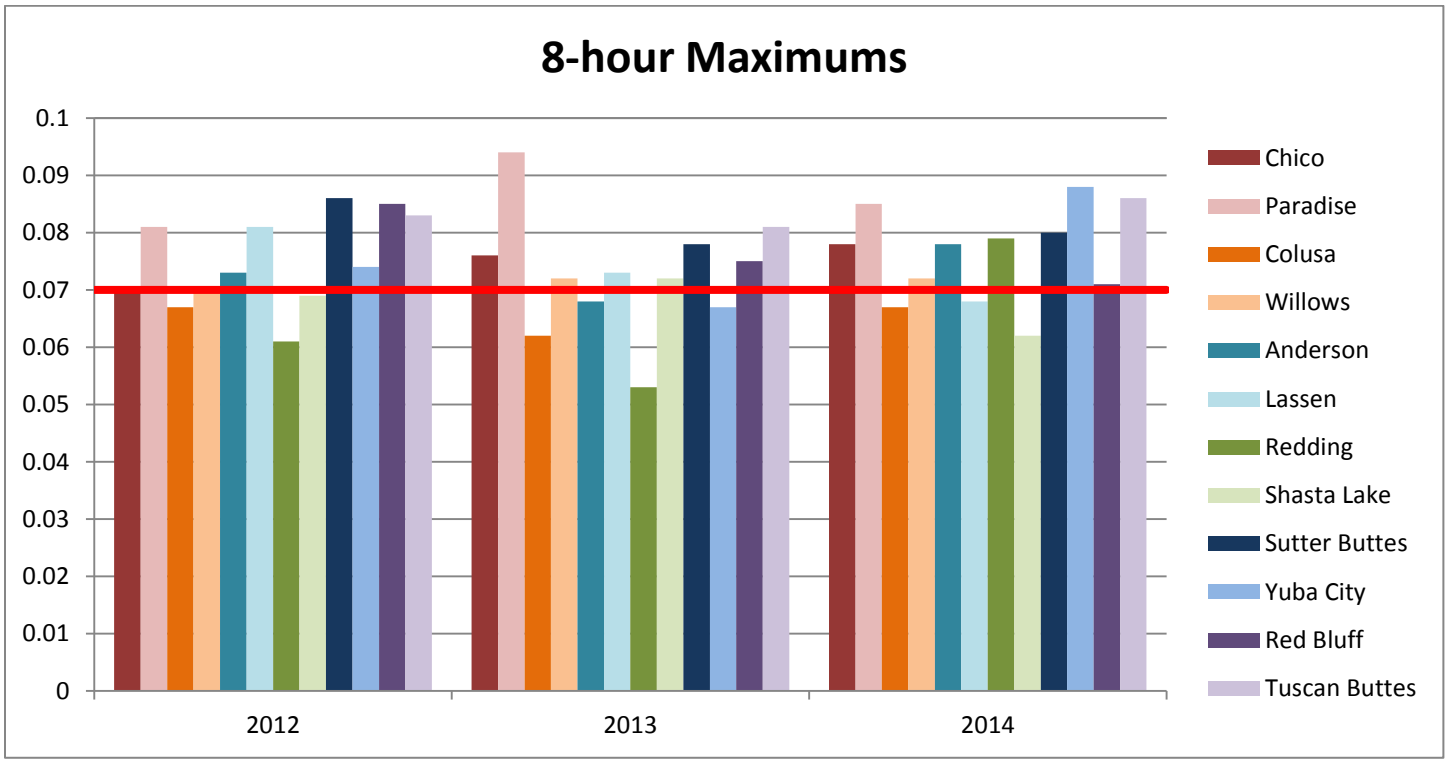


Figure II.3 NSVPA Monitoring Sites 8-hour Maximum Ozone Values



The 1-Hour ozone Expected Peak Day Concentration (EPDC) is a calculated concentration that represents the highest 1-hour ozone concentration expected each year. The 1-hour ozone EPDC is based on the maximum daily hourly observations within three consecutive years and is associated with the last year of the three consecutive years. It is expressed in parts per million (ppm).

The 8-Hour ozone Expected Peak Day Concentration (EPDC) is a calculated 8-hour average concentration that represents the highest State 8-hour ozone average expected each year. The EPDC is based on the maximum daily State 8-hour averages within three consecutive years and is associated with the last year of the three consecutive years. It is expressed in ppm.

The 1-hour Designation Value is the highest hourly ozone measurement, rounded to two decimal places, during the last three years that is less than or equal to the 1-hour EPDC, also rounded to two decimal places, provide that there is a valid 1-hour EPDC. If there is no valid 1-hour EPDC, the State 1-hour designation value is the highest measurement during the last three years, rounded to two decimal places. The 1-hour designation value represents all hourly ozone measurements in the listed year and the two years before the listed year. It is expressed in ppm.

The 8-hour Designation Value is the highest 8-hour ozone average, rounded to three decimal places, during the last three years that is less than or equal to the 8-hour EPDC, also rounded to three decimal places, provide that there is a valid 8-hour EPDC. If there is no valid 8-hour EPDC, the State 8-hour designation value is the highest 8-hour average during the last three years, rounded to three decimal places. The 8-hour designation value represents all 8-hour ozone averages in the listed year and the two years before the listed year. It is expressed in ppm.

The number of days > 1-hour standard is the number of days in each year that the maximum 1-hour ozone concentration, after rounding to two decimal places, was greater than 0.09 parts per million. The 1-hour ozone CAAQS is exceeded whenever the daily maximum 1-hour observation (again, after rounding to two decimal places) is greater than 0.09 ppm.

The number of days > 8-hour standard is the number of days in each year that the maximum 8-hour average ozone concentration (after rounding to 3 decimal places) was greater than 0.070 parts per million. The 8-hour average ozone CAAQS is exceeded when the rounded average is greater than 0.070 ppm.

The maximum 1-hour observation is the highest 1-hour concentration observed within the year, expressed in ppm. The 1-hour CAAQS is exceeded when an observation, after rounding to two decimal places, is greater than 0.09 ppm.

The maximum 8-hour average is the highest 8-hour average ozone concentration in the year. It is blank when there are too few days within the year with enough hourly measurements for the year to be considered representative. The 8-hour average CAAQS is exceeded when the highest 8-hour average during the current year and the two previous years is greater than or equal to 0.070 ppm.

Butte County Monitoring Stations

Between 2012 and 2014 there were three ozone monitoring stations in Butte County. The station at East Avenue in Chico opened in 2012. The station at Manzanita Avenue closed in 2012. The trend since 2004 shows minimal days over the 1-hour standard and decreasing number of days over the 8-hour standard for the Chico and Paradise monitoring sites.

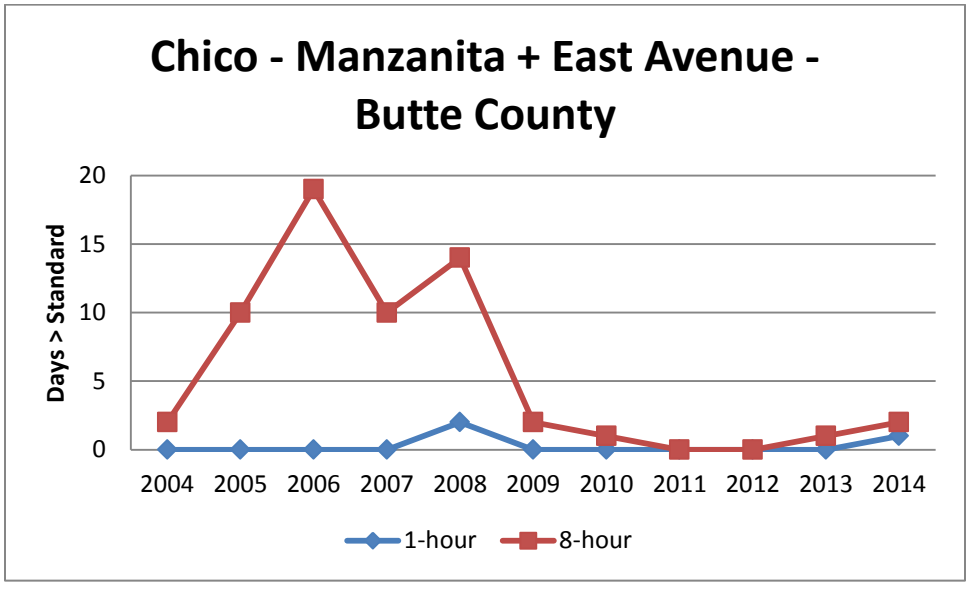
Chico - East Avenue - Butte County								
	Days > Standard		Maximums		Designation Values		Exp. Peak Day Conc.	
Year	1-hour	8-hour	1-hour	8-hour	1-hour	8-hour	1-hour	8-hour
2014	1	2	0.096	0.078	0.08	0.071	0.0782	0.0718
2013	0	1	0.086	0.076	0.09	0.076	*	*
2012	0	0	0.077	0.7	0.08	0.7	*	*

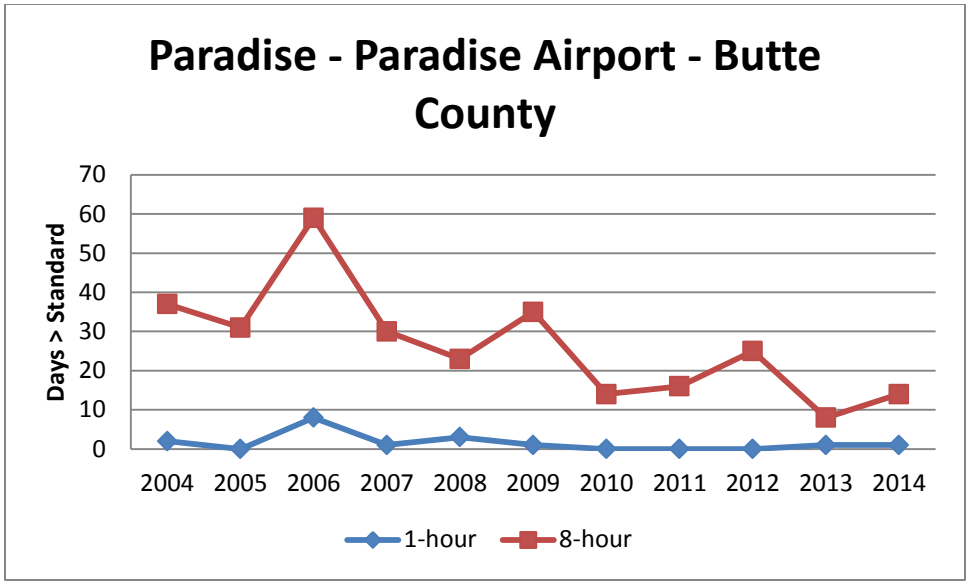
* There was insufficient data available to determine the value

Chico - Manzanita Avenue - Butte County								
	Days > Standard		Maximums		Designation Values		Exp. Peak Day Conc.	
Year	1-hour	8-hour	1-hour	8-hour	1-hour	8-hour	1-hour	8-hour
2012	0	0	0.074	0.67	0.08	0.071	*	*

* There was insufficient data available to determine the value

Paradise - Paradise Airport - Butte County								
	Days > Standard		Maximums		Designation Values		Exp. Peak Day Conc.	
Year	1-hour	8-hour	1-hour	8-hour	1-hour	8-hour	1-hour	8-hour
2014	1	14	0.116	0.085	0.09	0.082	0.089	0.0836
2013	1	8	0.1	0.094	0.09	0.081	0.088	0.084
2012	0	25	0.088	0.081	0.09	0.081	0.088	0.085

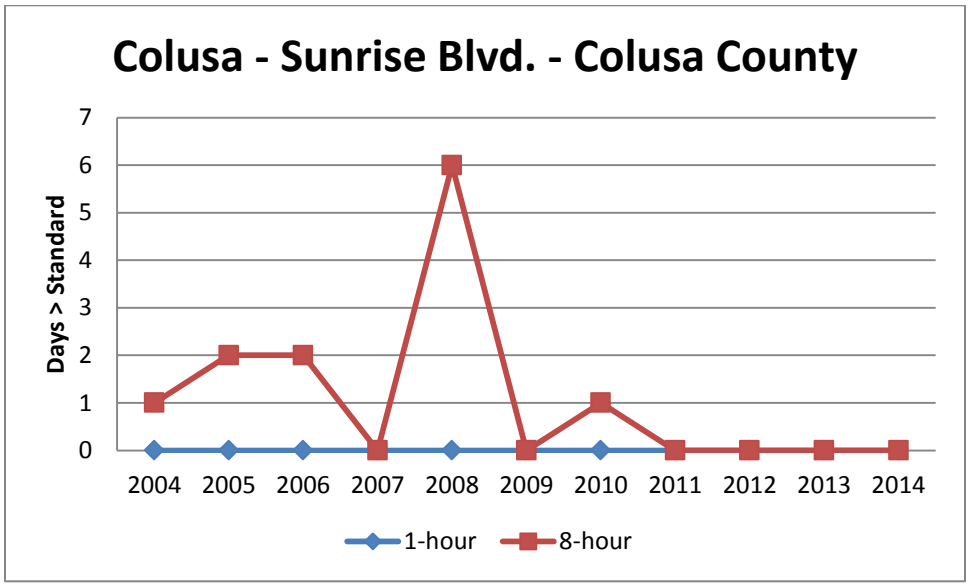




Colusa County Monitoring Stations

There is one ozone monitoring station in Colusa County. There have been no exceedances of the 1-hour or 8-hour standard since 2010. Colusa County has been re-designated to attainment for the ozone CAAQS.

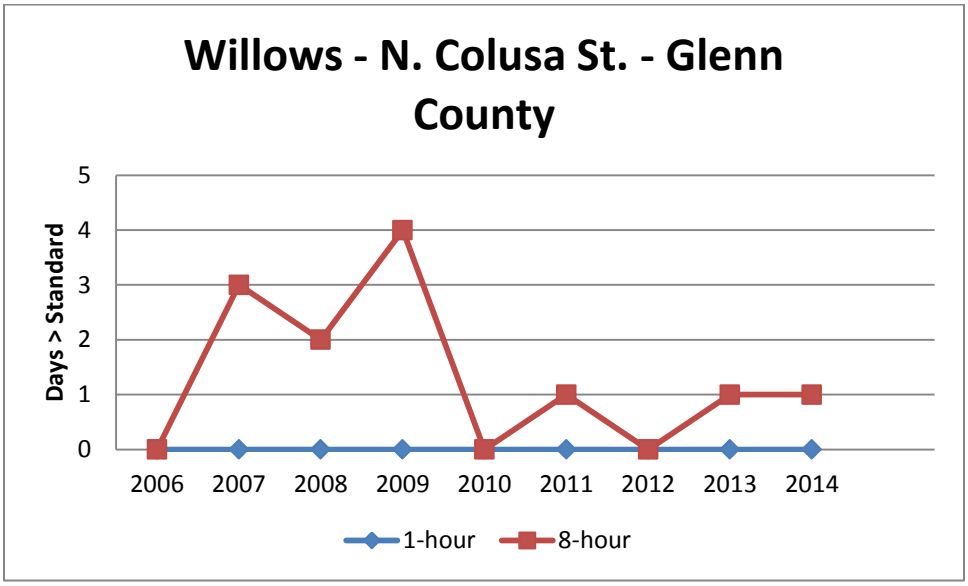
Colusa - Sunrise Blvd. - Colusa County								
	Days > Standard		Maximums		Designation Values		Exp. Peak Day Conc.	
Year	1-hour	8-hour	1-hour	8-hour	1-hour	8-hour	1-hour	8-hour
2014	0	0	0.072	0.067	0.07	0.067	0.0731	0.0669
2013	0	0	0.068	0.062	0.07	0.067	0.074	0.068
2012	0	0	0.074	0.067	0.08	0.067	0.075	0.068



Glenn County Monitoring Stations

There is one monitoring station in Glenn County. There was only 2 days over the 8-hour standard and zero days over the 1-hour standard between 2012 and 2014. The longer trend shows decreasing days over the 8-hour standard. Glenn County has been re-designated to attainment for the ozone CAAQS.

Willows - N. Colusa Street - Glenn County								
	Days > Standard		Maximums		Designation Values		Exp. Peak Day Conc.	
Year	1-hour	8-hour	1-hour	8-hour	1-hour	8-hour	1-hour	8-hour
2014	0	1	0.081	0.072	0.08	0.072	0.0784	0.0732
2013	0	1	0.085	0.072	0.08	0.07	0.078	0.071
2012	0	0	0.078	0.07	0.08	0.069	0.075	0.069



Shasta County Monitoring Stations

Shasta County has four monitoring stations. None of the sites recorded a day over the 1-hour standard between 2012 and 2014. All four locations show decreasing number of days over the 8-hour standard since 2004.

Anderson - North Street - Shasta County								
	Days > Standard		Maximums		Designation Values		Exp. Peak Day Conc.	
Year	1-hour	8-hour	1-hour	8-hour	1-hour	8-hour	1-hour	8-hour
2014	0	4	0.087	0.078	0.09	0.073	0.086	0.076
2013	0	0	0.086	0.068	0.08	0.073	0.083	0.073
2012	0	2	0.094	0.073	0.09	0.076	0.088	0.079

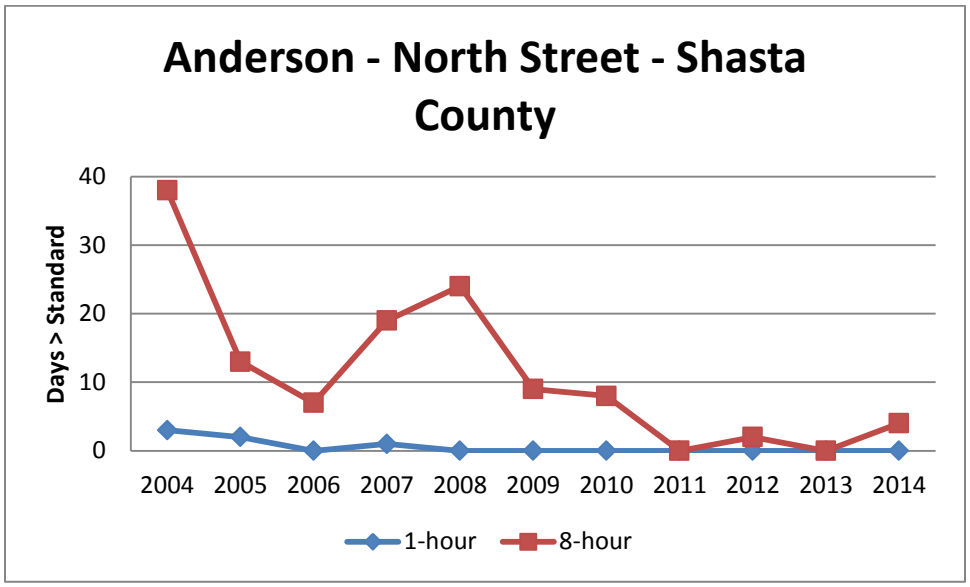
Lassen Volcanic National Park - Manzanita Lake - Shasta County								
	Days > Standard		Maximums		Designation Values		Exp. Peak Day Conc.	
Year	1-hour	8-hour	1-hour	8-hour	1-hour	8-hour	1-hour	8-hour
2014	0	0	0.08	0.068	0.08	0.073	0.0805	0.0749
2013	0	3	0.081	0.073	0.08	0.073	0.079	0.074
2012	0	4	0.086	0.081	0.08	0.073	0.078	0.073

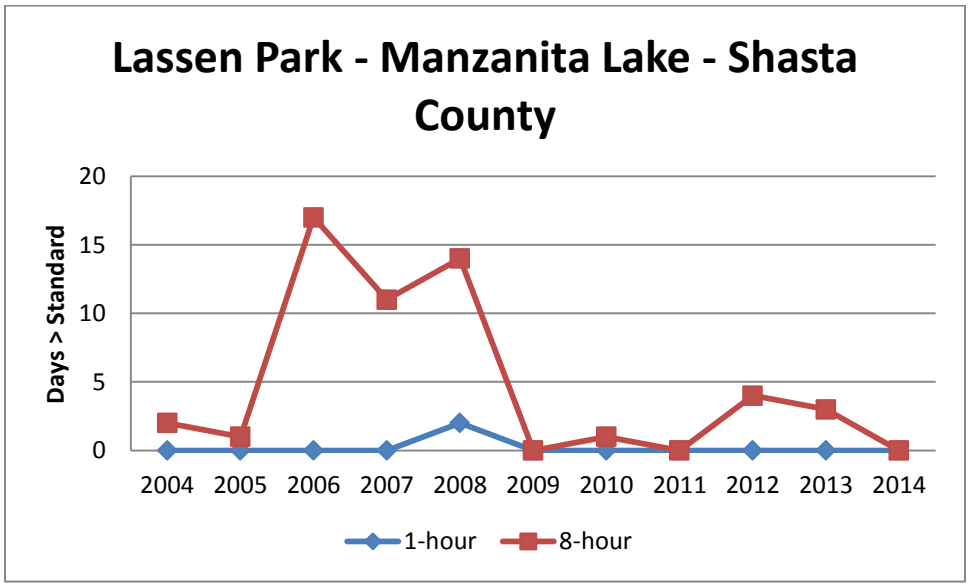
Redding - Health Dept. - Shasta County								
	Days > Standard		Maximums		Designation Values		Exp. Peak Day Conc.	
Year	1-hour	8-hour	1-hour	8-hour	1-hour	8-hour	1-hour	8-hour
2014	0	5	0.09	0.079	0.09	0.079	*	*
2013	0	0	0.078	0.053	0.08	0.065	*	*
2012	0	0	0.082	0.061	0.08	0.065	0.077	0.072

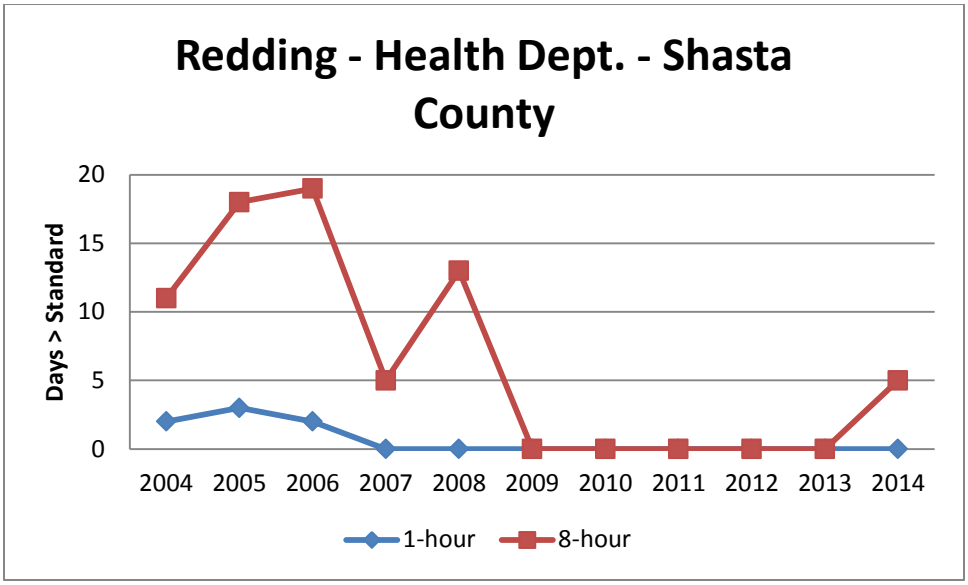
* There was insufficient data available to determine the value

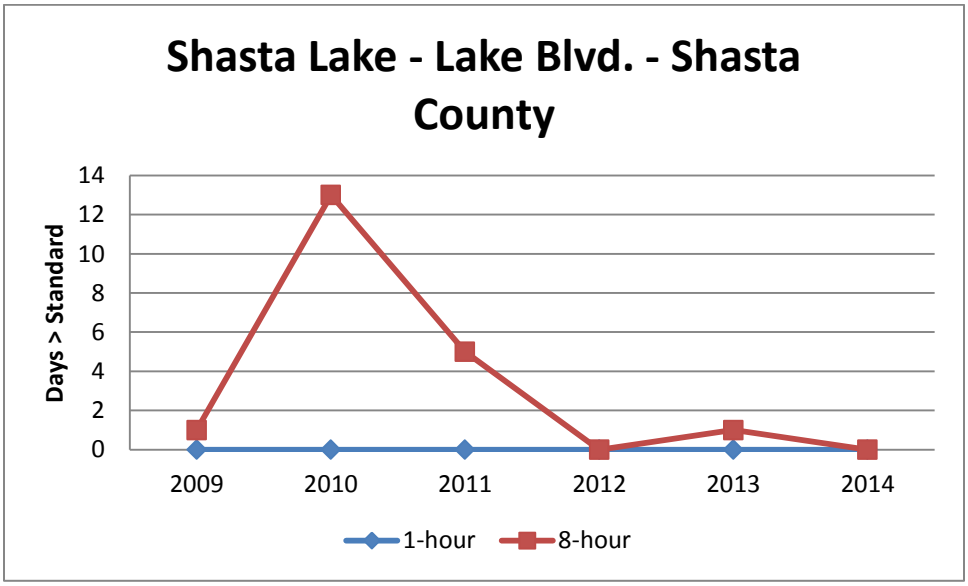
Shasta Lake - Lake Blvd. - Shasta County								
	Days > Standard		Maximums		Designation Values		Exp. Peak Day Conc.	
Year	1-hour	8-hour	1-hour	8-hour	1-hour	8-hour	1-hour	8-hour
2014	0	0	0.067	0.062	0.08	0.072	0.0783	0.0729
2013	0	1	0.078	0.072	0.08	0.077	*	0.077
2012	0	0	0.078	0.069	0.09	0.077	0.091	0.084

* There was insufficient data available to determine the value









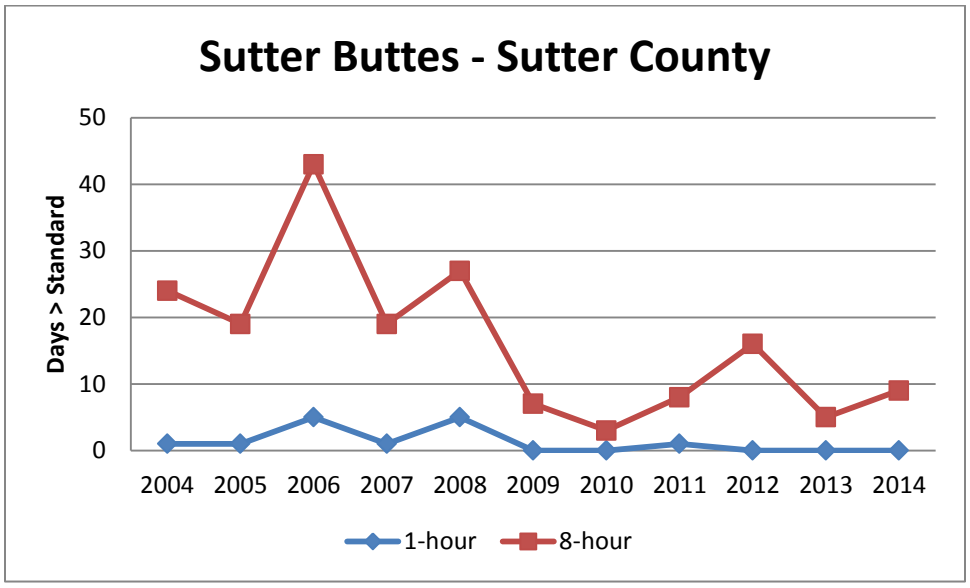
Sutter County Monitoring Stations

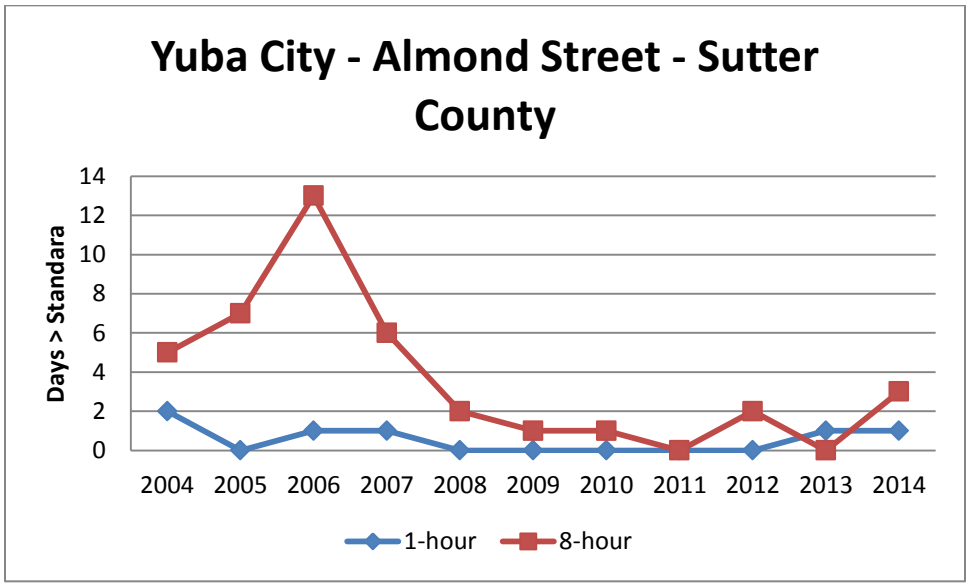
There were two ozone monitoring sites in Sutter County between 2012 and 2014. The Sutter Buttes site records transport ozone from the larger metropolitan areas to the south of the NSVPA. The Yuba City site is representative of air quality in Yuba and Sutter counties. Both sites show decreasing number of days over the 8-hour standard since 2004.

Sutter Buttes - S. Butte Road - Sutter County								
	Days > Standard		Maximums		Designation Values		Exp. Peak Day Conc.	
Year	1-hour	8-hour	1-hour	8-hour	1-hour	8-hour	1-hour	8-hour
2014	0	9	0.085	0.08	0.09	0.08	0.089	0.0853
2013	0	5	0.082	0.078	0.1	0.086	*	*
2012	0	16	0.091	0.086	0.1	0.086	*	*

* There was insufficient data available to determine the value

Yuba City - Almond Street - Sutter County								
	Days > Standard		Maximums		Designation Values		Exp. Peak Day Conc.	
Year	1-hour	8-hour	1-hour	8-hour	1-hour	8-hour	1-hour	8-hour
2014	1	3	0.103	0.088	0.08	0.074	0.0836	0.0754
2013	1	0	0.095	0.067	0.08	0.07	0.08	0.073
2012	0	2	0.083	0.074	0.08	0.074	0.079	0.074



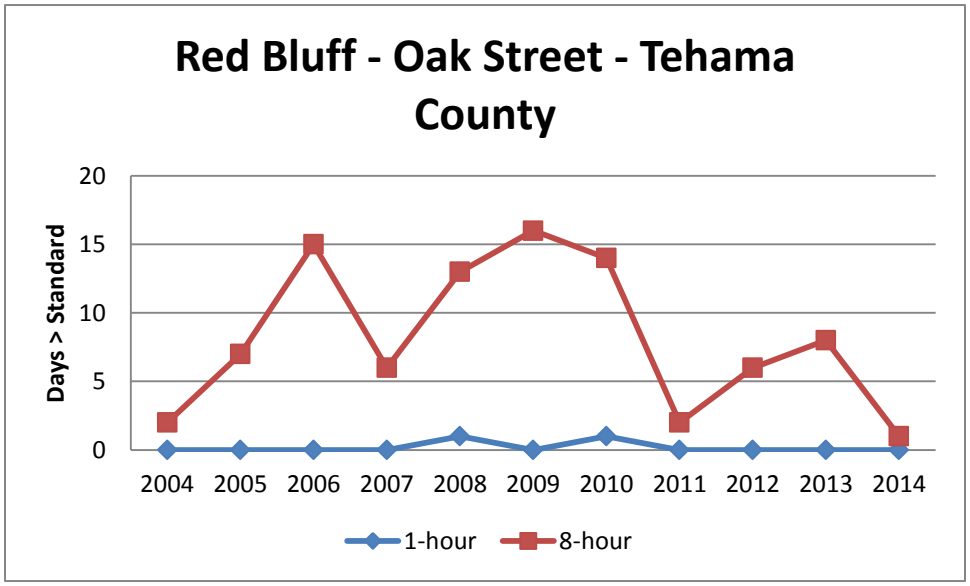


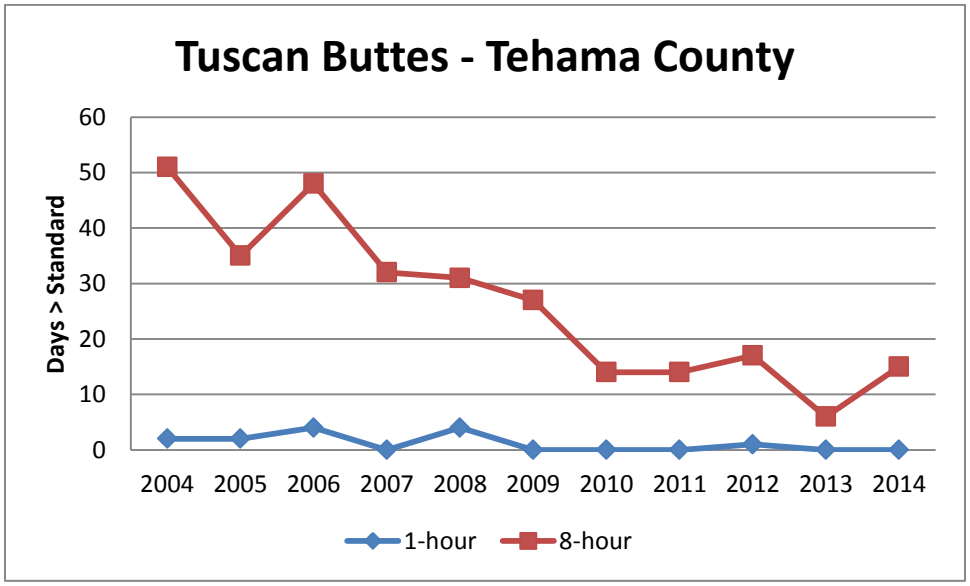
Tehama County Monitoring Stations

There were two ozone monitoring sites in Tehama County between 2012 and 2014. There was only 1 day over the 1-hour standard during 2012-2014. The long term trend shows a decreasing number of days over the 8-hour standard for both sites.

Red Bluff - Oak Street - Tehama County								
	Days > Standard		Maximums		Designation Values		Exp. Peak Day Conc.	
Year	1-hour	8-hour	1-hour	8-hour	1-hour	8-hour	1-hour	8-hour
2014	0	1	0.09	0.071	0.09	0.079	0.0894	0.0792
2013	0	8	0.083	0.075	0.09	0.079	0.086	0.08
2012	0	6	0.094	0.085	0.09	0.082	0.089	0.082

Tuscan Buttes - Tehama County								
	Days > Standard		Maximums		Designation Values		Exp. Peak Day Conc.	
Year	1-hour	8-hour	1-hour	8-hour	1-hour	8-hour	1-hour	8-hour
2014	0	15	0.094	0.086	0.09	0.083	0.0886	0.0839
2013	0	6	0.089	0.081	0.09	0.081	0.087	0.082
2012	1	17	0.101	0.083	0.09	0.083	0.087	0.083





CHAPTER III – EMISSION INVENTORY

The California Air Pollution Control and Air Quality Management Districts' as well as the ARB develop the emission inventory and associated emissions projections. The California Emission Forecasting System (CEFS) is the computer tool used to develop the projections and the emission estimates are based on the most currently available growth and control data. For mobile sources, CEFS integrates the emission estimates from the EMFAC model. The emission projections are based on the 2012 inventory. The air quality emissions inventory data contained in this Plan was provided by the ARB and is available at: http://www.arb.ca.gov/app/emsinv/fcemssumcat2013.php.

In the following tables are forecast emissions for the NSVPA for ROG and NOx for several source categories. The annual average emissions are reported in tons per day for the years 2010, 2012, 2015 and 2020. In the NSVPA, ozone can be caused by stationary source emissions, such as from internal combustion engines or boilers, mobile sources such as cars, trucks, and trains, or area sources such as consumer products or wildfires.

Mobile sources comprise the majority of the NOx emission inventory in 2015, an estimated 65% of the total. Area-wide sources account for 49% of the ROG inventory in 2015.

The projected emissions show a downtrend for both ROG and NOx, which are the precursor emissions for ozone. The NOx emissions are forecasted to reduce by 32% and the ROG emissions are forecasted to reduce by 16% between 2010 and 2020.

Figure III-1 Ozone Precursor Emissions NSVPA

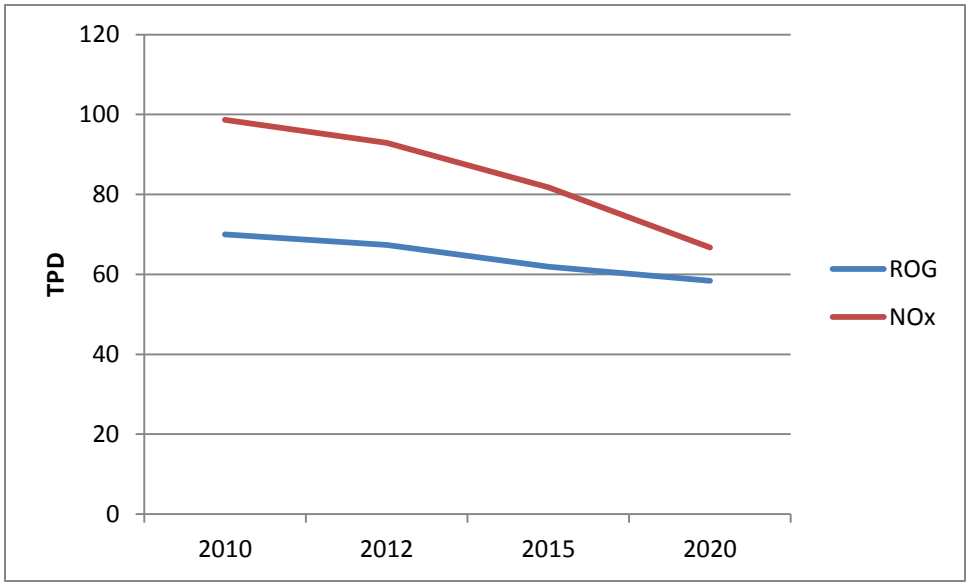


Table III-1 NOx Emission Inventory Projections (tons/day)				
SUMMARY CATEGORY NAME	**2010**	**2012**	**2015**	**2020**
STATIONARY SOURCES	**23.331**	**23.896**	**23.471**	**23.342**
Fuel Combustion	19.723	20.230	19.743	19.588
Waste Disposal	0.067	0.068	0.076	0.078
Cleaning and Surface Coating	0.003	0.003	0.004	0.004
Petroleum Production and Marketing	2.116	2.031	1.910	1.726
Industrial Processes	1.422	1.564	1.739	1.946
AREA-WIDE SOURCES	**5.353**	**5.376**	**5.381**	**5.404**
Managed Burning and Disposal	3.601	3.560	3.531	3.498
Residential Fuel Combustion	1.746	1.809	1.843	1.898
Fires	0.007	0.007	0.007	0.008
MOBILE SOURCES	**69.967**	**63.628**	**52.902**	**37.964**
On-Road Motor Vehicles	44.380	39.275	30.520	19.880
Other Mobile Sources	25.587	24.353	22.383	18.083
TOTAL NOx FOR NSVPA	**98.651**	**92.901**	**81.754**	**66.709**

Table III-2 ROG Emission Inventory Projections (tons/day)				
SUMMARY CATEGORY NAME	**2010**	**2012**	**2015**	**2020**
STATIONARY SOURCES	**12.889**	**13.285**	**13.208**	**13.116**
Fuel Combustion	2.047	2.011	1.945	1.845
Waste Disposal	0.045	0.045	0.052	0.052
Cleaning and Surface Coating	3.395	3.574	3.675	3.822
Petroleum Production and Marketing	6.499	6.689	6.470	6.158
Industrial Processes	0.903	0.966	1.068	1.238
AREA-WIDE SOURCES	**29.587**	**30.053**	**30.040**	**30.394**
Solvent Evaporation	14.223	14.511	14.543	14.966
Managed Burning and Disposal	5.519	5.468	5.437	5.390
Farming Operations	3.992	4.054	4.054	4.055
Residential Fuel Combustion	5.728	5.889	5.870	5.840
Miscellaneous Processes Other	0.125	0.131	0.135	0.144
MOBILE SOURCES	**27.523**	**24.056**	**18.634**	**14.908**
On-Road Motor Vehicles	14.886	12.369	8.140	5.867
Other Mobile Sources	12.638	11.687	10.494	9.041
TOTAL ROG FOR NSVPA	**70.000**	**67.394**	**61.882**	**58.418**

Figure III-2 NOx Forecasted Emission Inventory

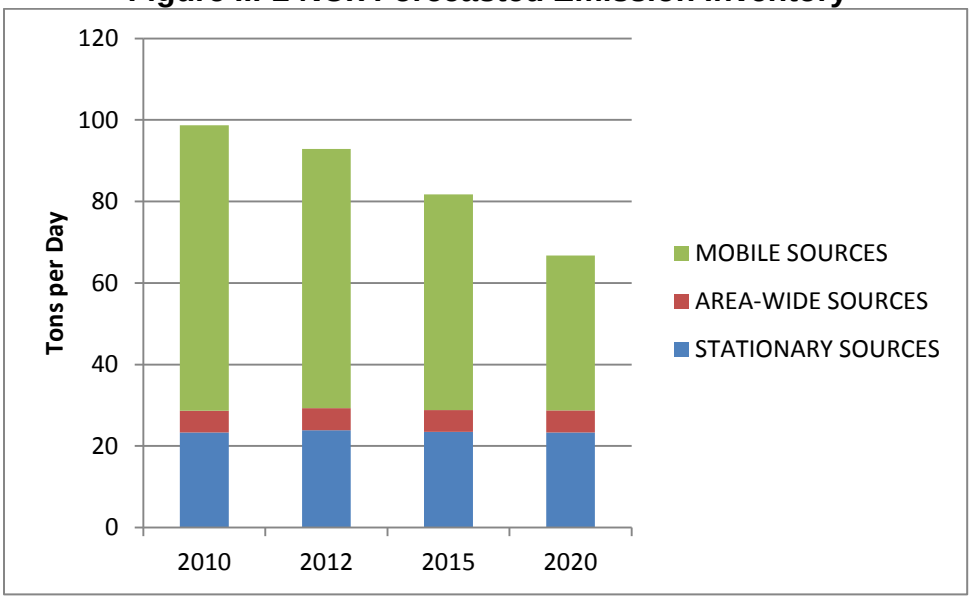


Figure III-3 ROG Forecasted Emission Inventory

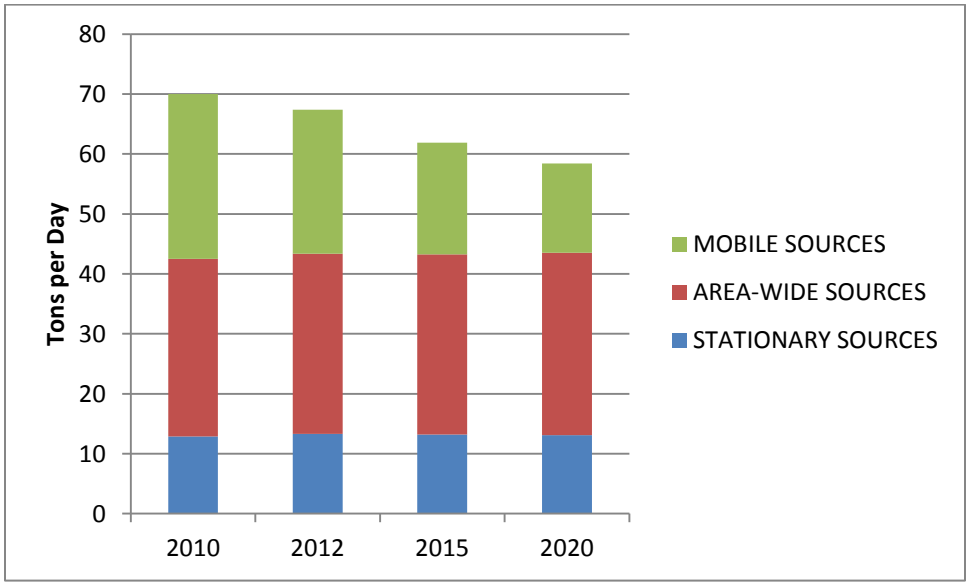


Figure III-4

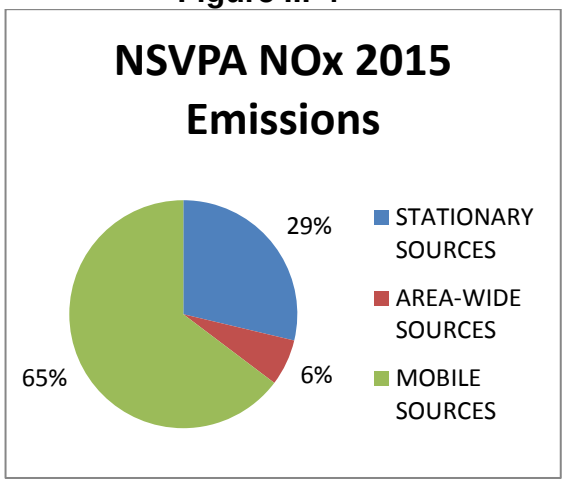
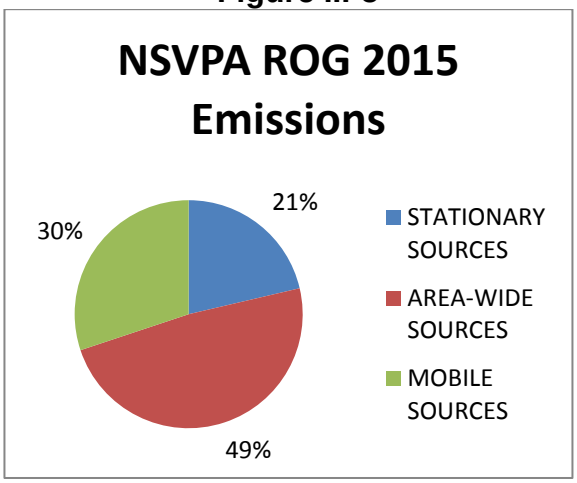


Figure III-5



CHAPTER IV – STATIONARY SOURCE CONTROL MEASURES

To attain and maintain air quality standards, the Districts adopt control measures to limit the amount of air pollutant releases from sources. The Districts have regulatory authority over stationary sources of air pollutants and some area sources. Some common types of stationary sources regulated by the Districts include gas stations, internal combustion engines, natural gas wells, power plants, and asphalt plants. The Districts also have regulatory authority over some area sources and have adopted control measures to reduce emissions from architectural coatings, solvents, and residential wood burning devices.

IV.1 ALL FEASIBLE MEASURES

Under the CCAA, air districts are to develop plans to attain the State ambient air quality standard for ozone by the earliest practicable date. As part of this plan, the CCAA requires districts that are unable to achieve five percent annual emission reductions to demonstrate to the ARB's satisfaction that it has included every feasible measure and an expeditious adoption schedule. Since the CCAA did not define the term “every feasible measure” the ARB developed a tiered list of measures ARB considers feasible. Using the definition of “feasible” as used for the California Environmental Quality Act (CEQA) guidelines, ARB has determined that at a minimum, districts consider regulations that have been successfully implemented elsewhere.

Using this approach, ARB developed the document “Identification of Performance Standards for Existing Stationary Sources – A Resource Document.” This document identifies control measures and ranks them into three tiers, based on their emissions and emission reduction potential. As part of the Triennial Plan review, member air districts in the NSVPA reviewed the control measure lists and existing emission inventories to evaluate potential reductions and prioritize rule development efforts. Only those categories applicable to the NSVPA and showing promise for emission reductions were included. Table IV-1 identifies these feasible measures and the district’s status adopting them. Most of the feasible measures have been adopted as control measures by districts with applicable sources. In addition to the feasible measures table, the NSVPA districts are working to develop model rules and adopt ARB’s Suggested Control Measures for Automobile Coatings and Architectural Coatings.

Table IV-1 Feasible Measures Considered for Adoption

Control Measure	Butte	Colusa	Feather River	Glenn	Shasta	Tehama
Adhesives and Sealants	C (03/08)	A (05/02)	S (2017)	C	A (07/05)	A (04/03)
Architectural Coatings	A (04/02)	A (05/91)	A (11/02)	C	A (07/05)	A (08/02)
Automobile Coatings	A (06/07)	A (03/98)	A (8/11)	A (05/99)	A (06/97)	A (11/98)
Cutback Asphalt	A (01/95)	A (12/93)	NAS	A (09/94)	A (06/95)	A (02/94)
Disposal of Organic Waste	A (03/03)	A (01/96)	A (08/11)	A (07/98)	A (06/95)	A (03/95)
Gas Turbines	NAS	A (03/98)	C	NAS	C	A (04/98)
Gasoline Terminals and Bulk Plants	A (06/05)	A (03/98)	A (06/91)	A (12/72)	A (06/97)	A (04/98)
Industrial Boilers	A (03/04)	A (01/96)	A (06/06)	A (07/98)	A (12/95)	A (03/95)
Internal Combustion Engines	A (12/04)	A (03/98)	A (06/09)	A (05/10)	A (04/97)	A (06/97)
Landfills	A (08/02)	NAS	A (06/97)	A (05/99)	A (04/97)	A (06/97)
Polyester Resin Operations	A (09/05)	A (01/96)	S (2017)	A (07/98)	A (06/95)	A (03/95)
Residential Wood Combustion	A (12/08)	S (2020)	A (10/09)	A (11/94)	A (03/95)	A (03/95)
Solvent Degreasing	A (09/05)	A (01/96)	A (09/11)	A (07/98)	A (06/95)	A (03/95)
Suggested Control Measure for Architectural Coatings (2007 Update)	S (8/17)	NAS	A (8/2014)	C	C	S (11/19)
Suggested Control Measure for Automotive Coatings (2005 Update)	S (4/18)	S (TBD)	S (2016)	C	C	S (11/20)
Vapor Recovery Systems for Gasoline Distributors	A (06/05)	A (03/98)	A (6/2014)	A (11/98)	A (12/88)	A (04/98)
Wood Products Coatings	C	NAS	A (12/05)	C	A (07/05)	S (11/18)

Notes:

A – Rule has been adopted by District, most recent adopted/amended date.
S – Scheduled date for consideration
C – Rule has been considered, but determined not feasible at this time.
NAS – District does not have applicable sources

IV.2 FEASIBLE MEASURES CONSIDERED FOR BASIN-WIDE MODEL RULES

Table IV-2 identifies control measures to be considered for model rule development by the NSVPA Districts. Due to the regional nature of the ozone non-attainment status in the NSVPA, it is anticipated that adoption of the new regulations to address control measures will benefit air quality for all air districts within the NSVPA even though some of the sources affected by the control measures may not exist in each district within the NSVPA. The Districts of the NSVPA collectively work to develop model rules which then may be adopted by each District. The Sacramento Valley Air Quality

Engineering and Enforcement Professionals (SVAQEEP) committee is tasked with developing the model rules.

Table IV-2 Basin-wide Model Rules

Control Measure	Butte	Colusa	Feather River	Glenn	Shasta	Tehama
Metal Parts and Products Coatings	S	A (07/06)	S	NAS	S	S
Graphic Arts	S	NAS	S	S	S	S
Use of Solvents	S	S	S	S	A (12/5/95)	S

Notes:

A – District has already adopted a control measure applicable to these sources
S – District is scheduled to consider once model rule is complete
NAS – District has no applicable sources

Additional model rules that may be considered by the NSVPA include:

- A control measure to reduce VOC's from composting facilities
- A control measure to reduce fugitive VOC's emissions from oil and gas production
- A control measure to reduce NOx from small boilers

IV.3 RULES ADOPTED SINCE 2012 TRIENNIAL AQAP

In the 2012 Triennial Update to the Air Quality Attainment Plan, the NSVPA the Districts committed to adopt specific control measures. Table IV-3 shows the control measures as identified in the 2012 Plan and their expected versus revised emission reductions as required by HSC §40924(b)(2).

Table IV-3: 2012 Control Measure Commitments

District	Control Measure	Date to Adopt	Status	Expected vs. Revised Emissions	Notes
BCAQMD	Metal Parts and Products Coatings	2014	Not Adopted	N/A	This control measure has been designated for Basin-wide model rule.
BCAQMD	Wood Products Coatings	8/2013	Not Adopted	N/A	Board considered on 12/13/13 and took no action to propose rule for adoption.
FRAQMD	Graphic Arts	2014	Not Adopted	N/A	This control measure has been designated for Basin-wide model Rule.
FRAQMD	Metal Parts and Products Coatings	2014	Not Adopted	N/A	This control measure has been designated for Basin-wide model Rule.
GCAPCD	Architectural Coatings	2014	Not Adopted	N/A	Adoption of SCM to be reconsidered.

The NSVPA Districts adopted or amended additional control measures between 2012 and 2014 that were not included as commitments in the 2012 Plan. These control measures are identified in Table IV-4.

Table IV-4 Adopted/Amended Control Measures 2012-2014

District	Control Measure	Adoption Date	Emissions Reductions
BCAQMD	Rule 432 Federal New Source Review	April 2014	None, minor and administrative changes required by U.S.EPA
BCAQMD	Rule 433 Rice Straw Emission Reduction Credit	April 2014	None, minor and administrative changes required by U.S.EPA
FRAQMD	Rule 10.12 Acid Deposition Control	April 2013	None, adopted as part of PSD delegation. No application sources
FRAQMD	Rule 3.8 Storage and Transfer of Gasoline	June 2014	0.13 tons/year VOC
FRAQMD	Rule 3.9 Storage of Petroleum Products	June 2014	No significant reductions, adopted because of RACT for 1997 O3 NAAQS
FRAQMD	Rule 3.15 Architectural Coatings	August 2014	1.52 tons/day VOC for SFNA
FRAQMD	Rule 3.22 Internal Combustion Engines	October 2014	None, modifications to administrative and testing procedures only
FRAQMD	Rule 10.1 New Source Review	October 2014	None, minor changes to definitions required by U.S. EPA
FRAQMD	Rule 10.9 Rice Straw Emission Reduction Credits	October 2014	None, administrative changes only

IV.4 CONTROL MEASURE COMMITMENTS 2015-2017

The NSVPA Districts may consider the stationary source or area-wide control measures listed in Table IV-6 for adoption between 2015 and 2017. The control measures shall be individually evaluated for cost-effectiveness and feasibility. These measures are in addition to any Basin-wide model rules listed in Table IV-2.

Table IV-5: Additional Control Measure Commitments 2015-2017

Air District	Control Measure	Proposed Adoption Date	Estimated Emissions Reductions/Notes
BCAQMD	Metal Parts and Products Coatings	2016	ROG emission reductions expected.
FRAQMD	Large Water Heaters and Small Boilers	2016	0.001 tpd NOx emission reductions expected in south Sutter.
FRAQMD	10.5 Transportation Conformity	2017	Required by CAA. No emission reductions estimated.
FRAQMD	Adhesives and Sealants	2017	ROG emission reductions expected.
FRAQMD	Polyester Resin Operations	2017	ROG emission reductions expected.

CHAPTER V – NON STATIONARY SOURCE MEASURES

V.1 INCENTIVE PROGRAMS

The Districts of the NSVPA administer several grant programs that achieve emission reductions in addition to stationary source and area-wide control measures. These grant programs are voluntary and often target mobile sources, of which comprise the majority of the NOx emission inventory yet the Districts have no regulatory authority over.

a. Carl Moyer Program

The Carl Moyer Memorial Air Quality Standards Attainment Program[17] (Carl Moyer Program) provides grant funding for cleaner-than-required engines and equipment. Grants are administered by local air districts. ARB works collaboratively with the districts and other stakeholders to set Guidelines and ensure the Program reduces pollution and provides cleaner air for Californians. The Carl Moyer Program achieves reductions in emissions of key pollutants which are necessary for California to meet its clean air commitments under regulatory requirements. Eligible projects include cleaner on-road, off-road, marine, locomotive, lawn & garden, light duty passenger vehicles being scrapped and agricultural equipment.

Table V-1 Carl Moyer Program

	Moyer Funding (14-16)	NOx Reductions (tons/year)	ROG Reductions (tons/year)
NSVPA Total	$7,307,640	152.74	15.088

b. Vehicle Fee Programs

Sections 44220 through 44247 of the Health and Safety Code (AB 2766) authorize air pollution control districts to impose a $2 to $4 motor vehicle registration fee to provide funds for air districts to meet new responsibilities mandated under the California Clean Air Act. Section 44225 of the Health and Safety Code (AB 923), amended in 2004, authorized air pollution control districts to increase this motor vehicle registration fee to $6 per registered vehicle. Revenue from the AB 2766 fee is to be used to reduce air pollution from motor vehicles and for related planning, monitoring, enforcement, and technical studies necessary for the implementation of the California Clean Air Act of 1988. The AB 923 portion may be used for limited project types which include school bus replacements and retrofits according to the Lower Emission School Bus Program Guidelines and Carl Moyer eligible projects. Not all NSVPA district Board of Directors have authorized the collection of vehicle fees or directed staff to apply fee revenue towards grant programs.

Table V-2 Vehicle Fees Allocated to Grants 2012-2014

	AB 2766	AB 923
NSVPA Total	$805,561	$1,298,521

c. Lower-Emission School Bus Program

The primary goal of the ARB's Lower-Emission School Bus Program is to reduce school children's exposure to both cancer-causing and smog-forming pollution. The program provides grant funding for new, safer school buses and to put air pollution control equipment (i.e., retrofit devices) on buses that are already on the road.

[17] http://www.arb.ca.gov/msprog/moyer/guidelines/current.htm

Proposition 1B, which was approved by the voters on November 7th, 2006, enacts the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006. This bond act authorized $200 million for replacing and retrofitting school buses. Funds was made available by the Legislature for the Lower-Emission School Bus Program to fund replacement school buses and retrofit devices throughout California.

The Prop 1B LESBP began replacing and retrofitting school buses in 2008. All projects were completed and funding was expended by 2014.

Table V-3 LESBP[18]

	LESBP Funding	Buses Replaced	Buses Retrofitted	NOx Reductions (tons per year)
NSVPA Total	$11,742,300	50	239	13.5

The San Joaquin Valley Air Pollution Control District accepted funding from the Diesel Emission Reduction Act (DERA) to implement a statewide school bus retrofit grant program. The NSVPA school districts received the following bus retrofits between 2012 and 2014:

Table V-4 DERA Funded Bus Retrofits

	Funding	Buses Retrofitted
NSVPA Total	$246,313	13

d. Other Grant Programs

The Butte County AQMD offered a Woodburning Device Change-out Program. $494,000 was allocated during 2012-2014 to replace uncertified wood stoves with certified, clean burning devices or retrofit wood burning fireplaces.

The Colusa County APCD offered an Off-Road Voucher Incentive Program. $250,000 was allocated during 2012-2014 to replace uncertified off-road equipment with new equipment that meets the most stringent emission standards.

V.2 PUBLIC EDUCATION PROGRAMS

Section 40918(a)(6) of the California H&S Code states that, "Each District shall include provisions for public education programs to promote actions to reduce emissions from transportation and area wide sources." Public education and information programs are important components of local and regional efforts to reduce air pollution. Many of the public education programs and projects have been funded using Vehicle Registration Surcharge Fees (AB 2766). Each District conducts its own public education program. A summary of District public education programs is provided below.

Butte County AQMD

The Public Education Program includes a variety of activities as part of its clean air strategy. These activities include the following:

- Maintain the District's website at www.bcaqmd.org
- Forecast air quality index (AQI) and provide daily burn day information to the media

[18] Data from http://arb.ca.gov/bonds/schoolbus/report/countysearch.htm and http://www.arb.ca.gov/bonds/schoolbus/documents/lesbpinstallments.pdf

- Utilize EnviroFlash for email/text messaging service for real time air quality events and AQI
- Manage the "Check Before You Light" advisory program during November through February for residential wood burning
- Develop and distribute District brochures on various air quality issues
- Distribute CARB brochures and informational handbooks
- Provide presentations to schools, agricultural and business groups as requested
- Participate in community events
- Provide Press Releases and Public Service Announcements
- Respond to public inquires and requests for information
- Facilitate a teachers grant program to increase awareness and consider how our actions affect air quality
- School Flag Program (EPA) for air quality awareness at K-12 schools

Colusa County APCD

The office sponsors a Public Education program which includes the following public outreach activities:

- Distribution of pamphlets and brochures
- Public service announcements/reports
- Presentations on air pollution and health effects to elementary through high school classes
- Presentation to agricultural and business groups
- Response to public inquiries

Feather River AQMD

The district office maintains current announcements for news and events, provides residents with opportunities to sign up for District mailing lists and air quality advisory alerts, and provides educational handouts regarding open burning regulations. The District office also has available brochures subject matter including: Air Quality Permits; Air Toxics Program; Enforcement Procedures; Agricultural Burning; and Residential Burning.

The Feather River AQMD participates in public outreach events such as Earth Day events at Yuba Community College and Beale Air Force Base, May is Bike Month events, and special events at the local community college. The District also staffs a booth at the annual Yuba-Sutter Fair to promote air quality and disseminate information to the general public. The District maintains a web site at http://www.fraqmd.org/, which provides updates on District events, current ambient air quality readings, and educational materials for public access. Electronic feedback forms are used to encourage air quality questions. The District responds to public and media questions and concerns received by telephone, e-mail, postal mail and in person.

The District purchased a portable Environmental Beta Attenuation Mass Monitor (E-BAM) in spring 2014. The E-BAM has been used to record PM2.5 levels during wildfire smoke events and relay impacts to the public. Wildfire smoke, while being a source of PM2.5, can also increase levels of ozone pollution.

Beginning in 2014, the District began a new grant program utilizing AB2766 funds. This is called the Mini Grant Program and it aims to fund air quality related curriculum, publically accessible bicycle racks, initiation of the School Flag Program, May Is Bike Month energizer stations, and other low cost projects with quick turnaround.

Glenn County APCD

The office sponsors a public education program which includes the following outreach activities:

- Distribute and display pamphlets, brochures, and Fact Sheets in English and Spanish
- Newsletters

- Public Service Announcements/Reports
- Presentations on air pollution and health effects to elementary through high school classes
- Presentations to Agricultural and Business Groups
- Presentations to the Board of Supervisors and other Government groups
- Public workshops
- Response to public inquiries
- Maintain District web site: http://www.countyofglenn.net/govt/departments/air_pollution/
- Attend and judge the Science Fair
- Operate the County booth at the State Fair

Shasta County AQMD

The community education efforts include a broad spectrum of activities intended to increase public awareness of air quality issues and encourage people to reduce motor vehicle emissions. These activities include but are not limited to the following:

- Presentations in school classrooms
- Distribution of air quality pamphlets
- Bike trails brochures printed and distributed
- Press releases
- Response to public inquiries
- Operation of a smoking vehicle reporting program
- Public service announcements via radio and television
- Drive hybrid vehicles during inspections, complaints, meetings etc. during work hours
- Utilize the Enviro-Flash online program for the public to access the Daily Air Quality Index (AQI)
- Webpage allowing public to access real-time ambient air quality, the visibility camera, and most current Attainment Plan

Tehama County APCD

The office also maintains a website: http://www.tehcoapcd.net. The District's public education activities include:

- Distribution of CARB brochures and instructional leaflets
- Presentations to business groups and agricultural groups
- Public service announcements
- Response to public inquiries
- The issuance of press releases
- Presentations in school classrooms
- Provide fliers on agricultural and residential burning and respond to questions and concerns about burning
- Provide air quality information whenever there is need for caution or concern
- Answer questions on diesel engine pollution and global warming
- Operate Carl Moyer Program and Equipment Replacement Program allowing for successful turnover of older stationary and mobile farm equipment

V.3 REDUCTIONS FROM LAND USE PROGRAMS

The California Environmental Quality Act (CEQA) was adopted by the State legislature in 1970 and has been amended several times since. Some objectives of CEQA are to disclose to decision-makers and the public the significant environmental effects of proposed activities and to prevent environmental damage by requiring implementation of feasible alternatives or mitigation measures.

An air district has three primary roles under CEQA:

- Lead Agency: The District is the Lead Agency for adoption of air quality plans, rules, and regulations.
- Responsible Agency: The District is a Responsible Agency when it will issue a permit for a project and another agency, such as a city or county, is the Lead Agency.
- Commenting Agency: The District comments on the air quality impacts of projects where another public agency is the Lead Agency, but for which the District has no discretionary authority. CEQA requires Lead Agencies to consult with agencies that exercise authority over resources that may be affected by the project[19].

The District staff works with appropriate land use jurisdictions to assess the air quality impact of proposed land use projects and to incorporate appropriate mitigation measures for projects under CEQA. Through this process, the District can realize ROG and NOx reductions by encouraging project design features that promote walking, biking, and transit and which can help to reduce total VMT.

In addition, several Districts have adopted thresholds of significance and local guidance to further assist their local agencies with determining the significance of land use projects and how much mitigation is feasible. The following Districts have adopted guidance:

Table V-5 Local CEQA Guidance

District	Title	Adopted or last amended	Located at
Butte County AQMD	CEQA Air Quality Handbook	10/23/2014	www.bcaqmd.org
Feather River AQMD	Indirect Source Review Guidelines	6/7/2010	www.fraqmd.org/CEQA%20Planning.html
Shasta County AQMD	CEQA Air Quality Handbook	2012	Available at District office.
Tehama County APCD	Planning & Permitting Air Quality Handbook	04/2015	http://tehcoapcd.net/PDF/CEQA%20Handbook%20Mar%202015%20Final.pdf

V.4 AIR QUALITY FORECASTING

Several NSVPA air districts offer ozone forecasting and alert systems to their residents. This service is offered through a partnership with the local air district, ARB, US EPA and Sonoma Technologies. Residents can sign up at the website www.airnow.gov to receive daily air quality forecasts or alerts when air quality reaches unhealthy levels. The US EPA, National Oceanic and Atmospheric Administration, National Park Service, tribal, state, and local agencies developed the AirNow system to provide the public with easy access to national air quality information. The local air quality monitoring sites report the current air quality index (AQI) and the air district issues the forecasts.

V.5 DISTRICT RULES APPLICABLE TO NEW DEVELOPMENT

The NSVPA air districts have adopted several control measures and programs that reduce emissions from new development either through the planning process or through control of specific sources of emissions. Local planning agencies should contact their applicable air district to ensure new development is in compliance with the measures listed on Table V-6.

[19] California Code of Regulations §15086 and §15073(b)

Table V-6 Rules and Programs Applicable to New Development

Control Measure Name/Program	Butte	Colusa	Feather River	Glenn	Shasta	Tehama
Air Quality Element	A (01/08)	C	A (6/10)	A (6/93)	A (04/94)	A (11/07)
Smoking Vehicle Program	A (10/01)	SVP	SVP	SVP	SVP	SVP
Wood Stoves and Fireplaces	A (12/08)	S (2020)	A (10/09)	A (11/94)	A (3/95)	A (3/95)
Backyard Residential Burning	A (2/11)	C	A (10/08)	C	A (3/04)	C
Architectural Coatings	A (4/02)	A (5/91)	A (8/14)	C	A (5/13)	A (8/02)
Fugitive Dust During Construction	A (5/10)	S (2020)	A (4/94)	C	A (11/07)	A (2/08)

Notes:

A – Rule has been adopted by District, most recent adopted/amended date.
S – Scheduled date for consideration
C – Rule has been considered, but determined not feasible at this time.
SVP – District relies on ARB Smoking Vehicle Program

CHAPTER VI – CONCLUSION

The 2015 triennial update of the NSVPA Air Quality Attainment Plan (2015 Plan) assesses the progress made in implementing the previous triennial update and proposed modifications to the strategies necessary to attain the CAAQS by the earliest practicable date. The 2015 Plan includes an assessment of progress towards achieving the control measure commitments in the previous Triennial Plan, a summary of the last three years of ozone data, a comparison of the expected versus actual emission reductions for each measure committed to in the previous Triennial Plan, updated control measure commitments and growth rates of population, industry, and vehicle related emissions.

The 2012 through 2014 monitoring data shows a continuance of the downward trend in the number of exceedances of the 1-hour and 8-hour ozone CAAQS. Two counties in the NSVPA (Glenn and Colusa) are now attaining the ozone CAAQS.

The projected emissions show a downtrend for both ROG and NOx, which are the precursor emissions for ozone. The NOx emissions are forecasted to reduce by 32% and the ROG emissions are forecasted to reduce by 16% between 2010 and 2020. Mobile sources comprise the majority of the NOx emission inventory in 2015, an estimated 65% of the total. Area-wide sources account for 49% of the ROG inventory in 2015.

The Carl Moyer and LESB programs in the NSVPA have resulted in an estimated 159 tons of NOx and 13.44 tons of ROG reduced per year between 2012 and 2014. The NSVPA Districts also funded emission reduction projects through AB 2788/AB 923 Vehicle Fee Programs, Wood Stove Changeout Programs, and Off-Road Voucher Incentive Programs. The voluntary incentive programs, along with stationary source and area-wide control measures, CEQA review programs, and public education and outreach programs all achieve emission reductions that assist the NSVPA with attaining the ambient air quality standards and improving air quality for residents in the area.

Appendix A: Emission Inventory

A:1 REACTIVE ORGANIC GASES PROJECTED EMISSION INVENTORY
2012 Base Year - Annual Average – Grown and Controlled
NORTHERN SACRAMENTO VALLEY AIR BASIN

All emissions are represented in Tons per Day and reflect the most current data provided to ARB.				
SUMMARY CATEGORY NAME	**2010**	**2012**	**2015**	**2020**
STATIONARY SOURCES TOTAL	**12.889**	**13.285**	**13.208**	**13.116**
FUEL COMBUSTION	**2.047**	**2.011**	**1.945**	**1.845**
ELECTRIC UTILITIES	0.089	0.121	0.114	0.120
COGENERATION	0.122	0.144	0.172	0.229
OIL AND GAS PRODUCTION (COMBUSTION)	0.848	0.841	0.787	0.704
MANUFACTURING AND INDUSTRIAL	0.350	0.353	0.350	0.351
FOOD AND AGRICULTURAL PROCESSING	0.321	0.222	0.186	0.098
SERVICE AND COMMERCIAL	0.107	0.113	0.114	0.116
OTHER (FUEL COMBUSTION)	0.211	0.217	0.222	0.228
WASTE DISPOSAL	**0.045**	**0.045**	**0.052**	**0.052**
SEWAGE TREATMENT	0.000	0.000	0.000	0.000
LANDFILLS	0.000	0.000	0.000	0.000
INCINERATORS	0.000	0.000	0.000	0.000
SOIL REMEDIATION	0.001	0.001	0.001	0.001
OTHER (WASTE DISPOSAL)	0.044	0.044	0.051	0.051
CLEANING AND SURFACE COATINGS	**3.395**	**3.574**	**3.674**	**3.822**
LAUNDERING	0.121	0.129	0.135	0.145
DEGREASING	1.472	1.537	1.573	1.627
COATINGS AND RELATED PROCESS SOLVENTS	1.363	1.442	1.505	1.590
PRINTING	0.060	0.065	0.067	0.072
ADHESIVES AND SEALANTS	0.238	0.264	0.218	0.199
OTHER (CLEANING AND SURFACE COATINGS)	0.142	0.168	0.177	0.190
PETROLEUM PRODUCTION AND MARKETING	**6.499**	**6.689**	**6.470**	**6.158**
OIL AND GAS PRODUCTION	4.604	4.690	4.387	3.929
PETROLEUM REFINING	0.013	0.015	0.015	0.015
PETROLEUM MARKETING	1.700	1.799	1.877	2.017
OTHER (PETROLEUM PRODUCTION AND MARKETING)	0.182	0.185	0.190	0.197
INDUSTRIAL PROCESSES	**0.903**	**0.966**	**1.068**	**1.238**
CHEMICAL	0.314	0.320	0.358	0.425
FOOD AND AGRICULTURE	0.009	0.010	0.010	0.011
MINERAL PROCESSES	0.534	0.587	0.648	0.745
METAL PROCESSES	0.000	0.000	0.000	0.000
WOOD AND PAPER	0.043	0.046	0.047	0.050
OTHER (INDUSTRIAL PROCESSES)	0.004	0.004	0.005	0.007

ROG Projected Emission Inventory, Cont'd.				
SUMMARY CATEGORY NAME	**2010**	**2012**	**2015**	**2020**
AREA-WIDE SOURCES TOTAL	**29.587**	**30.053**	**30.040**	**30.394**
SOLVENT EVAPORATION	**14.223**	**14.511**	**14.543**	**14.966**
ARCHITECTURAL COATINGS AND RELATED PROCESS SOLVENTS	2.171	2.301	2.376	2.518
ASPHALT PAVING / ROOFING	6.122	6.230	6.260	6.289
CONSUMER PRODUCTS	3.807	3.875	3.814	4.080
PESTICIDES/FERTILIZERS	2.123	2.106	2.094	2.079
MISCELLANEOUS PROCESSES	**15.364**	**15.542**	**15.496**	**15.429**
CONSTRUCTION AND DEMOLITION	0.000	0.000	0.000	0.000
COOKING	0.105	0.109	0.113	0.120
FARMING OPERATIONS	3.992	4.054	4.054	4.055
FIRES	0.020	0.021	0.022	0.023
FUGITIVE WINDBLOWN DUST	0.000	0.000	0.000	0.000
MANAGED BURNING AND DISPOSAL	5.519	5.468	5.437	5.390
OTHER (MISCELLANEOUS PROCESSES)	0.000	0.000	0.000	0.000
PAVED ROAD DUST	0.000	0.000	0.000	0.000
RESIDENTIAL FUEL COMBUSTION	5.728	5.889	5.870	5.840
UNPAVED ROAD DUST	0.000	0.000	0.000	0.000
MOBILE SOURCES TOTAL	**27.523**	**24.056**	**18.634**	**14.908**
ON-ROAD MOTOR VEHICLES	**14.886**	**12.369**	**8.140**	**5.867**
LIGHT DUTY PASSENGER (LDA)	4.116	3.086	1.727	0.934
LIGHT DUTY TRUCKS - 1 (LDT1)	1.257	0.969	0.552	0.278
LIGHT DUTY TRUCKS - 2 (LDT2)	2.968	2.420	1.509	0.935
MEDIUM DUTY TRUCKS (MDV)	2.309	2.106	1.614	1.291
LIGHT HEAVY DUTY GAS TRUCKS – 1 (LHDV1)	1.115	0.984	0.754	0.611
LIGHT HEAVY DUTY GAS TRUCKS – 2 (LHDV2)	0.074	0.054	0.033	0.020
MEDIUM HEAVY DUTY GAS TRUCKS (MHDV)	0.127	0.240	0.134	0.058
HEAVY HEAVY DUTY DIESEL TRUCKS (HHDV)	1.193	1.131	0.738	0.766
LIGHT HEAVY DUTY DIESEL TRUCKS – 1 (LHDV1)	0.281	0.265	0.229	0.184
LIGHT HEAVY DUTY DIESEL TRUCKS – 2 (LHDV2)	0.039	0.037	0.033	0.028
MEDIUM HEAVY DUTY DIESEL TRUCKS (MHDV)	0.127	0.121	0.076	0.053
HEAVY HEAVY DUTY GAS TRUCKS (HHDV)	0.070	0.051	0.024	0.011
MOTORCYCLES (MCY)	0.847	0.771	0.628	0.637
MOTOR HOMES (MH)	0.056	0.042	0.024	0.011
HEAVY DUTY DIESEL URBAN BUSES (UB)	0.008	0.008	0.008	0.007
HEAVY DUTY GAS URBAN BUSES (UB)	0.010	0.009	0.008	0.007
SCHOOL BUSES - DIESEL (SBD)	0.016	0.012	0.005	0.003
SCHOOL BUSES - GAS (SBG)	0.021	0.020	0.014	0.011
OTHER BUSES MOTOR COACH (OBC)	0.006	0.005	0.003	0.003
ALL OTHER BUSES – GAS (OBG)	0.040	0.035	0.026	0.019
OTHER MOBILE SOURCES	**12.638**	**11.687**	**10.494**	**9.041**
AIRCRAFT	1.536	1.561	1.600	1.649
TRAINS	0.442	0.420	0.387	0.295
RECREATIONAL BOATS	3.827	3.510	3.122	2.579
OFF-ROAD RECREATIONAL VEHICLES	1.259	1.155	1.101	1.056
OFF-ROAD EQUIPMENT	2.937	2.746	2.480	2.237
FARM EQUIPMENT	2.266	1.972	1.531	0.998
FUEL STORAGE AND HANDLING	0.371	0.323	0.273	0.227
TOTAL FOR NORTHERN SACRAMENTO VALLEY	**70.000**	**67.394**	**61.882**	**58.418**

A: 2 OXIDES OF NITROGEN PROJECTED EMISSION INVENTORY
2012 Base Year - Annual Average – Grown and Controlled
NORTHERN SACRAMENTO VALLEY AIR BASIN

All emissions are represented in Tons per Day and reflect the most current data provided to ARB.				
SUMMARY CATEGORY NAME	**2010**	**2012**	**2015**	**2020**
STATIONARY SOURCES TOTAL	**23.331**	**23.896**	**23.471**	**23.342**
FUEL COMBUSTION	**19.723**	**20.230**	**19.743**	**19.588**
ELECTRIC UTILITIES	2.148	2.822	2.728	2.910
COGENERATION	1.562	1.940	2.408	3.384
OIL AND GAS PRODUCTION (COMBUSTION)	4.047	4.119	3.853	3.476
MANUFACTURING AND INDUSTRIAL	3.409	3.533	3.509	3.466
FOOD AND AGRICULTURAL PROCESSING	3.777	2.823	2.218	1.247
SERVICE AND COMMERCIAL	3.445	3.587	3.621	3.683
OTHER (FUEL COMBUSTION)	1.335	1.406	1.406	1.421
WASTE DISPOSAL	**0.067**	**0.068**	**0.076**	**0.078**
SEWAGE TREATMENT	0.000	0.000	0.000	0.000
LANDFILLS	0.010	0.010	0.011	0.012
INCINERATORS	0.017	0.018	0.019	0.020
SOIL REMEDIATION	0.040	0.040	0.046	0.046
OTHER (WASTE DISPOSAL)	0.000	0.000	0.000	0.000
CLEANING AND SURFACE COATINGS	**0.003**	**0.003**	**0.004**	**0.004**
LAUNDERING	0.000	0.000	0.000	0.000
DEGREASING	0.000	0.000	0.000	0.000
COATINGS AND RELATED PROCESS SOLVENTS	0.003	0.003	0.003	0.003
PRINTING	0.000	0.000	0.000	0.000
ADHESIVES AND SEALANTS	0.000	0.000	0.000	0.000
OTHER (CLEANING AND SURFACE COATINGS)	0.001	0.001	0.001	0.001
PETROLEUM PRODUCTION AND MARKETING	**2.116**	**2.031**	**1.910**	**1.726**
OIL AND GAS PRODUCTION	1.956	1.871	1.750	1.566
PETROLEUM REFINING	0.000	0.000	0.000	0.000
PETROLEUM MARKETING	0.158	0.158	0.158	0.158
OTHER (PETROLEUM PRODUCTION AND MARKETING)	0.002	0.002	0.002	0.002
INDUSTRIAL PROCESSES	**1.422**	**1.564**	**1.739**	**1.946**
CHEMICAL	0.000	0.000	0.000	0.000
FOOD AND AGRICULTURE	0.013	0.013	0.014	0.015
MINERAL PROCESSES	1.237	1.376	1.516	1.719
METAL PROCESSES	0.000	0.000	0.000	0.000
WOOD AND PAPER	0.043	0.045	0.047	0.049
OTHER (INDUSTRIAL PROCESSES)	0.129	0.129	0.162	0.163

NOx Projected Emission Inventory, Cont'd.				
SUMMARY CATEGORY NAME	**2010**	**2012**	**2015**	**2020**
AREA-WIDE SOURCES TOTAL	**5.353**	**5.376**	**5.381**	**5.404**
MISCELLANEOUS PROCESSES	**5.353**	**5.376**	**5.381**	**5.404**
CONSTRUCTION AND DEMOLITION	0.000	0.000	0.000	0.000
COOKING	0.000	0.000	0.000	0.000
FARMING OPERATIONS	0.000	0.000	0.000	0.000
FIRES	0.007	0.007	0.007	0.008
FUGITIVE WINDBLOWN DUST	0.000	0.000	0.000	0.000
MANAGED BURNING AND DISPOSAL	3.601	3.560	3.531	3.498
PAVED ROAD DUST	0.000	0.000	0.000	0.000
RESIDENTIAL FUEL COMBUSTION	1.746	1.809	1.843	1.898
UNPAVED ROAD DUST	0.000	0.000	0.000	0.000
SOLVENT EVAPORATION	0.000	0.000	0.000	0.000
ARCHITECTURAL COATINGS AND RELATED PROCESS SOLVENTS	0.000	0.000	0.000	0.000
ASPHALT PAVING/ROOFING	0.000	0.000	0.000	0.000
CONSUMER PRODUCTS	0.000	0.000	0.000	0.000
PESTICIDES/FERTILIZERS	0.000	0.000	0.000	0.000
OTHER (MISCELLANEOUS PROCESSES)	0.000	0.000	0.000	0.000
MOBILE SOURCES TOTAL	**69.967**	**63.628**	**52.902**	**37.964**
ON-ROAD MOTOR VEHICLES	**44.380**	**39.275**	**30.520**	**19.880**
LIGHT DUTY PASSENGER (LDA)	3.209	2.448	1.619	0.936
LIGHT DUTY TRUCKS - 1 (LDT1)	0.766	0.634	0.455	0.254
LIGHT DUTY TRUCKS - 2 (LDT2)	3.607	2.848	1.894	1.039
MEDIUM DUTY TRUCKS (MDV)	3.653	3.138	2.504	1.725
LIGHT HEAVY DUTY GAS TRUCKS – 1 (LHDV1)	1.249	1.165	1.024	0.843
LIGHT HEAVY DUTY GAS TRUCKS – 2 (LHDV2)	0.061	0.055	0.047	0.038
MEDIUM HEAVY DUTY GAS TRUCKS (MHDV)	0.209	0.176	0.132	0.086
HEAVY HEAVY DUTY GAS TRUCKS (HHDV)	0.080	0.083	0.082	0.073
LIGHT HEAVY DUTY DIESEL TRUCKS – 1 (LHDV1)	6.050	5.369	4.382	3.055
LIGHT HEAVY DUTY DIESEL TRUCKS – 2 (LHDV2)	0.880	0.778	0.645	0.461
MEDIUM HEAVY DUTY DIESEL TRUCKS (MHDV)	2.365	2.187	1.669	0.877
HEAVY HEAVY DUTY DIESEL TRUCKS (HHDV)	21.127	19.246	15.020	9.598
MOTORCYCLES (MCY)	0.218	0.219	0.218	0.235
MOTOR HOMES (MH)	0.265	0.233	0.193	0.147
HEAVY DUTY DIESEL URBAN BUSES (UB)	0.170	0.165	0.161	0.152
HEAVY DUTY GAS URBAN BUSES (UB)	0.035	0.034	0.033	0.031
SCHOOL BUSES – DIESEL (SBD)	0.237	0.232	0.229	0.202
SCHOOL BUSES – GAS (SBG)	0.023	0.022	0.018	0.015
OTHER BUSES MOTOR COACH – DIESEL (OBC)	0.115	0.101	0.080	0.041
OTHER BUSES GAS (OBG)	0.077	0.070	0.057	0.040
OTHER MOBILE SOURCES	**25.587**	**24.353**	**22.383**	**18.083**
AIRCRAFT	0.758	0.771	0.791	0.816
TRAINS	6.718	7.042	7.441	7.001
RECREATIONAL BOATS	0.718	0.693	0.684	0.676
OFF-ROAD RECREATIONAL VEHICLES	0.033	0.031	0.037	0.045
OFF-ROAD EQUIPMENT	5.977	5.699	5.216	4.114
FARM EQUIPMENT	11.384	10.117	8.214	5.431
FUEL STORAGE AND HANDLING	0.000	0.000	0.000	0.000
TOTAL FOR NORTHERN SACRAMENTO VALLEY	**98.651**	**92.901**	**81.754**	**66.709**