

**REPORT TO SACRAMENTO VALLEY BASINWIDE AIR POLLUTION
CONTROL COUNCIL**

SUBJECT	Tentative Agenda for Sacramento Valley Basinwide Control Council Meeting with Air Resources Board Chair	BOARD MEETING DATE	AGENDA NUMBER
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RECOMMENDATION:

It is recommended that the BCC review and make recommendations to the Technical Advisory Committee regarding the attached tentative agenda for the BCC meeting with the Air Resources Board Chair.

SUMMARY /DISCUSSION:

The Chair of the Air Resources Board has expressed a desire to meet with the Sacramento Valley Basinwide Control Council (BCC) to discuss issues to improve air quality in the basin. The Technical Advisory Committee developed the following agenda items for the BCC's review:

1. History of the BCC/Demographics/Smoke Management Plan/Rice Straw Burning (Colusa/Les Fife)
2. History of the Northern Sacramento Valley Attainment Plan (Butte)
3. History of Subvention (Sacramento Metro)
4. Northern California Representation on California Air Resources Board (subcommittee).

These items along with a draft cover letter to Chairperson Nichols are attached. It is anticipated that these items would be submitted to the Chairperson before her visit.

ALTERNATIVES:

The Board may choose either to approve the items and cover letter as presented, modify the items and cover letter, add new items or delete items for discussion.

Ross Bell, Chair
Technical Advisory Committee

*Attachment A-Draft letter to Mary Nichols (p. 2).
Attachment B-History of BCC/SMP, Demographics (p. 3)
Attachment C-AQAP History(p. 15).*

*Attachment D-Subvention Facts (p. 16).
Attachment E-BCC Representation (p. 17).*

(Draft)

Mary D. Nichols, Chair
California Air Resources Board
P.O. Box 2815
Sacramento, CA 95812

Re: Meeting on _____, 2007 with Sacramento Valley Basinwide Air Pollution Control Council.

Dear Ms. Nichols:

The Sacramento Valley Basinwide Air Pollution Control Council is delighted to hear that you will be able to attend our meeting in Colusa on August 3, 2007. All of our members are eager to gain from your insight on air quality, especially in the Sacramento Valley.

The Sacramento Valley BCC has a long and active history of working with the California Air Resources Board to improve air quality in the basin. The Sacramento Valley BCC is particularly interested in discussing with you the following items with brief descriptions attached:

1. History of the BCC and its role in the Rice Straw Burning Program and Smoke Management Plan.
2. History of our Basinwide Attainment Plan.
3. History of Subvention.
4. Northern California Representation on the California Air Resources Board.

Again, we look forward to your attendance at the BCC meeting and envision it as a starting point for future air quality improvements in the Sacramento Valley.

Please call Amy Gwinnup, Secretary-Treasurer of the BCC if you need any information about the meeting location.

Sincerely,

Curt Josiassen, Chair
Sacramento Valley Basinwide Air Pollution Control Council

enclosures

BCC INFORMATIONAL REPORT - AUGUST 3, 2007

(Harry Krug and Les Fife)

California is a magnet for people looking for new opportunities and has experienced one of the fastest rates of population growth and land use change in the United States. The scale and pattern of population growth will continue to present a major challenge to the protection of California's varied biodiversity and air quality. To assess the potential impacts of future population, FRAP reviewed existing regional and local population patterns and used some simple rules to allocate new residents across the landscape.

County population patterns and future estimates from the Demographic Research Unit of the California State Department of Finance are aggregated into 10 different regions to illustrate recent trends and the potential long term population changes. The economic recession during the mid-1990s and the subsequent rebound demonstrates the close relationship between employment prospects and migration.

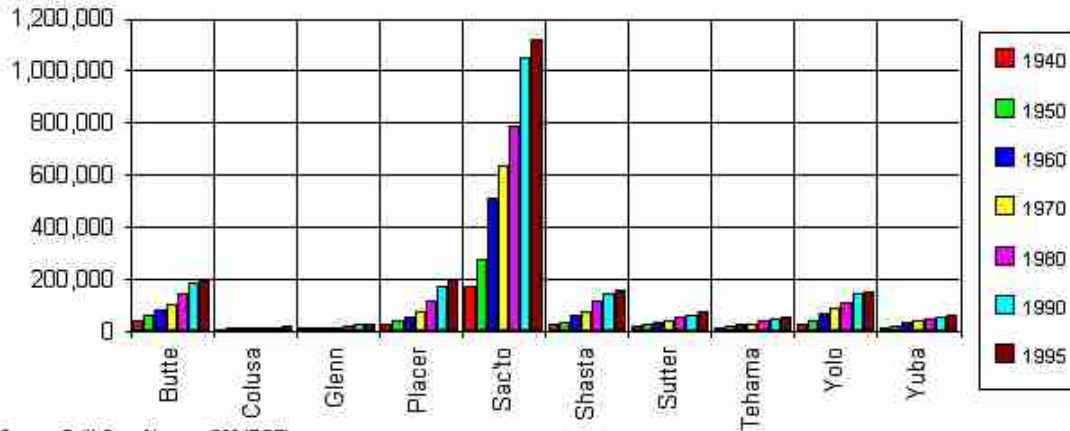
Regional growth rates vary widely across the state. The San Joaquin Valley and other inland regions with relatively good transportation access to major metropolitan areas are growing faster than the state as a whole. The Sacramento Valley is the only bioregion following the projected path for the whole state. The population growth for the four coastal regions was slower than the state during the mid-1990s, and these regions are projected to continue to grow at a slower rate for a number of different reasons. The San Francisco Bay Area and Southern California, the two most densely populated regions in the state, have relatively little land left in which to expand. The Central Coast and the North Coast have considerable potentially developable land but have few existing urban centers or strong transportation networks to support rapid regional economic growth compared to the total size of the regions.

The land use impacts of these increases in population will be accommodated by the expansion of existing residential areas according to what is allowed by zoning and what is economically feasible. Without any major changes in land use economics or policies, a reasonable hypothesis is that the distribution of the new population will closely follow existing patterns. In terms of land use, 14 million acres in the state is occupied with widely scattered residences on 1 to 10 acre parcels while only 4 million acres are covered with subdivisions or urban areas. The remaining 82 million acres has little to no residential land use on it. At the county level, California counties can be grouped into four distinct development patterns.

- Orange County represents the 'suburban' type where most land is either in subdivisions or in unpopulated or very lightly populated wildlands.
- Sacramento County illustrates the 'agricultural/metro' pattern of a major metropolitan area expanding onto an agriculturally based economy and landscape.
- Sonoma, Santa Cruz, and El Dorado counties represent a third pattern where a large fraction of the total landscape already has many homes scattered among wildlands and in the intermix area between urban areas and the wildlands.
- Finally, land use in many counties in California, especially those with a large fraction of federal ownership, remains overwhelmingly wildland or agriculture.

Land use impacts related to future population growth will probably follow these distinct patterns.

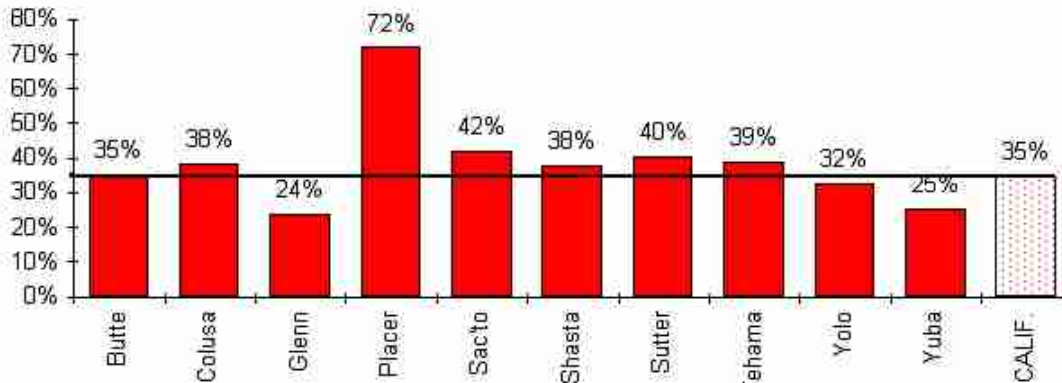
Sacramento Valley counties have grown steadily, 1940-95



Source: Calif. Stat. Abstract 1996 (DOF)

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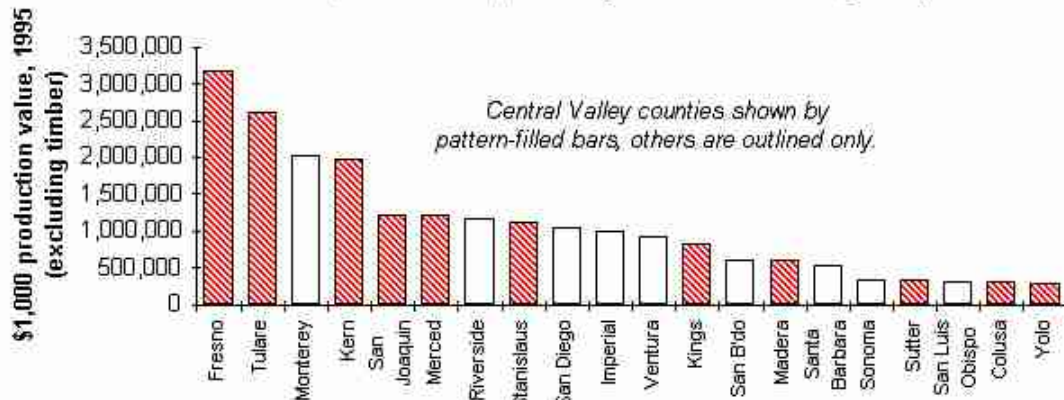
Placer County has outpaced Sacramento Valley counties in percentage of population growth, 1980 to 1995



Source: Calif. Stat. Abstract 1996 (DOF) and CRB calculations

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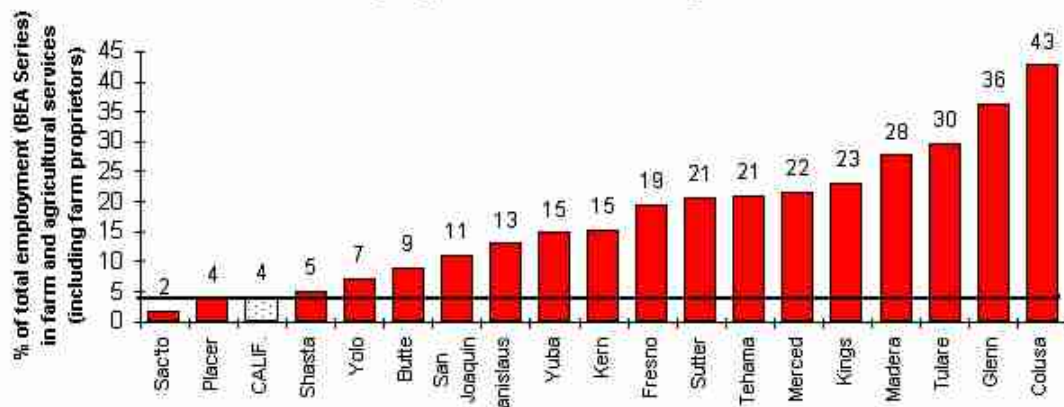
**Eleven of the top 20 agricultural counties in California
are in the Central Valley
(all 8 San Joaquin Valley Counties are among them)**



Source: 1996 Calif. Agricultural Resources Directory (CA Dept. of Food and Ag.)

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**Most Central Valley counties have relatively high proportion of
total employment in farm and agricultural sectors**



Source: Calif. County Profiles, Feb. 1997 (Calif. DOF, Economic Research) and CRB calculations

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Population and Census Data

Population

Area	Year	Period	Population Source	Population
Colusa County	2007	Annual	California Dept of Finance	21,951
Sacramento County	2007	Annual	California Dept of Finance	1,406,804
Shasta County	2007	Annual	California Dept of Finance	181,401

Measures of Income

Area	Year	Period	Income Type	Income
Colusa County	2004	Annual	Per Capita Personal Income - BEA	\$27,701
Colusa County	2004	Annual	Total Personal Income - BEA	\$566,153,000
Sacramento County	2004	Annual	Per Capita Personal Income - BEA	\$31,987
Sacramento County	2004	Annual	Total Personal Income - BEA	\$43,228,715,000
Shasta County	2004	Annual	Per Capita Personal Income - BEA	\$27,416
Shasta County	2004	Annual	Total Personal Income - BEA	\$4,875,285,000

Area	Year - May	Labor Force	No. of Employed	Unemployment	Rate %
Colusa County	2007	8,850	7,830	1,020	11.5
Sacramento County	2007	693,900	659,800	34,100	4.9
Shasta County	2007	85,200	79,400	5,800	6.8

COLUSA COUNTY

CES Industry	Year	Period	No. of Employed
Total Wage and Salary	2007	May	6,950
Total Nonfarm	2007	May	5,490
Service Providing	2007	May	4,770
Total Private	2007	May	3,230
Residual-Private Services Providing	2007	May	2,510

SACRAMENTO MSA

CES Industry	Year	Period	No. of Employed
Total Wage and Salary	2007	May	929,300
Total Nonfarm	2007	May	919,500
Service Providing	2007	May	799,800
Total Private	2007	May	681,000
Residual-Private Services Providing	2007	May	561,300

SHASTA COUNTY

CES Industry	Year	Period	No. of Employed
Total Wage and Salary	2007	May	67,800
Total Nonfarm	2007	May	67,100
Service Providing	2007	May	58,000
Total Private	2007	May	53,800
Residual-Private Services Providing	2007	May	44,700

Taxable Sales (Calif. Board of Equalization)

Retail

Area	Year	Period	Sales
Colusa County	2005	Annual	\$259,517,000
Sacramento County	2005	Annual	\$21,266,500,000
Shasta County	2005	Annual	\$2,802,937,000

District	Base Fee	# of Permits (2007)	\$5/permit (2007)	# of Permits (2006)
Butte	\$ 1,000.00	1345	\$ 6,725.00	1382
Colusa	\$ 1,000.00	391	\$ 1,955.00	391
Feather River	\$ 1,000.00	1647	\$ 8,235.00	1517
Glenn	\$ 1,000.00	763	\$ 3,815.00	763
Placer	\$ 1,000.00	589	\$ 2,945.00	528
Sacramento	\$ 1,000.00	2187	\$ 10,935.00	2042
Shasta	\$ 1,000.00	627	\$ 3,135.00	445
Tehama	\$ 1,000.00	588	\$ 2,940.00	565
Yolo/Solano	\$ 1,000.00	1230	\$ 6,150.00	1110

Ozone Trends Summary: Sacramento Valley Air Basin

FAQs

Year	Days > Standard			1-Hour Observations		8-Hour Averages		EPDC	Year Coverage
	1-Hour		8-Hour	Maximum	3-Year 4th High	Maximum	3-Year Average 4th High		
	State	Nat'l	Nat'l						
2006	44	7	39	0.143	0.131	0.114	0.097	0.130	—
2005	33	3	25	0.134	0.129	0.117	0.097	0.132	100
2004	29	1	20	0.131	0.138	0.101	0.097	0.134	100
2003	51	5	40	0.140	0.138	0.118	0.100	0.137	99
2002	46	7	34	0.139	0.132	0.120	0.101	0.135	100
2001	44	2	37	0.142	0.133	0.108	0.101	0.138	100
2000	41	5	35	0.138	0.148	0.108	0.105	0.153	100
1999	59	7	43	0.160	0.148	0.129	0.101	0.155	100
1998	62	14	60	0.160	0.148	0.137	0.097	0.161	100
1997	25	3	15	0.143	0.133	0.107	0.097	0.141	100
1996	58	9	44	0.157	0.145	0.126	0.106	0.154	99
1995	50	11	40	0.156	0.145	0.128	0.106	0.149	100
1994	60	9	48	0.145	0.143	0.121	0.104	0.148	100
1993	34	7	22	0.150	0.150	0.120	0.110	0.159	100
1992	74	14	56	0.170	0.150	0.122	0.105	0.158	99
1991	68	14	60	0.190	0.150	0.140	0.105	0.153	99
1990	50	16	44	0.150	0.160	0.127	0.107	0.162	100
1989	68	8	37	0.170	0.160	0.133	0.114	0.166	99
1988	98	35	68	0.180	0.160	0.130	0.114	0.171	100
1987	94	24	73	0.180	0.160	0.127	0.114	0.168	99
1986	66	24	50	0.170	0.180	0.125	0.118	0.173	99
1985	59	19	42	0.200	0.180	0.161	0.118	0.173	100
1984	64	23	46	0.210	0.180	0.138	0.115	0.162	99
1983	62	15	44	0.170	0.160	0.125	0.114	0.163	99
1982	66	17	46	0.160	0.160	0.133	0.112	0.174	99
1981	78	22	63	0.180	0.170	0.142	0.115	0.181	100
1980	73	19	62	0.180	0.190	0.132	0.122	0.212	99

PM10 Trends Summary: Sacramento Valley Air Basin

FAQs

Year	Est. Days > Std.		Annual Average		3-Year Average		High 24-Hr Average		EPDC	Year Coverage
	Nat'l	State	Nat'l	State	Nat'l	State	Nat'l	State		
2006	1.0	53.4	37.8	28.8	28	35	159.6	111.0	140.1	—
2005	0.0	42.4	27.2	27.9	26	35	110.0	109.0	140.6	100
2004	1.0	79.5	34.5	35.2	27	35	169.0	171.0	147.9	100
2003	0.0	30.7	28.4	28.8	29	32	89.0	123.0	101.8	100
2002	0.0	41.0	30.9	31.8	30	32	144.8	96.0	114.5	100
2001	0.0	50.0	30.2	30.5	32	39	122.7	112.0	145.8	100
2000	0.0	42.8	27.9	27.9	30	39	109.3	90.0	127.3	100
1999	4.8	63.8	38.4	39.4	30	39	274.9	179.0	*	100
1998	0.0	59.7	29.0	29.9	28	30	130.0	130.0	70.0	100
1997	0.0	21.6	28.6	28.8	31	30	126.0	126.0	136.6	100
1996	0.0	44.0	32.6	29.9	28	33	98.0	98.0	128.7	100
1995	3.1	57.2	40.7	29.9	30	33	287.2	145.0	134.9	100
1994	1.4	36.1	34.5	33.3	33	35	204.4	154.0	108.2	100
1993	0.0	62.7	36.9	31.2	35	39	113.0	113.0	130.0	100
1992	0.0	70.4	42.3	35.2	37	39	111.0	111.0	141.6	100
1991	0.0	104.0	46.4	39.2	33	42	136.0	136.0	165.6	100
1990	0.0	73.9	51.9	38.5	*	42	153.0	153.0	*	100
1989	0.0	81.5	46.0	41.9	*	42	147.0	147.0	*	98
1988	*	*	51.2	*	*	*	100.0	100.0	*	73
1987	*	*	38.2	*	*	*	97.0	97.0	*	37

SUBCATEGORY	ROG	CO	NOX	SOX	PM10	ROG	CO	NOX	SOX	PM10
1980 & 2005										
ELECTRIC UTILITIES	0	0	0	0	0	0.28	8.22	2.99	0.38	0.62
COGENERATION	0	0	0.01	0	0	0.12	9.09	2.17	0.05	0.48
OIL AND GAS PRODUCTION (COMBUSTION)	0.38	0.66	2.15	0	0	0.81	2.62	4.54	0.01	0.01
MANUFACTURING AND INDUSTRIAL	2.84	8.45	13.48	2.25	2.5	0.82	9.49	6.17	0.39	1.03
FOOD AND AGRICULTURAL PROCESSING	0.78	1.91	9.17	0.1	0.69	0.76	1.71	6.49	0.08	0.54
SERVICE AND COMMERCIAL	0.15	1.1	2.52	0.08	0.13	0.63	3.64	7.19	0.11	0.36
OTHER (FUEL COMBUSTION)	0.06	0.19	0.62	0.02	0.04	0.19	1.03	2.69	0.06	0.13
SEWAGE TREATMENT	0	0	0	0	0	0.04	0.07	0.01	0.02	0
LANDFILLS	0.08	0	0	0	0	0.35	0.05	0.04	0.01	0.01
INCINERATORS	0.02	1.25	0.02	0	0.07	0.03	0.01	0.02	0	0.5
OTHER (WASTE DISPOSAL)	0.17	11.76	0.14	0.02	0.52	0.01	0	0	0	0.01
LAUNDERING	0.97	0	0	0	0	0.07	0	0	0	0
DEGREASING	3.88	0	0	0	0	3.08	0	0	0	0

COATINGS AND RELATED PROCESS SOLVENTS	8.95	0	0	0	0	10.76	0	0.01	0	0.03
PRINTING	2.15	0	0	0	0	1.16	0.18	0.01	0	0
ADHESIVES AND SEALANTS	0.68	0	0	0	0	1.03	0	0	0	0
OTHER (CLEANING AND SURFACE COATINGS)	0.41	0	0	0	0	0.13	0	0	0	0
OIL AND GAS PRODUCTION	6.53	0.28	2.21	0	0	6.24	0.4	2.24	0	0
PETROLEUM MARKETING	32.17	0	0	0	0	8.27	0.14	0.09	0	0
OTHER (PETROLEUM PRODUCTION AND MARKETING)	0.87	0	0	0	0	0.01	0	0	0	0
CHEMICAL	0.73	0.17	0.43	0	0.21	2.18	0.28	0.13	0	0.13
FOOD AND AGRICULTURE	0.45	0	0	0	6.03	0.77	0.01	0.03	0.03	4.52
MINERAL PROCESSES	0.26	1.36	0.24	0.18	2.76	1.18	10.84	2.42	0.34	5.32
METAL PROCESSES	0	0	0	0	0.01	0	0	0	0	0.01
WOOD AND PAPER	0.91	1.07	0.52	0.99	5.4	0.89	0.09	0.13	0	4.92
OTHER (INDUSTRIAL PROCESSES)	0.16	0	0.03	0	0.03	0.04	0.18	0.14	0	0.24
CONSUMER PRODUCTS	17.91	0	0	0	0	18.6	0	0	0	0
ARCHITECTURAL COATINGS AND RELATED PROCESS SOLVENTS	8.95	0	0	0	0	6.93	0	0	0	0
PESTICIDES/FERTILIZERS	7.81	0	0	0	0	5.27	0	0	0	0
ASPHALT PAVING / ROOFING	6.49	0	0	0	0	6.67	0	0	0	0.01
RESIDENTIAL FUEL COMBUSTION	7.78	117.53	6	0.45	17.17	9.45	141.55	6.59	0.49	20.81
FARMING OPERATIONS	8.33	0	0	0	41.17	7.72	0	0	0	35.81
CONSTRUCTION AND DEMOLITION	0	0	0	0	11.57	0	0	0	0	23.76
PAVED ROAD DUST	0	0	0	0	17.17	0	0	0	0	36.28
UNPAVED ROAD DUST	0	0	0	0	59.65	0	0	0	0	55.96
FUGITIVE WINDBLOWN DUST	0	0	0	0	12.12	0	0	0	0	10.34
FIRES	0.04	0.51	0.01	0	0.06	0.05	0.74	0.02	0	0.1
MANAGED BURNING AND DISPOSAL	8.93	147.08	2.8	0.36	13.63	8.58	141.98	2.59	0.35	13.06
COOKING	0.1	0	0	0	0.53	0.21	0	0	0	1.09
OTHER (MISCELLANEOUS PROCESSES)	0	0	0	0	0	0	0	0	0	0
LIGHT DUTY PASSENGER (LDA)	143.32	1095.57	79.67	2.17	0.83	24.15	211.16	18.9	0.13	1.09
LIGHT DUTY TRUCKS - 1 (LDT1)	46.9	431.39	28.71	0.71	0.25	13.19	129	11.23	0.07	0.44

LIGHT DUTY TRUCKS - 2 (LDT2)	28.01	325.88	22.54	0.56	0.21	8.71	87.06	10.74	0.05	0.45
MEDIUM DUTY TRUCKS (MDV)	4.28	51.86	3.44	0.08	0.02	4.32	42.45	5.89	0.03	0.19
LIGHT HEAVY DUTY GAS TRUCKS - 1 (LHDV1)	10.04	92.62	1.91	0.13	0.02	1.31	8.74	1.26	0.01	0.03
LIGHT HEAVY DUTY GAS TRUCKS - 2 (LHDV2)	1.36	23.04	0.88	0.03	0	0.34	2.46	0.35	0	0
MEDIUM HEAVY DUTY GAS TRUCKS (MHDV)	13.36	139.3	3.86	0.14	0.02	2.84	21.74	1.86	0	0.01
HEAVY HEAVY DUTY GAS TRUCKS (HHDV)	6.25	129.64	5.8	0.08	0.01	2.03	28.03	3.17	0	0
LIGHT HEAVY DUTY DIESEL TRUCKS - 1 (LHDV1)	0.01	0.04	0.16	0.04	0.01	0.1	0.34	1.74	0.01	0.02
LIGHT HEAVY DUTY DIESEL TRUCKS - 2 (LHDV2)	0	0.01	0.06	0.01	0	0.07	0.21	1.01	0.01	0.02
MEDIUM HEAVY DUTY DIESEL TRUCKS (MHDV)	0.05	0.44	2.98	0.36	0.12	0.31	2.14	11.13	0.13	0.34
HEAVY HEAVY DUTY DIESEL TRUCKS (HHDV)	2.42	10.65	40.27	4.8	2	1.7	7.55	40.22	0.5	0.95
MOTORCYCLES (MCY)	6.9	39.09	0.56	0.02	0.03	1.57	11.99	0.34	0	0.01
HEAVY DUTY DIESEL URBAN BUSES (UB)	0.04	0.23	1.13	0.19	0.02	0.1	0.42	2.12	0.03	0.04
HEAVY DUTY GAS URBAN BUSES (UB)	0.93	18.78	0.48	0.02	0	0.37	4.69	0.45	0	0
SCHOOL BUSES (SB)	0.55	9.12	0.47	0.04	0.01	0.16	2.21	1.17	0.01	0.04
MOTOR HOMES (MH)	0.73	20.86	0.8	0.03	0	0.58	16.15	1.49	0	0.02
AIRCRAFT	4.41	23.47	2.59	0.22	0.24	3.46	21.77	3.19	0.31	0.21
TRAINS	1.04	3.27	26.28	1.71	0.61	1.1	4.03	23.46	2.3	0.68
SHIPS AND COMMERCIAL BOATS	0.16	0.35	1.71	0.12	0.1	0.2	0.45	2.15	0.15	0.11
RECREATIONAL BOATS	7.14	45.27	1.38	0.25	0.33	13.37	87.65	4.14	0.06	1.25
OFF-ROAD RECREATIONAL VEHICLES	2.51	11.61	0.17	0.02	0.01	4.5	23.26	0.53	0.02	0.03
OFF-ROAD EQUIPMENT	16.73	132.33	41.59	3.37	3.11	12.07	113.45	33.04	0.07	2.49
FARM EQUIPMENT	6.22	44.3	52.64	4.6	3.73	3.07	22.39	22.63	0.18	1.51
FUEL STORAGE AND HANDLING	4.47	0	0	0	0	2.3	0	0	0	0

HISTORY OF THE SACRAMENTO VALLEY AIR BASIN AGRICULTURAL BURNING MANAGEMENT PROGRAM (aka SMP)

The Sacramento Valley is one of the most productive rice growing regions in the world. Besides prodigious rice yields, the fields produce vast quantities of straw residue and have ubiquitous disease problems. Historically, burning was the best method to remove the straw and combat disease. During the 1970s, occasional, dense, smoke incursions into the Sacramento Metropolitan Area from rice straw burning made headlines in the Bee and reports included quotes from ARB and local air district officials blaming each other for the problem. The working relationship between State and local air agencies was strained.

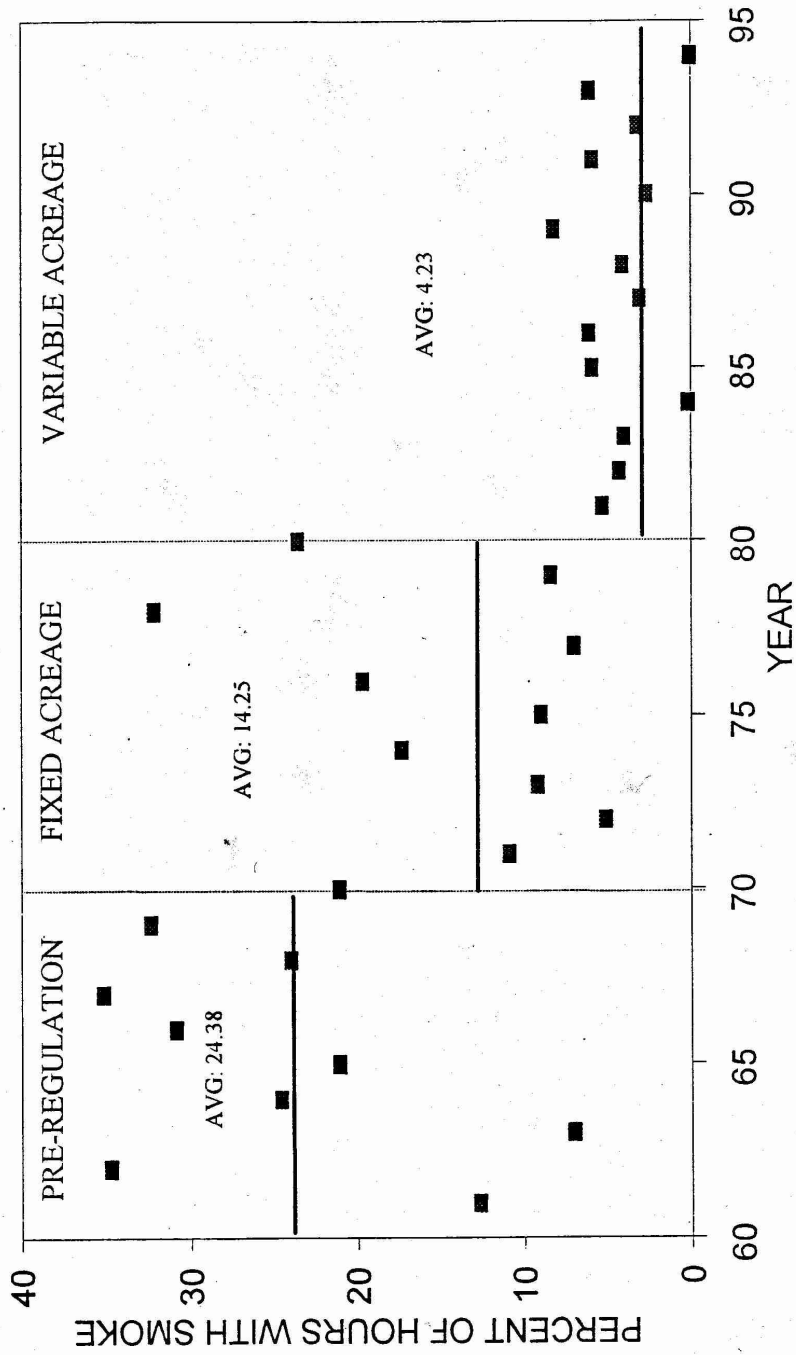
This untenable situation from smoke impacts in the Sacramento urban area prompted a proposal in January of 1981 to the Rice Research Board to fund an experimental program. The proposal included using new burning management procedures and computers to collect, evaluate and share data among all air agencies. The Rice Research Board agreed to fund not only Fife Environmental, but also the Basin Control Council, local air districts and Weathernews. A subcommittee of APCOs was established consisting of Al Perrin, Earnie Vickrey and Ed Romano. Dave McBride, Joe McIntyre and Les Fife provided staff assistance. We met weekly for three months to develop the program details, purchase computer equipment, write software and train air district personnel. The Apple II computers had only two floppy drives for storage and 300 baud modems to transmit data files. Our backup was a programmable HP calculator (which we never had to use).

Significant program elements included more burn days, variable acreage allocations, access to realtime air quality and meteorological information, revised burn hours, an intensive educational effort and more local authority and responsibility. The experimental burning management program produced positive results for all concerned. The public saw air quality improvements and growers were pleased by less air impacts and more burn days. Two years after the experimental program began the ARB adopted the program into State regulations. In 1991 the SVAB Control Council was sued as part of an effort to pass a legislative bill to reduce rice straw burning. The 1991 Rice Straw Burning Reduction Act was passed with rice industry support. The phasedown law had a schedule of approximately 10 percent reductions in burning each year. A revision to the law in 1996 modified the schedule and instituted separate fall and spring burning acreage limitations. In 2003, the current program of a 25 percent limit or 125,000 acres maximum burning became effective.

The following two pages contain:

- 1) A plot of the smoke hours recorded at Sacramento Executive Airport over three and a half decades
- 2) A comparison of various air quality, meteorological and burning factors from the fall burn program
- 3) Information on the rice straw burning phasedown law

SMOKY HOURS AT SACRAMENTO OCTOBER - NOVEMBER



TSD/MET/JNW/2-95

11

FIFE ENVIRONMENTAL
Sacramento Valley - Fall Agricultural Burning Program 1980 - 2000

FIFE ENVIRONMENTAL Sacramento Valley - Fall Agricultural Burning Program 1980 - 2000																													
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BJJF	EHEHDG	BJDIBC	EAA A	EA AA
BJJG	EJI EGI	CGBIEJ	FCFD	FA AA
BJJH	FBEEGD	DCAJJI	GC DJ	GC AA
BJJI	EJB FHI	DBD B I D	GDHB	GA AA
BJJJ	FDFHIF	DDH DA	GDAA	GC AA
CAAA	FGHEFC	DI AEGJ	GHAA	GF AA

AQAP HISTORY

As specified in the California Clean Air Act of 1988 (CCAA), Chapters 1568-1588 it is the responsibility of each air pollution control district and air quality management district within the State to attain and maintain California's ambient air quality standards. The CCAA requires that an Attainment Plan (Plan) be developed by all non-attainment districts for ozone (O₃), carbon monoxide (CO), sulfur oxides (SO_x), and nitrogen oxides (NO_x) that are either receptors or contributors of transported air pollutants. The purpose of the Plan is to comply with the requirements of the CCAA as implemented through the California Health and Safety Code (H&S Code). Districts are required to update the Plan every three years.

The Northern Sacramento Valley (NSV) is classified as a moderate nonattainment area for State 1-hour ozone standard. The NSV comprises the northern portion of the Sacramento Valley Air Basin and includes the counties of Butte, Colusa, Glenn, Tehama, Shasta, Yuba and the northern portions of Sutter (Feather River Air Quality Management District). The NSV is generally rural in nature, with a low population density and a predominately agricultural economy. Its industrial base is dominated by agricultural/construction support operations, although small scale manufacturing is also found throughout the region.

Health and Safety Code (HSC) section 41503(b) requires that control measures for the same emission sources be uniform throughout the air basin. To meet this requirement the NSV has coordinated the development of the Plan and established specific rule adoption protocols through the Technical Advisory Committee (TAC) of the Sacramento Basinwide Control Council.

The Plan was initially submitted to ARB on September 16, 1991 by the Shasta County APCD. ARB held a public hearing on the Plan on July 9, 1992 and found the Plan to conform to several elements of the CCAA, but also identified several deficiencies. ARB gave conditional approval of the Plan to allow time for completing plan modifications after consultation with the districts. The Plan includes the all feasible control measures applicable to the NSV, emission accounting and ranking of measures by cost-effectiveness, and provisions to develop area and indirect source control measures. The Plan did not fully satisfy the CCAA requirement for permitting rules and several districts did not make the cost-effectiveness findings.

After evaluating the progress achieved with the 1991 Plan, the NSV shifted the primary emphasis from the adoption of stationary source control measures to motor vehicle emission reductions. Because mobile sources are the single largest contributor to ozone pollution, the 1994 Plan concentrated on reducing these emissions through the implementation of Indirect Source Review (ISR) programs and Transportation Control Measures (TCMs). Several stationary source measures previously considered in the 1991 Plan were deemed not applicable or not offering cost-effective emission control and were removed from the list.

The 1997 triennial update to the Plan addressed the progress made implementing the 1994 Plan and proposed modifications to the strategies necessary to attain the State ozone standard at the earliest practicable date. Like the 1994 Plan, the 1997 Plan focused on the adoption and implementation of control measures for stationary sources, mobile sources, area wide sources, indirect sources and addressed public education programs. The Plan also addressed the transport of pollutants from the upwind metropolitan areas to the NSV. With the State Implementation Plan (SIP) as the state's established control strategy for the future, the ARB found that the NSV districts would not be required to prepare a comprehensive plan update for 1997. Instead, districts were directed to focus on implementing their existing control strategies and SIP commitments.

As with the 1997 Plan, the 2000 and 2003 Plan were focused on implementing existing control strategies and SIP commitments. In the 2000, 2003 and 2006 Plan updates, districts endeavored to incorporate three general principles to guide them in their planning process: (1) Air quality modeling to identify the reductions needed and to design effective emission reduction strategies; (2) Comprehensive emission reduction programs that take advantage of current emission control technologies; and (3) Address the impacts of pollutant transport in the attainment demonstration.

Subvention History

When the State Legislature established local air districts in 1972, fee authority was provided to support industry related programs. In addition, \$4.6 million was authorized in state subvention to fund mandated programs that were not directly related to industry such as compliance assistance to small business, response to citizen complaints, air toxics, pollution prevention, and coordination with state and local agencies.

Funding was gradually increased to \$7.6 million in 1982.

In 2000 it would take a 300% increase from the 1972 funding level (a \$7.6 million increase to \$15.1 million) just to return the value of subvention funds to the same level provided in 1972. This discrepancy is even more drastic in 2007. Districts have continued to raise industry fees during the same period to support industry related programs, but District Boards of Directors have understandably been reluctant to approve funding of programs not related to industrial pollution from industry fees. Many state programs are not attributable to stationary sources and fee authority cannot be used to cover these, often mandated, program costs. Subvention funding is needed to support the following district programs: Compliance assistance, especially to small business; toxics (other than stationary source); complaint response, especially to public nuisance complaints; pollution prevention initiatives with local communities; key air quality tracking programs necessary to prove compliance with state and federal mandates, especially air monitoring and emission inventories.

CAPCOA and other interested parties were successful in gaining legislative support in 1999 for an increase to \$15.1 million. Although the increase received widespread support from both industry and environmental groups, and bipartisan support in the budget process, the governor vetoed the increased funding citing air district authority to raise fees on the regulated industry. Subvention was increased in the 2000-2001 legislative year to \$15 million but was decreased two years later to \$10 million due to the state funding crisis. In following years CAPCOA was successful in getting legislation through both houses to increase funding back to the \$15 million level, but this increase was vetoed by the Governor due to concerns raised by the Highway Petrol, since they are funded from the same source as subvention.

Sacramento Valley Representation on California Air Resources Board

The Sacramento Valley (SV) is generally classified as moderate nonattainment (nonattainment-transitional in some areas) for California's 1-hour and 8-hour ozone standard. The Sacramento Valley Air Basin is comprised of the Counties of Butte, Colusa, Glenn, Tehama, Shasta, Yuba, Yolo, Solano, Sacramento, Sutter and Western Placer. The Basin is generally rural in nature with low populations dominated mostly by agriculture and its support operations. There are a limited number of industrial facilities.

To help meet the Sacramento Valley's Attainment Plan goals, and to keep control measures uniform throughout the air basin, as required by the Health and Safety Code, the Technical Advisory Committee (TAC) of the Sacramento Basinwide Control Council (BCC) was established.

The BCC has expressed concern lately with some of the rules coming forth from CARB and their effect on the Sacramento Valley Air Basin (SVAB). At times it appears that the SVAB is thought of as one with the San Joaquin Valley Air Basin (severe nonattainment) when in fact they are quite separate and distinct. The BCC's desire is to ensure representation on the California Air Resources Board for the SV. At the April 6, 2007 meeting of the BCC a motion was made for the TAC to explore and provide options for representation on the CARB, including legislative and appointment to the "at large" district seat. A sub-committee of the TAC has developed the following information and options that are available to the BCC.

It is important to remember that the California Air Pollution Control Officers Association (CAPCOA), of which all Sacramento Valley Air District Air Pollution Control Officers are members of, has represented the Sacramento Valley on many occasions.

The first option is: CARB is made up of eleven members, all appointed by the Governor with consent of the Senate. Two members are public members, one shall be a board member of any other district ("at large"), five are from specific districts, requirements for the remaining members are expertise and/or experience in specific fields. Increased communication with CARB Board members should be explored to heighten their awareness of the BCC concerns.

The second option is to explore the possibility of having a Sacramento Valley representative appointed to the CARB "at large" district seat.

A third option is to initiate and support legislation that will add another seat to CARB to represent the Sacramento Valley Air Basin.

A fourth option and a relatively expensive one is to hire a lobbyist.

A fifth option is to become active in the Governor's appointment process, through CSAC or RCRC or CAPCOA, to help assure regional representation on the Board.