

TABLE OF CONTENTS

LIST OF TABLES, FIGURES, ACRONYMS AND GLOSSARY	viii
EXECUTIVE SUMMARY	ES-1
Plan Purpose	ES-1
Description of PM10 and its Health Impacts	ES-1
PM10 Planning History	ES-2
PM10 Plan Required Elements.....	ES-3
Extent of the PM10 Problem	ES-4
Causes of the San Joaquin Valley PM10 Problem.....	ES-9
CART Analysis.....	ES-10
Emissions Inventory.....	ES-11
PM10 Air Quality Modeling	ES-12
UAM-Aero Modeling	ES-12
CMB with Speciated Rollback.....	ES-13
PM10 Plan Control Strategy	ES-14
Attainment Demonstration and Measure of Reasonable Further Progress...	ES-17
Expeditious Attainment of the PM10 Standards.....	ES-19
Contingency Measures	ES-19
Further Study Measures	ES-20
California Regional Particulate Air Quality Study (CRPAQS).....	ES-21
CHAPTER 1: PLAN OVERVIEW AND INTRODUCTION	1-1
PLAN PURPOSE AND APPROACH	1-1
MULTI-LAYERED REGULATORY RESPONSIBILITY	1-2
Federal	1-2
State	1-2
Local.....	1-2
SERIOUS AREA CLASSIFICATION AND FEDERAL PLANNING REQUIREMENTS	1-3
Federal Clean Air Act Sanctions.....	1-4
Conformity	1-4
DISTRICT PM10 PLAN CHRONOLOGY	1-5
DEMOGRAPHICS	1-6
PARTICULATE MATTER	1-8
Background	1-8
Effects on the Environment.....	1-10
Significant Primary and Secondary PM10 Sources	1-10
HEALTH STANDARDS AND CONCERNS.....	1-11
Introduction.....	1-11
Who Is At Risk?	1-12
Health-Based Federal and State Standards	1-13

New Health-Based Ambient Air Quality Standards..... 1-14
 The Federal Air Quality Standard Development Process 1-14
 Acute Health Effects Considerations 1-15
 Chronic Health Effects Considerations 1-16
 Local Health Studies and Research 1-17
 Health-Based Costs Associated with PM10 1-18

CHAPTER 2: SAN JOAQUIN VALLEY AIRSHED2-1

INTRODUCTION2-1
 AIR BASIN TOPOGRAPHY2-1
 METEOROLOGY AND CLIMATE2-1
 General Weather Types And Seasons.....2-1
 Precipitation2-2
 Temperature2-2
 Inversion Layers.....2-2
 Horizontal Mixing and Dispersion.....2-3
 MONITORING NETWORK2-6
 PM10 Monitoring Network Requirements2-6
 SLAMS/NAMS PM10 Monitoring Network2-7
 AMBIENT AIR QUALITY DATA AND ANALYSIS2-8
 Recent Ambient Air Data2-9
 Trend and Spatial Variations.....2-11
 Seasonal Variations2-11
 Diurnal Variations.....2-12
 Ongoing PM10 Data Analysis2-12
 CONCLUSION2-12

CHAPTER 3: EMISSIONS INVENTORY.....3-1

INTRODUCTION3-1
 EMISSIONS INVENTORY3-2
 Stationary Sources.....3-5
 Area Sources3-6
 Mobile Sources3-8
 Natural Sources.....3-9
 Base Year Inventory3-9
 Revisions to Base Year Inventory3-10
 Growth and Control Factors3-11
 FUTURE YEAR INVENTORIES3-12
 AVERAGE ANNUAL, PLANNING, AND MODELING INVENTORIES3-13
 MOTOR VEHICLE EMISSION BUDGETS FOR CONFORMITY3-14
 PRE-BASELINE EMISSIONREDUCTION CREDITS3-17
 CONCLUSION3-19

CHAPTER 4: CONTROL STRATEGY	4-1
INTRODUCTION	4-1
DISTRICT APPROACH TO ATTAINMENT	4-2
Expeditious Attainment of the PM10 Standards.....	4-3
OVERVIEW OF CONTROL MEASURES IMPLEMENTED	4-4
District Fugitive PM10 and Burning Rules.....	4-7
State Control Measures	4-7
Federal Control Measures	4-8
EMISSIONS REDUCTIONS FROM ALL ADOPTED CONTROL MEASURES..	4-9
CURRENT RULEMAKING CALENDAR	4-9
NEW COMMITMENTS	4-13
Background.....	4-13
RACM Demonstration	4-20
District Commitments.....	4-21
State Commitments	4-46
EMISSIONS REDUCTIONS FROM ALL COMMITTED MEASURES.....	4-50
CONTINGENCY CONTROL MEASURES.....	4-54
State Contingency Reductions.....	4-55
District Contingency Reductions	4-56
Adopted Measures and Programs to Fulfill Contingency Requirement:	
District Incentive Programs	4-56
Measures with 2005 Adoption Schedules to Fulfill Contingency	
Requirement	4-57
Contingency Measures Requiring Rule Amendments.....	4-61
FURTHER STUDY CONTROL MEASURES	4-63
COMPLIANCE/ENFORCEMENT.....	4-65
INCENTIVE PROGRAMS.....	4-66
Heavy-Duty Engine Emission Reduction Incentive Program	4-67
REMOVE Program.....	4-67
Light and Medium-Duty Vehicle Incentive Program	4-68
Electric Lawnmower Incentives.....	4-68
EDUCATION/PUBLIC AWARENESS	4-68
Public Education Program	4-69
District Publications.....	4-71
Youth Education.....	4-71
Events/Activities.....	4-71
Agriculture Improving Resources (A.I.R.).....	4-72
CONCLUSION.....	4-72
CHAPTER 5: MODELING ANALYSIS	5-1
INTRODUCTION	5-1
FEDERAL MODELING REQUIREMENTS	5-1
CHARACTERIZATION OF PM10 FOR MODELING.....	5-2
Origins, Sources, and Properties of Particles.....	5-2
Chemistry and Physics of Atmospheric Particles	5-3

Atmospheric Behavior and Fate of Airborne Particles5-4

UNDERSTANDING LOCAL EPISODES AND ANNUAL
CONCENTRATIONS5-5

 Ambient Air Quality Data5-6

 Design Values5-7

MODELING METHODOLOGY5-10

 Emissions Inventory Preparation for Modeling.....5-10

 Modeling Protocol5-11

 Purpose of the Protocol5-11

 Assumptions5-11

 Background Concentrations to Support Modeling.....5-12

 Utilization of Application Assumptions.....5-13

 Determination of Appropriate Modeling Approach5-13

MODELING ANALYSIS COMPONENTS.....5-13

 Meteorological Evaluation.....5-13

 Statistical Analysis of Meteorology and Air Quality5-14

 Chemical Mass Balance (CMB) Receptor Modeling5-15

 CMB Analysis with Linear Rollback.....5-15

 Urban Airshed Modeling (UAM)5-15

MODELING RESULTS5-16

 Simulation of Observed Particulate Concentrations.....5-16

 Annual.....5-16

 24-Hour Episodes5-16

 Conclusions.....5-17

CHAPTER 6: ATTAINMENT PROJECTIONS.....6-1

ATTAINMENT DEMONSTRATION METHODOLOGY AND PROCEDURE6-1

 Methodology for Simulation of Attainment Particulate Concentration6-1

 Sites to be Analyzed for Attainment Demonstration.....6-3

 CMB Source Profiles.....6-4

 CMB Contributions.....6-4

 UAM Analysis.....6-5

 NOx Ratio Methodology6-6

 CMB Rollback Calculations.....6-7

 Simulation of Future Year Particulate Concentrations6-8

ATTAINMENT PROJECTION RESULTS6-9

CONCLUSION6-10

CHAPTER 7: REASONABLE FURTHER PROGRESS.....7-1

REASONABLE FURTHER PROGRESS DEMONSTRATION
REQUIREMENT7-1

 Five Percent Annual Emission Reduction.....7-1

MILESTONES/UPDATES.....7-4

CONCLUSION.....7-4

CHAPTER 8: ON-GOING ACTIVITIES	8-1
DISTRICT IMPROVEMENTS	8-1
Emissions Inventory.....	8-1
Monitoring Network.....	8-2
Modeling Improvements.....	8-3
ON-GOING AGRICULTURAL RESEARCH.....	8-4
SPECIAL STUDY STRATEGY	8-5
OPERATION CLEAN AIR.....	8-6
ENVIRONMENTAL QUALITY INCENTIVES PROGRAM.....	8-6
SUSTAINABLE INCENTIVES.....	8-7

LIST OF APPENDICES

Appendix A.	SIP Checklist
Appendix B.	Basin-wide Summaries of District's On-Road Motor Vehicle EI for '99,'02,'05,'08, and '10
Appendix C.	Updated EI Category Changes
Appendix D.	Summary of Seasonal Emission Inventories
Appendix E.	List of Emission Reduction Credits
Appendix F.	Stationary Source Growth CAP
Appendix G.	BACM/BACT RACM/RACT Analysis: <ul style="list-style-type: none"> a. DM Calculations b. Regulation VIII c. Proposed Agricultural CMP Program d. Residential Wood Combustion e. Stationary Source BACT Demonstration Exhibit A - BACM Technological and Economic Feasibility Analysis Exhibit B - Regulation VIII RACM Exhibit C - Supplemental BACM Analysis Exhibit D - Supplemental BACM Analysis for Rule 4352
Appendix H.	Agricultural CMP Program Concept
Appendix I	TPA Process to Identify and Implement BACM
Appendix J.	Attainment Inventories
Appendix K.	SJVAPCD PM10 Modeling Protocol
Appendix L.	CART Analysis Summary Report
Appendix M.	UAM Documentation for NOX and Ammonia
Appendix N.	Rollback Documentation <ul style="list-style-type: none"> 1. Summary-Final Values 2. Annual Rollback Analysis-Final 3. Design Value Episodes Rollback Analysis – Final 4. AOI Map SJV Regions using 4km CCAQS EI 5. SJV Event list AOI 6. CMB Rollback - background default values1 7. CMB Rollback - general template
Appendix O	TPA Conformity Support

LIST OF REFERENCE DOCUMENTS

- R1 Detailed Annual Emissions Inventories
Emissions by pollutant, by year, by county, by EIC/SCC/SIC codes in annual tons per day
Source: ARB
Date: April 21, 2003
Format: MS Access Databases
Availability: on CD upon request
- R2. Detailed Seasonal Emissions Inventories
Emissions by pollutant, by year, by county, by EIC/SCC/SIC codes in winter tons per day
Source: ARB
Date: April 21, 2003
Format: MS Access Databases
Availability: on CD upon request
- R3. SJVUAPCD Growth Factors
a. Development of Emission Growth Surrogates and Activity Projections Used in Forecasting Point and Area Source Emissions, Final Report
Source: Andrew D. Bollman, E.H. Pechan & Associates, Inc.
Date: February 26, 2001
Format: Various (.txt, Adobe Acrobat, MS Access, MS Excel)
Availability: on CD upon request
b. Overrides from Selected Source Categories
Source: SJVUAPCD
Date: May 15, 2003
Format: MS Word Document
Availability: on CD upon request
- R4. SJVUAPCD Control Factors
Contains control factor estimates by county, year, EIC, SCC and SIC for the years 1999, 2002 2005, 2008 and 2010.
Source: ARB
Date: June 5, 2003
Format: MS Access Database
Availability: on CD upon request
- R5. Regional Transportation Planning Agency Commitments for Implementation Document
Source: San Joaquin Valley Transportation Planning Agencies Director's Association
Date: April 2003
Availability: viewing in the Fresno Office

- R6. Chemical and Meteorological Analysis Applied to the San Joaquin Valley Air Pollution Control District's 2003 PM10 State Implementation Plan
Source: SJVUAPCD
Date: May 29, 2003
Format: MS Word Document
- R7. Meteorological Analysis Applied to the San Joaquin Valley Air Pollution Control District's 2003 PM10 State Implementation Plan
Source: SJVUAPCD
Date: May 29, 2003
Format: MS Word Document
- R8. CMB Profile Selection Documents
Source: SJVUAPCD
Date: 1st quarter 2003
Format: MS Excel files
- R9. CMB Modeling Documentation
Source: ARB
Date: June 3, 2003
Format: MS Word document with Excel file attachments
- R10. Rollback Modeling of Additional Episodes
Source: SJVUAPCD
Date: May 29, 2003
Format: MS Excel file
- R11. BACM Technical and Economic Feasibility Analysis Support
Memos sent to the District discussing the following:
a. Bulk Material Activity Distribution (dated January 31, 2003)
b. Implements of Husbandry (dated February 12, 2003)
c. Unpaved Road Modeled Impacts (dated March 4, 2003)
d. Construction Activity Distribution (dated January 30, 2003)
e. Paved Road Activity Distribution (dated January 30, 2003)
f. Public Unpaved Road Activity Distribution (dated January 30, 2003)
Source: Earl Withycombe, Sierra Research
Date: 1st quarter of 2003
Format: Hardcopy Documents
- R12. Detailed Documentation for Fugitive Dust and Ammonia Emission Inventory Changes for the SJVUAPCD Particulate Matter SIP
Internal working memos used to develop and document changes to the emissions inventory.
Source: ARB
Date: April 2003
Format: Adobe Acrobat

LIST OF TABLES

Table ES-1	PM10 Plan History and Sanction Clocks	ES-3
Table ES-2	Design Values (u/m ³) Based on 1999-2001 Data	ES-5
Table ES-3	Emission Reduction Summary for 2010	ES-14
Table ES-4	Projected 24-Hour PM10 Values.....	ES-17
Table ES-5	Projected Annual PM10 Values	ES-17
Table ES-6	Five Percent per Year Milestone Demonstration Annual Inventory.....	ES-18
Table ES-7	Five Percent per Year Milestone Demonstration-Alternative Method Annual Inventory.....	ES-18
Table 1-1	Contents of the PM10 Plan	1-1
Table 1-2	Requirements for Serious PM10 Nonattainment Areas	1-3
Table 1-3	District Plan Chronology	1-6
Table 1-4	SJVAB Population and Land Area	1-7
Table 2-1	SLAMS/NAMS PM10 Monitoring Network	2-8
Table 2-2	Trend Data: PM10 24-hour Maximum.....	2-9
Table 2-3	SVJ Monitoring Sites that Violate the 24-Hour PM10 NAAQS.....	2-10
Table 2-4	Site Concentrations of Days Exceeding the 24-Hour PM10 NAAQS (Observed)	2-10
Table 3-1	Summary of Emission Source Categories Evaluated and Updated	3-11
Table 3-2	Motor Vehicle Emissions Budgets	3-16
Table 3-3	Estimated NO _x Growth, Control and Estimated Offset Use	3-21
Table 3-4	Estimated VOC Growth, Control and Estimated Offset Use	3-23
Table 3-5	Estimated PM10 Growth, Control and Estimated Offset Use.....	3-25
Table 3-6	Estimated SO _x Growth, Control and Estimated Offset Use	3-28
Table 3-7	Annual Average Total Organic Gases (TOG) Tons per Day	3-31
Table 3-8	Annual Average Volatile Organic Compounds (VOC) Tons per Day	3-33
Table 3-9	Annual Average Oxides of Nitrogen (NO _x) Tons per Day.....	3-35
Table 3-10	Annual Average Oxides of Sulfur (SO _x) Tons per Day	3-38
Table 3-11	Annual Average Particulate Matter<10 Microns (PM10) Tons per Day	3-40
Table 3-12	Summary of Annual Ammonia Emissions (tons per day)	3-42
Table 4-1	PM10 and PM10 Precursor Rules Adopted and/or Amended between 1990-2003	4-4
Table 4-2	Control Measures Already Adopted by ARB and BAR.....	4-8
Table 4-3	Control Measures Adopted by the EPA	4-8
Table 4-4	Historical Emissions Inventory Reductions in the SJVAB, 1990-2001	4-9
Table 4-5	District Rules Currently Under Development	4-10

Table 4-6	SJVAB De Minimis Levels	4-14
Table 4-7	Significant Source Categories Not in the District's Regulatory Authority	4-15
Table 4-8	Significant Source Categories Within the District's Regulatory Authority	4-16
Table 4-9	List of New District Commitments	4-22
Table 4-10	PM10 Emissions and Potential Emissions Reductions San Joaquin Valley Agricultural CMP Program.....	4-28
Table 4-11	PM10 Emissions Reductions from Regulation VIII in 2010.....	4-37
Table 4-12	Estimated Emissions Reductions from Indirect Source Mitigation Program	4-39
Table 4-13	Proposed State Commitment for New Emission Reductions San Joaquin Valley, 2010	4-47
Table 4-14	Proposed New State Measures San Joaquin Valley, 2010.....	4-48
Table 4-15	Estimated Annual Emission Reductions of PM10	4-51
Table 4-16	Estimated Seasonal Emission Reductions of PM10	4-51
Table 4-17	Estimated Annual Emission Reductions of NOx	4-52
Table 4-18	Estimated Seasonal Emission Reductions of NOx	4-52
Table 4-19	Estimated Annual Emission Reductions of VOC.....	4-53
Table 4-20	Estimated Seasonal Emission Reductions of VOC.....	4-53
Table 4-21	Estimated Annual Emission Reductions of SOx	4-54
Table 4-22	Estimated Seasonal Emission Reductions of SOx.....	4-54
Table 4-23	Surplus District Incentive Program Reductions (NOx)	4-57
Table 4-24	Surplus District Incentive Program Reductions (PM10)	4-57
Table 4-25	Rule 4103 Surplus Reductions (NOx)	4-59
Table 4-26	Rule 4103 Surplus Reductions (PM10).....	4-59
Table 4-27	Rule 4702 Surplus Reductions (NOx)	4-60
Table 4-28	Total Reductions Available for Contingency (NOx)	4-60
Table 4-29	2010 ARB Contingency Reductions NOx (tons/day).....	4-61
Table 4-30	Total Reductions Available for Contingency (PM10).....	4-61
Table 5-1	Federal 24-Hour PM10 Design Values	5-9
Table 5-2	Federal Annual Average PM10 Design Values.....	5-9
Table 5-3	Federal Annual PM10 Design Values for Analysis.....	5-16
Table 5-4	Federal 24-Hour PM10 Design Values for Analysis.....	5-17
Table 6-1	Federal 24-Hour PM10 Design Values	6-3
Table 6-2	Federal Annual Average PM10 Design Values.....	6-4
Table 6-3	Reduction in Ammonium Nitrate Concentration Due to 50% NOx Reductions	6-7
Table 6-4	Simulated Future Year 24-Hour PM10 Values	6-8
Table 6-5	Simulated Future Year Annual PM10 Values.....	6-9
Table 6-6	Projected 24-Hour PM10 Values	6-9
Table 6-7	Projected Annual PM10 Values	6-10

Table 7-1 Five Percent (5%) Annual Reduction Demonstration 7-2
Table 7-2 Five Percent (5%) Annual Reduction Demonstration -
Alternate Method 7-3
Table 8-1 CRPAQS Modeling Schedule 8-7

LIST OF FIGURES

Figure ES-1 San Joaquin Valley Air Monitoring Sites 1999 ES-6
Figure ES-2 Average of Peak PM10 Monthly Concentrations ES-7
Figure ES-3 PM10 Trends 1989-2001 ES-8
Figure ES-4 Days Exceeding the 24-hr PM10 Standard..... ES-8
Figure ES-5 Sources of PM10 in the SJVAB Monitoring Stations over the
Annual Standard ES-9
Figure ES-6 Average CMB PM10 Source Contribution Estimates During
Winter 2000/2001 Episode..... ES-10

Figure 1-1 Respiratory System 1-9

Figure 2-1 Wind Flow Entries and Exits (Summer) 2-4
Figure 2-2 Wind Flow Entries and Exits (Winter) 2-5

LIST OF ACRONYMS, ABBREVIATIONS AND INITIALISMS

1994 OADP	1994 Ozone Attainment Demonstration Plan
ADP	Attainment Demonstration Plan
APCD	Air Pollution Control District
AQMD	Air Quality Management District
ARB	California State Air Resources Board
ATCM	air toxic control measure
BACM	best available control measure
BACT	best available control technology
BAM	beta attenuation monitors
BAR	Bureau of Automotive Repair
BARCT	best available retrofit control technology
BMP	best management practice
BTU	British thermal unit
CAA	Federal Clean Air Act Amendments of 1990
CAAP	Clean Air Action Plan
CAFO	confined animal feeding operations
CalTrans	California Department of Transportation
CART	Classification and Regression Trees
CCAA	California Clean Air Act
CDFA	California Department of Food and Agriculture
CMAQ	congestion mitigation and air quality
CMB	chemical mass balance
CMP	conservation management practices
CSUF	California State University, Fresno
CRPAQS	California Regional PM10/PM2.5 Air Quality Study
District	San Joaquin Valley Air Pollution Control District
DMV	Department of Motor Vehicles
DOT	Federal Department of Transportation
EI	emission inventory
EIR	environmental impact report
EMFAC2002	Emission Factor 2002
EPA	United States Environmental Protection Agency
FACES	Fresno Asthmatic Children's Environment Study
FIP	Federal Implementation Plan
FR	Federal Register
HAP	hazardous air pollutant
IC	internal combustion
IMPROVE	Interagency Monitoring of Protected Visual Environments
IMS95	1995 Integrated Monitoring Study
MPO	Metropolitan Planning Organization
NAAQS	National Ambient Air Quality Standards
NAMS	National Air Monitoring Stations
NH ₃	ammonia

NO _x	oxides of nitrogen
NRCS	Natural Resources Conservation Service
OADP	Ozone Attainment Demonstration Plan
PAMS	Photochemical Assessment Monitoring Stations
PM	particulate matter
PM10	particles with an aerodynamic diameter less than or equal to 10 micrometers (µm); PM10 includes the fine PM2.5 particles as well as coarse particles (2.5-10 µm)
PM2.5	particles with an aerodynamic diameter less than 2.5 micrometers
PSA	public service announcement
PSI	pollutant standard index
SIP	State Implementation Plan
SJVAB	San Joaquin Valley Air Basin
SJVAPCD	San Joaquin Valley Air Pollution Control District
SLAMS	State and Local Air Monitoring Stations
SO _x	oxides of sulfur
TCM	Transportation Control Measure
TEOM	tapered element oscillating microbalance
TIP	Transportation Improvement Programs
TPA	Transportation Planning Agency
tpd	tons per day
TSP	total suspended particulates
RACM	reasonably available control measure
RACT	reasonably available control technology
RCD	Resource Conservation District
REMOVE	<u>R</u> educe <u>M</u> otor <u>V</u> ehicle <u>E</u> missions
RFP	Reasonable Further Progress
ROP	rate of progress
RTP	Regional Transportation Plan
RTPACID	Regional Transportation Planning Agency Commitments for Implementation Document
RWB	residential wood burning
UAM	Urban Airshed Modeling
USDA	United States Department of Agriculture
USFS	United States Forest Service
VDE	visible dust emission
VMT	vehicle miles traveled
VOC	volatile organic compound (similar in meaning to ROG, reactive organic gas)
µg/m ³	micrograms per cubic meter

GLOSSARY

Air Basin: An area of the state designated by the CARB pursuant to Subdivision (a) of Section 39606 of the CH&SC that has similar meteorological and geographic conditions.

Air Monitoring: The periodic or continuous sampling and analysis of air pollutants in ambient air or from individual pollutant sources.

Air Pollutants: Substances which are foreign to the atmosphere or are present in the natural atmosphere to the extent that they may result in adverse effects on humans, animals, vegetation, and/or materials.

Air Pollution Control District (APCD): A county agency with authority to regulate sources of air pollution, other than emissions from mobile sources, such as refineries, manufacturing facilities, and power plants within a given county, and governed by a District Air Pollution Control Board composed of elected county supervisors. (Compare AQMD and Unified District)

Air Pollution Control Officer (APCO): A person appointed by the APCB given the authority to appoint district personnel for the purpose of observing and enforcing the provisions of Part 4, Division 26 of the CH&SC.

Air Quality Management District (AQMD): A group of counties or portions of counties with authority to regulate sources of air pollution within the region and governed by a regional air pollution control board comprised mostly of elected officials from within the region. An AQMD is established by state legislation. (Compare APCD and Unified District).

Air Resources Board: See California Air Resources Board.

Ambient Air: Air occurring at a particular time and place outside of structures. Often used interchangeably with outdoor air.

Anthropogenic: Of, relating to, or influenced by the impact of humans on nature; human-made.

Area-wide Sources: Also known as "area" sources, are those sources which are not large enough to be tracked individually, but when added together can represent a large quantity of pollution. Examples of these sources include multiple stationary emission sources such as water heaters, gas furnaces, fireplaces, gas stations, dry cleaners and woodstoves. Area sources of pollution are identified by Category of Emission Source (CES) codes.

Attainment: Achieving and maintaining the air quality standards for a given

standard. This is generally accomplished by using monitoring data to demonstrate that ambient pollutant levels do not exceed the appropriate standard.

Attainment Area: A geographic area that is in compliance with the National and/or California Ambient Air Quality Standards (NAAQS or CAAQS).

Attainment Demonstration Plan (ADP): A plan prepared by air pollution control districts and air quality management districts that proposes and evaluates, through modeling, emission controls deemed necessary to attain ambient air quality standards for specified pollutants such as ozone or PM10.

Best Available Control Technology (BACT): The most up to date methods, systems, techniques, and production processes available to achieve the greatest feasible emission reductions for given regulated air pollutants and processes. BACT is a requirement of NSR (New Source Review) and PSD (Prevention of Significant Deterioration).

Best Available Control Measure (BACM): A term used to describe the “best” measures (according to EPA guidance) for controlling small or dispersed sources of particulate matter and other emissions from sources such as roadway dust, woodstoves, and open burning.

Best Available Retrofit Control Technology (BARCT): An emission limitation that is based on the maximum degree of reduction achievable, taking into account environmental, energy, and economic impacts by each class or category of source (Section 40406 CH&SC).

Biogenic: Produced by living organisms other than humans or human activity (see anthropogenic). For air pollution, this term usually refers to hydrocarbons emitted by vegetation; once emitted, these hydrocarbons participate in atmospheric photochemical reactions with anthropogenic pollutants to form ozone. Biogenic emissions are important to this plan because of the predominance of agriculture in the San Joaquin Valley and the presence of forested areas in the foothills and mountains of the San Joaquin Valley Air Basin.

Bureau of Automotive Repair (BAR): An agency of the California Department of Consumer Affairs responsible for the implementation of the motor vehicle inspection and maintenance program (smog check).

California Air Resources Board (CARB): The State's lead air quality agency consisting of an eleven-member Governor appointed board and supporting staff fully responsible for motor vehicle pollution control, and having oversight authority over California's air pollution management program.

California Clean Air Plan (CCAP): A plan formerly proposed by the California Air Resources Board to help meet state and federal ozone standards throughout California; not currently active.

California Environmental Quality Act (CEQA): A California law that sets forth a process for public agencies to make informed decisions on discretionary project approvals. The process aids decision makers to determine whether any environmental impacts are associated with a proposed project. It requires the elimination or reduction of environmental impacts associated with a proposed project and the implementation of mitigation measures to reduce or remove those impacts.

California Regional PM10/PM2.5 Air Quality Study: CRPAQS is a multi-year effort of meteorological and PM10/PM2.5 air quality monitoring, emission inventory development, data analysis, and air quality simulation modeling. CRPAQS monitoring occurred during a 14-month study period, between December 1999 and February 2001.

Carbon Monoxide (CO): A colorless, odorless gas resulting from the incomplete combustion of fossil fuels. Motor vehicles produce over 80 percent of the CO emitted in urban areas. CO interferes with the blood's ability to carry oxygen to the body's tissues and results in numerous adverse health effects. CO is a criteria pollutant.

Central California Ozone Study (CCOS): A research study undertaken in 2001 to collect observations related to formation of ozone at the surface and aloft for a large area of central California. Supporting activities include collecting activity and emissions data and conducting analysis and modeling.

Chemical Mass Balance: a computer modeling technique used to simulate the behavior of particulate matter in the atmosphere; it uses chemical analysis of collected air monitoring samples and information about the chemical composition of contributing sources to evaluate the link between observed conditions and emission sources.

Conformity: A demonstration of whether a federally-supported activity is consistent with the State Implementation Plan (SIP) – per section 176(c) of the FCAA. Transportation conformity refers to plans, programs, and projects approved or funded by the Federal Highway Administration or the Federal Transit Administration. General conformity refers to projects approved or funded by other federal agencies.

Consumer Products: Products such as detergents, cleaning compounds, polishes, personal care products, and automotive specialty products which are part of

our everyday lives and, through consumer use, may produce air emissions that contribute to air pollution.

Criteria Air Pollutant: An air pollutant for which acceptable levels of exposure can be determined and for which a federal or state ambient air quality standard has been set. Examples include: Ozone, Carbon Monoxide, Lead, Nitrogen Dioxide, Sulfur Dioxide, and PM₁₀.

Department of Motor Vehicles (DMV): The state agency responsible for registering drivers and vehicles as well as collecting state and local motor vehicle fees.

Design Value: The air quality design value at a given monitoring site is defined as the pollutant concentration which when reduced to the numeric level of the standard ensures that the site meets the standard. For a concentration-based standard, the design value is simply the standard-related test statistic. Air quality managers use the design value as the basis for determining attainment of an air quality standard.

Emission Factor: For stationary sources, the relationship between the amount of pollution produced and the amount of raw material processed or burned. For mobile sources, the relationship between the amount of pollution produced and the number of vehicle miles traveled. By using the emission factor of a pollutant and specific data regarding the activity level for a given source (e.g., quantity of raw material processed or number of vehicle miles traveled) quantities of material used by a given source, it is possible to compute emissions for the source.

Emission Inventory: An estimate of the amount of pollutants emitted into the atmosphere from major mobile, stationary, area-wide, and natural source categories over a specific period of time such as a day or a year.

Emission Offset: Actual enforceable emission reductions from existing sources sufficient to offset anticipated emission increases associated with new or modified stationary sources. A rule-making concept whereby approval of a new stationary source of air pollution or increase of emissions from an existing source of air pollution is conditional on the equal or greater reduction of emissions from other existing stationary sources of air pollution. This concept is utilized in addition to reduction in emissions by employing BACT.

Emission Projecting: Utilizing information and growth and control estimates to approximate future emissions.

Emission Reduction Credit (ERC): Credits given for actual emission reductions that are real, enforceable, permanent, quantifiable, and surplus (beyond the required reduction). An actual credit is certified via a District-issued document that specifies the date of issuance, expiration date of credit, type of

pollutant, and legal owner of emission reduction credits. In some cases, ERCs can be transferred to another owner or banked for future use.

Emission Standard: The maximum amount or rate of a pollutant permitted to be discharged from a polluting source such as an automobile or smoke stack.

Emissions Inventory: An estimate of the quantity of pollutants emitted into the atmosphere over a specific period such as a day or a year. Considerations that go into the inventory include type and location of sources, the processes involved, and the level of activity.

Environmental Protection Agency (EPA): The United States Environmental Protection Agency is a federal agency charged with protecting human health and safeguarding the natural environment—air, water, and land-- upon which life depends. EPA promulgates national ambient air quality standards and implements other federal programs designed to improve air quality.

Exceedance: A measured pollutant level that is greater than the numeric value of the corresponding ambient air quality standard for the time period specified in the standard.

Federal Clean Air Act (FCAA): A federal law passed in 1970 and significantly amended in 1977 and 1990 that forms the basis for the national air pollution control efforts. Basic elements of the Act include national ambient air quality standards for major air pollutants, air toxics standards, acid rain control measures, and enforcement provisions.

Federal Clean Air Act Amendments of 1990: The 1990 amended version of the FCAA that mandates attainment of the National Ambient Air Quality Standards (NAAQS) by specified dates for nonattainment areas. For ozone nonattainment, urban areas are now sorted into categories (marginal, moderate, serious, severe, and extreme) with deadlines established ranging from three years for marginal areas to twenty years for extreme areas.

Federal Implementation Plan (FIP): In the absence of an approved State Implementation Plan (SIP), a plan prepared by the EPA that provides measures that nonattainment areas must take to meet the requirements of the FCAA.

Federal Motor Vehicle Control Program (FMVCP): This program establishes the tailpipe emissions standards that are implemented by the Federal Government.

Hydrocarbon (HC): any of a large number of compounds containing various combinations of hydrogen and carbon atoms. They may be emitted into the air as a result of fossil fuel combustion and fuel volatilization, and are a major contributor to smog.

Indirect Source: Any facility, building, structure, or installation, or combination thereof, which generates or attracts mobile source activity that results in emissions of any pollutant (or precursor) for which there is a state or federal ambient air quality standard. Examples of indirect sources include employment sites, shopping centers, sports facilities, housing developments, airports, educational institutions, commercial and industrial developments, and parking lots and garages.

Indirect Source Review (ISR): Indirect source review refers to a process under which new development (see indirect source above) is reviewed to determine its indirect air quality impacts for the purposes of arriving at a mitigation fee to offset impacts from the new development. The mitigation fees from individual developments could in turn be placed in a fund that would be used to pay for the most cost-effective projects to reduce emissions.

Inspection and Maintenance Program (I & M): A motor vehicle inspection program implemented by the Bureau of Automotive Repair. The purpose of the I&M program is to reduce emissions by assuring that vehicles are running properly. It is designed to identify vehicles in need of maintenance and to assure the effectiveness of their emission control systems on a biennial basis. The program was enacted in 1979 and strengthened in 1990.

Internal Combustion Engine (IC): A heat engine in which the combustion generates the heat inside the engine proper instead of in a furnace. An example of an IC engine is an automobile engine.

Inversion: A layer of warm air in the atmosphere that lies over a layer of cooler air, trapping pollutants.

Memorandum of Understanding (MOU): An agreement made among agencies for the purposes of jointly accomplishing a goal, program, etc. The governing boards of the involved agencies must ratify this agreement.

Mobile Sources: Sources of air pollution that are not stationary by nature such as automobiles, motorcycles, trucks, off-road vehicles, boats, and airplanes.

National Ambient Air Quality Standards (NAAQS): Standards set by the Federal Environmental Protection Agency for the maximum levels of air pollutants that can exist in the ambient air without unacceptable effects on human health or public welfare.

New Source Review (NSR): The mechanism to assure that new and modified stationary sources will not interfere with the attainment or maintenance of any ambient air quality standard, or prevent reasonable further progress towards the attainment or maintenance of any ambient air quality standard. A

program used in a non-attainment area to permit or site new industrial facilities or modifications to existing industrial facilities that emit non-attainment criteria air pollutants. The two major requirements of NSR are Best Available Control Technology and Offsets.

Nonattainment Area: An area identified by the EPA and/or CARB as not meeting either the NAAQS or CAAQS for a given pollutant.

Oxides of Nitrogen (NO_x): A general term pertaining to compounds of nitric oxide (NO), nitrogen dioxide (NO₂), and other oxides of nitrogen. Nitrogen oxides are typically created during combustion processes, and are major contributors to smog formation, acid deposition, and secondary particulate matter. NO₂ is a criteria pollutant, and may result in numerous adverse health effects.

Ozone (O₃): A reactive gas consisting of three oxygen atoms. In the troposphere, it is a product of the photochemical process involving the sun's energy. It is a secondary pollutant that is formed when nitrogen oxides (NO_x) and reactive organic gases (ROG) react in the presence of sunlight. Ozone at the earth's surface causes numerous adverse health effects and is a criteria pollutant. It is a major component of smog. In the stratosphere, ozone exists naturally and shields life on earth from harmful incoming ultraviolet radiation.

Particulate Matter (PM₁₀): A major air pollutant consisting of tiny solid or liquid particles of soot, dust, smoke, fumes, and mists. The size of the particles (10 microns or smaller, about 0.0004 inches or less) allows them to easily enter the air sacs deep in the lungs where they may be deposited to result in adverse health effects. PM₁₀ also causes visibility reduction and is a criteria air pollutant.

parts per billion (ppb): Standard of measurement of concentration that represents one part (usually volume) of pollutant per billion parts (usually volume) of air.

parts per hundred million (pphm): Standard of measurement of concentration by which ozone or other atmospheric gases may be measured. One pphm is equal to ten ppb.

parts per million (ppm): Standard of measurement of concentration by which ozone or other atmospheric gases may be measured. Represents one part (usually volume) of pollutant per million parts (usually volume) of air. One ppm is equal to 100 pphm or 1000 ppb.

Photochemical Reaction: A term referring to chemical reactions brought about by the energy of the sun. Photochemical reactions create harmful air pollutants such as ozone.

Public Workshop: A workshop held by an air district for the purpose of informing the public and obtaining its input on the development of a regulatory action or control measure by that agency.

Precursors: Chemicals such as volatile organic compounds and nitrogen oxides, occurring either naturally or as a result of human activities, that contribute to the formation of ozone (a major component of smog) and secondary particulate matter. They are emitted directly from sources into the atmosphere.

Rate of Progress (ROP): The Federal Clean Air Act Amendments [Section 182(c)(2)] require ozone nonattainment areas designated as “serious” or above to demonstrate post-1996 volatile organic compound emission reductions of three percent per year, averaged over a 3-year period. The U.S. Environmental Protection Agency refers to these reductions as the rate-of-progress requirement.

Reactive Organic Gas (ROG): A photochemically reactive chemical gas, composed of non-methane hydrocarbons, that may contribute to the formation of smog by their involvement in atmospheric chemical reactions. Also sometimes referred to as Non-Methane Organic Gases (NMOGs). VOC emissions are a subset of ROG emissions.

Reasonable Further Progress (RFP): The Federal Clean Air Act (Section 189(c)) requires PM10 nonattainment areas to include quantitative milestones, which are to be achieved every three years until the area is redesignated attainment and which demonstrate reasonable further progress (RFP) toward attainment by the applicable date. Areas must show that their emission reductions meet specified percentages in specified time frames depending on the severity of the problem. For particulate matter, the District is required to achieve emissions reductions of 5% per year of PM10 or PM10 precursors until attainment is reached (2010). For ozone, refer to Rate of Progress above.

Regional Transportation Planning Agencies (RTPAs) The eight governmental bodies in the San Joaquin Valley primarily responsible for transportation planning in compliance with federal and state requirements. Also referred to as Valley Transportation Planning Agencies (TPAs).

Reasonably Available Control Technology (RACT): Devices, systems, process modifications, or other apparatus or techniques that are reasonably available taking into account the necessity of imposing such controls in order to attain and maintain a national ambient air quality standard; the social, environmental, and economic impact of such controls; and alternative means of providing for attainment and maintenance of such standard.

Reid Vapor Pressure (RVP): The absolute vapor pressure of volatile crude oil and volatile nonviscous petroleum liquids, except liquified petroleum gases (see ASTM D 323-94).

San Joaquin Valley Air Basin (SJVAB): An air basin established by the California Air Resources Board under the provisions of section 39606 of the California Health and Safety Code. Areas included within a given basin are characterized by similar meteorological and geographic conditions. The SJVAB consists of all of San Joaquin, Stanislaus, Merced, Madera, Fresno, Kings, and Tulare Counties, and the Valley portion of Kern County.

San Joaquin Valley Unified Air Pollution Control District (SJVUAPCD or District): The SVJUAPCD is an eight county unified district formed under the provisions of the California Health and Safety Code section 40151. Also known as the "Valley Air District", it consists of eight member counties: Fresno, Kings, Madera, Merced, San Joaquin, Stanislaus, and Tulare Counties, and the Valley portions of Kern County. The SJVUAPCD is responsible for the developing the overall attainment strategy for its respective geographic area (see SJVAB above) and has the authority to regulate stationary sources, some area sources, and some aspects of mobile sources.

Smog: A combination of smoke, ozone, hydrocarbons, nitrogen oxides, and other chemically reactive compounds, which, under various conditions of weather and sunlight, may result in a murky brown haze that causes adverse health effects. A primary source of smog is automobiles.

Smog Check Program: A motor vehicle inspection program implemented by the Bureau of Automotive Repair. It is designed to identify vehicles in need of maintenance and to assure the effectiveness of their emission control systems on a biennial basis. The program was enacted in 1979 and strengthened in 1990. Also known as the Inspection and Maintenance Program (I & M).

State Implementation Plan (SIP): A document prepared by each state describing existing air quality conditions and measures that will be taken to attain and maintain national ambient air quality standards.

Stationary Sources: Non-mobile sources such as power plants, refineries, and manufacturing facilities that emit air pollutants.

Transportation Control Measure (TCM): Any control measure to reduce vehicle trips, vehicle use, vehicle miles traveled, vehicle idling, or traffic congestion for the purpose of reducing motor vehicle emissions. TCMs can include encouraging the use of carpools and mass transit.

Transportation Planning Agency (TPA): See Regional Transportation Planning Agency.

Unified Air Pollution Control District: A specialized APCD in which two or more contiguous counties merge their county districts into one. A unified district is formed by action of the member counties. The San Joaquin Valley Unified Air Pollution Control District is a Unified District pursuant to Division 26, Part 3, Chapter 11 of the CH&SC. (Compare APCD and AQMD)

United States Environmental Protection Agency (EPA): The United States agency charged with setting policy and guidelines, and carrying out legal mandates for the protection of national interests in environmental resources.

Urban Airshed Model (UAM): a computer model for simulating the behavior of particulate matter in the atmosphere on a regional scale. This tool is especially useful for understanding the formation of secondary particulate matter in the atmosphere through chemical reactions of precursors. Results are used in conjunction with receptor modeling to enhance the accuracy and reliability of predicted effects of emissions trends and adopted and proposed control measure reductions of secondary precursors.

Valley: All references to the "Valley" in this plan refer to the San Joaquin Valley.

Valley Transportation Planning Agencies (TPAs): The eight governmental bodies in the San Joaquin Valley primarily responsible for transportation planning in compliance with federal and state requirements. Also referred to as Regional Transportation Planning Agencies (RTPAs).

Vehicle Miles Traveled (VMT): A measure of both the volume and extent of motor vehicle operation; the total number of vehicle miles traveled within a specified geographical area over a given period of time.

Volatile Organic Compounds (VOC): Hydrocarbon compounds that can be emitted into the ambient air. VOCs contribute to the formation of smog and secondary particulate matter, and also may be toxic air contaminants. VOCs do not include methane and a limited number of other hydrocarbons for which research has shown demonstrate little photochemical reactivity. Examples of VOCs include fumes from gasoline, paint solvents, and alcohol.