



STATE AND NATIONAL AIR QUALITY PLANNING REQUIREMENTS

What are the State air quality planning requirements?

State air quality planning requirements were established in the California Clean Air Act of 1988. The State 1-hour ozone standard is 0.09 parts per million. Nonattainment areas must prepare plans to achieve the State ozone standard by the earliest practicable date. The plan must be updated every three years. The first Bay Area Clean Air Plan was prepared in 1991. It was updated in 1994, 1997 and 2000. The next update will be in 2003.

The Clean Air Plan must include:

- Control measures to reduce precursor emissions 5% per year, or all feasible measures
- Transportation control measures to reduce the rate of increase in vehicle trips and vehicle miles traveled per trip
- Permitting program for new and modified stationary sources to require best available control technology and achieve no net increase in emissions
- Best available retrofit technology for existing stationary sources
- Program to reduce area and indirect sources
- Program to encourage low emission vehicles in fleets
- Public education program
- Emission inventory
- Measures to mitigate transport of pollutants to downwind regions
- Triennial assessment of overall Plan effectiveness

What are the national air quality planning requirements?

National air quality planning requirements were established in the Clean Air Act and the 1990 Clean Air Act amendments. The national 1-hour ozone standard is 0.12 parts per million.

National ozone planning requirements in the Bay Area are fairly unique due to our complicated history. The Bay Area was a nonattainment area for the national 1-hour ozone standard until 1995. After years of improving ozone conditions, the region was redesignated to attainment in 1995. Hot, stagnant weather in 1995 and 1996 led to numerous ozone exceedances. As a result, the region was redesignated back to nonattainment in 1998. In response, the regional planning agencies prepared the 1999 Ozone Attainment Plan. The region did not attain the ozone standard by 2000 (as required by EPA's 1998 redesignation). Consequently, EPA disapproved parts of the 1999 Plan and found that the region had not attained the standard. This action triggered a requirement to prepare new plan, the 2001 Ozone Attainment Plan. Due to questions over the air quality modeling used in 2001 Plan, EPA required preparation of a midcourse review in 2003/04. This midcourse review is the process we are currently engaged in.

The midcourse review will revise the 2001 OAP based on state-of-the-art ozone modeling and extensive data from the Central California Ozone Study (CCOS) regarding weather conditions, air pollutant emissions and ozone concentrations during two high ozone episodes in 2000 and one in 1999. Modeling results will help determine what further emission reductions are needed to attain the standard in the Bay Area by 2006.

The Ozone Attainment Strategy must include:

- Emission inventory
- Modeling to assess the emission reduction target
- Control strategy, consisting of all reasonably available control measures, as needed, to achieve the emissions reduction target
- Motor vehicle emission budgets
- Contingency measures

For more information on Bay Area air quality planning, go to www.baaqmd.gov/planning/cap/aqp.htm