

Appendix C

**Interstate Transport State Implementation Plan (SIP)
for 8-hour Ozone and PM_{2.5}
to satisfy the Requirements of Clean Air Act section
110(a)(2)(D)(i)
for the
State of California**

(This page intentionally left blank.)

Introduction

Sections 110 (a)(1) and (2) of the Clean Air Act require states to submit SIPs that implement, maintain, and enforce a new or revised national ambient air quality standard within 3 years following promulgation of the standard. Among the SIP elements identified in Section 110(a)(2) is the requirement to address the transport of pollutants between states. This section also requires states to ensure that their SIP does not interfere with another state's program to prevent significant deterioration of its air quality or interfere with visibility in another state.

In April 2005, the U.S. EPA notified states of their failure to make the required SIP submission addressing interstate transport of pollutants related to ozone and PM2.5. This "failure to submit" finding for the required interstate transport SIPs started a 24-month clock for U.S. EPA to issue a final Federal Implementation Plan (FIP) for any state that does not submit a plan within that time period.

On August 15, 2006, U.S. EPA issued guidance for submitting interstate transport or "Good Neighbor" SIPs. In accordance with that guidance, this document contains documents the findings that California meets the requirements of sections 110 (a)(1) and (2) of the Clean Air Act for both the federal 8-hour ozone standard and the federal PM2.5 standard.

Closest Nonattainment Areas to California

Ozone: The closest 8-hour ozone nonattainment areas are Las Vegas, Nevada, and Phoenix-Mesa, Arizona.

PM2.5: The closest PM2.5 nonattainment area is Libby, Montana. Libby is more than 900 miles away from the San Joaquin Valley, the nearest PM2.5 nonattainment area in California.

Evaluation of significant contribution to nonattainment or interference with maintenance of attainment standards in another state

U.S. EPA did an analysis for its Clean Air Interstate Rule or CAIR to identify states that were contributing significantly to nonattainment of PM2.5 and ozone in adjacent states. In the preamble to that rule, U.S. EPA stated that:

"In analyzing significant contribution to nonattainment, we determined it was reasonable to exclude the Western U.S., including the States of Washington, Idaho, Oregon, California, Nevada, Utah and Arizona from further analysis due to geography, meteorology, and topography. Based on these factors, we concluded that the PM2.5 and 8-hour ozone nonattainment problems are not likely to be affected significantly by pollution transported across these States' boundaries. Therefore, for the

purpose of assessing State's contributions to nonattainment in other States, we have only analyzed the nonattainment counties located in the rest of the U.S."¹ (emphasis added)

The meteorological discussions below provide more detail.

Ozone: Ozone episodes over the Southwestern United States are normally associated with strong high pressure systems centered over the Southwest Desert. These meteorological patterns are characterized by clear skies, warm temperatures, and light winds and result in very stagnant conditions over the region. Ozone is not transported over long distances under these conditions. On occasion, the strong high pressure is weakly impacted by migrating low pressure systems over the Pacific Ocean. This has the dual effect of maintaining stagnant conditions over most of the region while allowing weak pressure systems to push air that is high above the surface eastward and to transport ozone trapped in this layer over long distances.

PM2.5: The technical support document for the PM2.5 designation of Lincoln County, Montana (containing Libby, Montana) found that the nonattainment area is "localized within and around the vicinity of the town of Libby due to topographical features and meteorology in the area impacted by emissions." Therefore, Libby, Montana's nonattainment status is not affected by emissions produced in other areas and transported to the Libby area.

U.S. EPA's conclusion in CAIR preamble plus the above meteorological summary support the finding that California does not significantly affect nonattainment areas in other states.

California's existing stringent motor vehicle control program, consumer product regulations, stationary source permitting, new source review programs, and new commitments outlined in the California SIP further strengthened by the 8-hour ozone and PM2.5 SIPs will result in steadily decreasing emissions. This greatly reduces the likelihood that emissions from California will contribute significantly to nonattainment in any downwind state.

¹ *Rule to Reduce Interstate Transport of Fine Particulate Matter and Ozone (Interstate Air Quality Rule Preamble)*, 69 FR at 4581, January 30, 2004.

Evaluation of interference with Prevention of Significant Deterioration Measures of any other State

U.S. EPA guidance² for interstate transport SIPs advises states to make a SIP submission to confirm that major sources in the State are currently subject to prevention of significant deterioration (PSD) and nonattainment new source review (NNSR) preconstruction permitting programs that apply to the 8-hour ozone standard.

For the PM_{2.5} standard, the guidance advises states to provide a SIP submission to confirm that major sources in the State are subject to PSD and NNSR permitting programs implemented in accordance with U.S. EPA's interim guidance calling for use of PM₁₀ as a surrogate for PM_{2.5} in the PSD and NNSR programs.

In California, all areas are subject to some form of preconstruction program for ozone and PM_{2.5}. These rules are as stringent, or more stringent, than the federal preconstruction programs (PSD and NNSR). For ozone, California is on track to submit SIPs per the Phase II 8-hour Ozone Implementation Rule. For PM_{2.5}, California's preconstruction programs are being implemented in accordance with EPA's interim guidance calling for the use of PM₁₀ as a surrogate for PM_{2.5} emissions.

The following air districts are in attainment of the federal 8-hour ozone and PM_{2.5} standards and have a SIP approved PSD rule.

- Mendocino County Air Pollution Control District
- Monterey Bay Unified Air Pollution Control District
- Northern Sonoma County Air Pollution Control District
- North Coast Unified Air Quality Management District
- Sacramento Metro Air Quality Management District (PM_{2.5})

On a case-by-case basis, U.S. EPA has delegated partial PSD permitting authority to the following air districts that are in attainment of the federal 8-hour ozone and PM_{2.5} standards.

- Antelope Valley Air Quality Management District
- Bay Area Air Quality Management District
- San Diego Air Pollution Control District

For all other areas that are in attainment of federal standards, U.S. EPA retains federal PSD permitting authority.

² *Guidance for State Implementation Plan (SIP) Submissions to Meet Current Outstanding Obligations Under Section 110(a)(2)(D)(i) for the 8-Hour Ozone and PM_{2.5} National Ambient Air Quality Standards*, memo from William T. Harnett to Regional Air Division Directors dated August 15, 2006, Page 8.

The following air districts are nonattainment of the federal 8-hour ozone standard and have new source review rules or are on track to submit an NSR rules as part of their 8-hour ozone SIP development process. These rules are or will be equivalent to or more stringent than the federal requirements.

- Antelope Valley Air Quality Management District (Antelope Valley and Western Mojave Desert Nonattainment Area)
- Amador County Air Pollution Control District (Central Mountain Counties Nonattainment Area)
- Bay Area Air Quality Management District
- Butte County Air Quality Management District
- Calaveras County Air Pollution Control District (Central Mountain Counties Nonattainment Area)
- El Dorado County Air Pollution Control District (Sacramento Federal Nonattainment Area)
- Feather River Air Quality Management District (Sacramento Federal Nonattainment Area)
- Imperial Air Pollution Control District
- Kern County Air Pollution Control District (Easter Kern Nonattainment Area)
- Mariposa County Air Pollution Control District (Southern Mountain Counties Nonattainment Area)
- Mojave Desert Air Pollution Control District (Antelope Valley and Western Mojave Desert Nonattainment Area)
- Northern Sierra Air Quality Management District (Western Nevada County Nonattainment Area)
- Placer County Air Pollution Control District (Sacramento Federal Nonattainment Area)
- Sacramento Metropolitan Air Quality Management District (Sacramento Federal Nonattainment Area)
- San Joaquin Valley Unified Air Pollution Control District
- South Coast Air Quality Management District
- Tuolumne County Air Pollution Control District (Southern Mountain Counties Nonattainment Area)
- Ventura County Air Pollution Control District
- Yolo Solano Air Quality Management District (Sacramento Federal Nonattainment Area)

The following air districts are nonattainment of the federal PM2.5 standard and already have NSR rules in place for PM10. These rules are equivalent to or more stringent than the federal requirements.

- South Coast Air Quality Management District
- San Joaquin Valley Unified Air Pollution Control District

Evaluation of interference with other states' measures required to meet Regional Haze and Visibility SIP requirements

U.S. EPA's guidance³ states that states and regional planning organizations are currently engaged in the task of identifying Class I areas impacted by each state's emissions and developing strategies for addressing regional haze to be included in the States' regional haze SIPs. Since these regional haze SIPs are not due until December 17, 2007, states will not be required to address this requirement until the Regional Haze SIPs are submitted.

California is on track to submit its Regional Haze SIP by December 17, 2007. The Regional Haze SIP will address interstate regional haze impacts.

³ *Guidance for State Implementation Plan (SIP) Submissions to Meet Current Outstanding Obligations Under Section 110(a)(2)(D)(i) for the 8-Hour Ozone and PM2.5 National Ambient Air Quality Standards*, memo from William T. Harnett to Regional Air Division Directors dated August 15, 2006, Page 9.