

# Media Advisory

April 25, 2007



**San Joaquin Valley**  
AIR POLLUTION CONTROL DISTRICT

To: Local news, business and features sections

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## **Proposed plan recommends dual strategy to clean Valley smog as expeditiously as possible** **Public hearing scheduled for April 30**

(Fresno, CA) – A proposed plan to reduce Valley smog will be the subject of a public hearing Monday during the monthly meeting of the Valley Air District’s governing board.

The proposed 2007 Ozone Plan, the first of its type in the nation, is the result of 18 months of rigorous scientific study, comprehensive public input, and detailed analysis by Valley Air District staff, environmental advocates, community members and industry representatives. If adopted on Monday, the plan will be submitted to the state and federal air agencies for approval, and will subsequently be implemented by local, state, and federal agencies.

- What:** The draft 8-hour ozone plan is on the agenda for the monthly meeting of the San Joaquin Valley Air Pollution Control District’s governing board
- When:** 11 a.m. Monday, April 30
- Where:** The meeting will originate at the Air District’s Fresno office at 1990 E. Gettysburg Ave. and will be video-conferenced to the District offices in Bakersfield at 2700 M Street, Suite 275 and in Modesto at 4800 Enterprise Way. Audio plug-ins are available for news organizations.
- Who:** District staff will be available for interviews

Ozone, the primary ingredient of smog, is a serious summertime problem in the San Joaquin Valley. The proposed plan will set a course for substantial reduction in smog levels so that the entire Valley meets the federal, health-based ozone standard as soon as possible.

Under the plan, more than 90 percent of Valley residents would live in areas that meet the standard by 2020. Cleaning the entire Valley will require a 75-percent reduction of one kind of smog-forming emissions, nitrogen oxides, according to air-quality modeling conducted by the California Air Resources Board. Such emission reductions will only be achieved by using advanced technologies that aren’t yet available, and is dependent on \$190 million in incentive money that hasn’t yet been identified.

“We have left no stone unturned. The proposed plan will employ an exhaustive list of effective and innovative measures to bring the Valley into attainment as soon as practicable,” said Seyed Sadredin, the Air District’s Executive Director / Air Pollution Control Officer. “Through this plan, all Valley residents will benefit from improvements in air quality soon and continually over time. However, more time is needed to meet the standards in meteorologically challenged areas such as Arvin and northwest Fresno.”

District staff is proposing to reclassify the Valley as an “extreme” non-attainment area, which would set a deadline of 2023 to meet the standard.

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In determining if reclassification to “extreme” is necessary, the District conducted a “No-Constraint Analysis,” which asked:

If money were no object, could we achieve all of the necessary reductions through the application of the cleanest control technology that is available today or will be available in the foreseeable future?

The proposed plan requires Best Available Retrofit Control Technology (BARCT) for stationary sources in the San Joaquin Valley. To answer the above question, the District also estimated the additional reductions in emissions that can be gained if all economic, capacity, infrastructure and logistical constraints were ignored. Based on the analysis, assuming no constraints, if all light-, medium- and heavy-duty vehicles, locomotives, and all off-road engines are replaced with the latest and cleanest available units, NOx emissions could be reduced by another 144 tons per day in 2012, and 77 tons per day in 2020. The cost would be more than \$60 billion and the reductions would still fall short of what is needed to reach attainment. It should also be noted that, aside from the enormous cost, with real physical limitations such as manufacturing and installation capacity, such an undertaking would be nearly impossible.

While the technical and legal analysis indicates that an “extreme” classification is the only option available to the District, District staff is proposing a dual-path strategy to ensure attainment at the earliest practicable date. The first path is to meet legal obligations under the federal Clean Air Act and submit a federally approvable SIP with an “extreme” classification. This will allow the Valley to avoid devastating federal sanctions that would otherwise be imposed by operation of law.

The second path will be to commit the District to continually look for any and all new measures that could bring the Valley into attainment sooner. Under this path, the District will take a leadership role in facilitating and devising new measures and resources that currently are not available for inclusion in a federally approvable plan. Potential measures that can be developed and implemented in the future include, but are not limited to, measures that:

1. Promote and support development of advanced technology.
2. Pressure state and federal government to achieve their fair shares of NOx reductions.
3. Obtain financial assistance from state and federal governments.
  - a. Once incentive funding is obtained by the District, businesses will be given a limited amount of time to apply for and use the funds to achieve reductions.
  - b. For the businesses that fail to take advantage of the incentives, the District will explore legal means of requiring such emission control.
4. Promote innovative goods and people movement.
  - a. Inland ports
  - b. High speed rail
  - c. Short-sea shipping
5. Minimize vehicle emissions with good land-use policies.
6. Promote alternative fuels and energy efficiency.
7. Promote green contracting.
8. Implement episodic and regional controls.

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9. Establish a Community Clean Air Fund to raise addition funds for clean air projects.

For plan specifics including the executive summary, directions to Air District offices or more information, visit [www.valleyair.org](http://www.valleyair.org) or call the nearest District office: Fresno (559) 230-6000, Bakersfield (661) 326-6900 and Modesto (209) 557-6400.