

UPDATED INFORMATIVE DIGEST

Sections Affected: The Board adopted amendments to sections 70500 and 70600, Title 17, California Code of Regulations(CCR) pursuant to section 39610(b) of the Health and Safety Code as added by the California Clean Air Act of 1988.

Background The California Clean Air Act of 1988, in Health and Safety Code section 39610(b), directs the Air Resources Board to identify downwind areas affected by transported pollutants and the upwind air basin or regions which are the sources of the pollutants. The Act also requires the Board to assess the relative contributions of upwind emissions to downwind State ozone ambient air quality standard exceedances as “overwhelming,” “significant,” “inconsequential,” or some combination thereof, to the extent permitted by available data. The Act requires the ARB to update this assessment at least every three years. The first assessment was approved by the ARB in August 1990. The first transport assessment triennial update occurred in August 1993. This report is the second triennial update of the August 1990 assessment. This update includes assessments of established ozone transport couples, that is, air basins or districts from which transported pollution originates and to which transported emissions end up, for the purpose of keeping the assessments current. It also establishes new transport couples based upon new data or to conform transport couples to recently-formed new air basins.

Staff Proposal:

There are several areas where the ARB’s staff (staff) recommended changes to the ozone transport assessments. First, staff proposed eliminating the inconsequential transport classification from the Broader Sacramento Area to Upper Sacramento Valley. The staff also proposed to extend the area of the Broader Sacramento Area’s overwhelming impact to include the central portion of the Mountain Counties Air Basin.

Second, due to the dissolution of the Southeast Desert Air Basin and the creation of two new air basins in its place, the Mojave Desert Air Basin and the Salton Sea Air Basin, the staff recommended amending the couple identifications to conform to the new boundaries. These new couples would be South Coast Air Basin to the Mojave Desert Air Basin, the South Coast Air Basin to the Salton Sea Air Basin, the San Joaquin Valley Air Basin to the Mojave Desert Air Basin, and Mexico to the Salton Sea Air Basin. Additionally, the staff recommended amending the transport mitigation regulation to conform to the new boundaries.

The staff recommended transport assessments for the newly identified air basins to be: Overwhelming, significant, and inconsequential from the South Coast to the Mojave Desert; overwhelming and significant from the South Coast to the Salton Sea; overwhelming and inconsequential from the San Joaquin Valley to the Mojave Desert; and overwhelming and significant from Mexico to the Salton Sea.

Third, the staff proposed to identify a new ozone transport couple: The San Joaquin Valley Air Basin to the North Central Coast Air Basin. The staff recommended a significant ozone transport assessment for this couple.

In this staff report, the staff referenced the ARB's 1989, 1990, and 1993 transport documents for historical perspective on transport couple identification, assessment, and mitigation developments. The staff did not recommend amending the transport mitigation requirements at this public hearing.