

Air Quality Existing Conditions Report

FINAL DRAFT

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INTRODUCTION

This report addresses the potential air pollutant and greenhouse gas (GHG) emissions sources that could constrain development opportunities for sensitive receptors (i.e., residences, schools, and daycare facilities) within the City of Davis, California and provides an evaluation of existing toxic air contaminants (TAC). Air quality pollutant and GHG emissions are associated with the construction of new buildings and infrastructure and operation of the General Plan. This analysis identifies existing sources of criteria air pollutants, GHG's, and substantial sources of TACs, including highways/freeways, rail lines, high-volume arterial roadways, and permitted stationary sources. The analysis was conducted following guidance provided by the Yolo-Solano Air Quality Management District (YSAQMD 2007). Note that these are sources identified based on examination of aerial mapping and assumed traffic volumes (traffic data was not available at the time of this analysis).

SETTING

The City of Davis is located in Yolo County, which is part of the Sacramento Valley Air Basin (SVAB). It falls under the jurisdiction of the Yolo-Solano Air Quality Management District (YSAQMD) and the Sacramento Area Council of Governments (SACOG). Figure 1 and Figure 2 shows the City of Davis Limits and the Planning Area and Sphere of Influence for the General Plan Update.

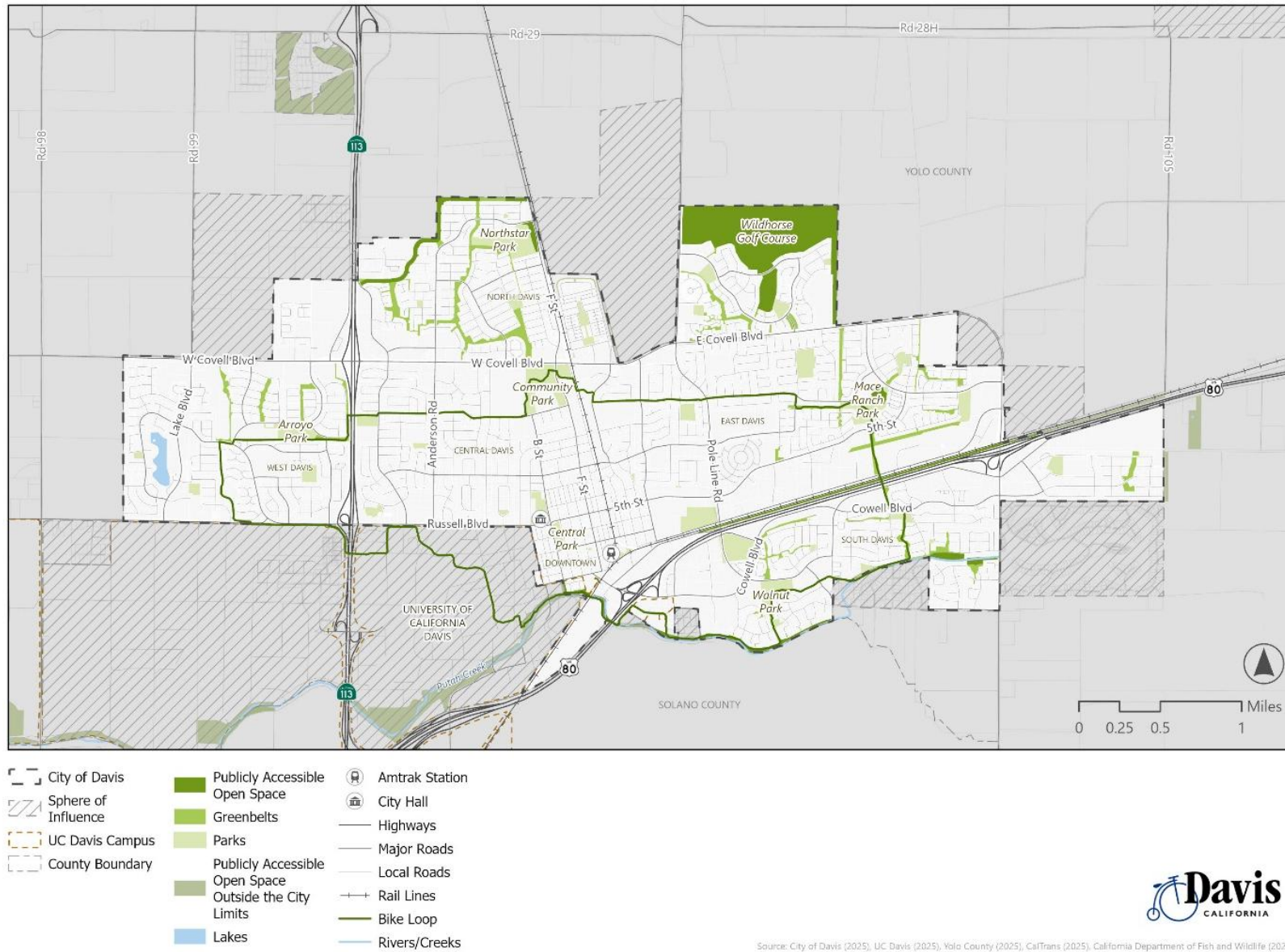
Local Climate and Meteorology

The climate of the SVAB is Mediterranean in character, with mild, rainy winter weather from November through March and warm to hot, dry weather from May through September. Sacramento Valley temperatures range from 20 to 115 degrees Fahrenheit, and the average annual rainfall is about 20 inches. The topographic features giving shape to the SVAB are the Coast Range to the west, the Sierra Nevada to the east, and the Cascade Range to the north. These mountain ranges channel winds through the SVAB but also inhibit the dispersion of pollutant emissions.

The predominant annual and summer wind pattern in the Sacramento Valley is the full sea breeze, commonly referred to as Delta breezes. These cool winds originate from the Pacific Ocean and flow through a sea-level gap in the Coast Range called the Carquinez Straits. In the winter (December to February), northerly winds predominate. Wind directions in the Sacramento Valley are influenced by the predominant wind flow pattern associated with each season. During about half the days from July through September, however, a phenomenon called the "Schultz Eddy," which is a large isotropic vertical-axis eddy on the north side of the Carquinez Straits that prevents the Delta breezes from transporting pollutants north and out of the Sacramento Valley and causes the wind pattern to circle back south, which tends to keep air pollutants in the Sacramento Valley.

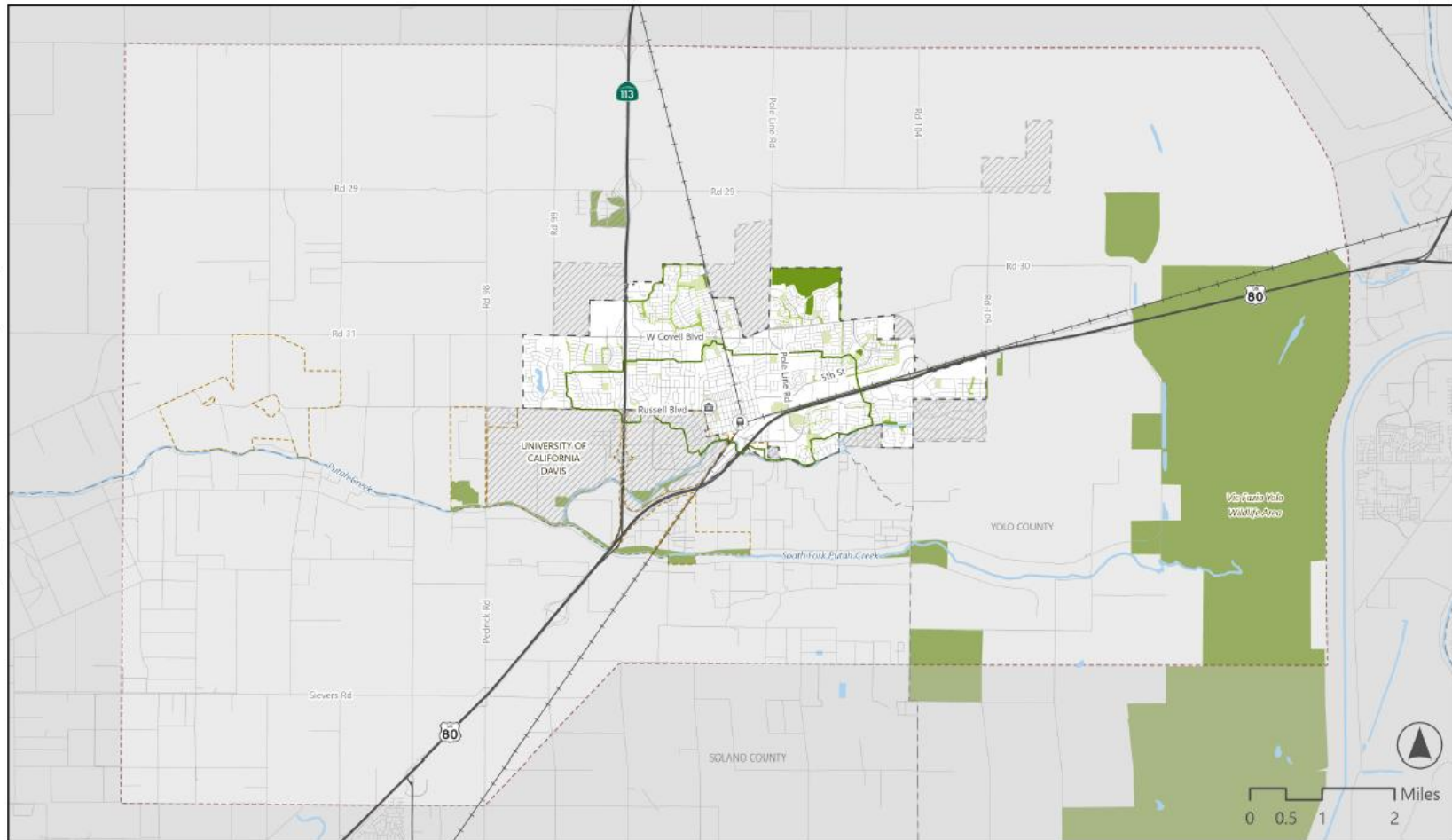
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Figure 1. City Limits



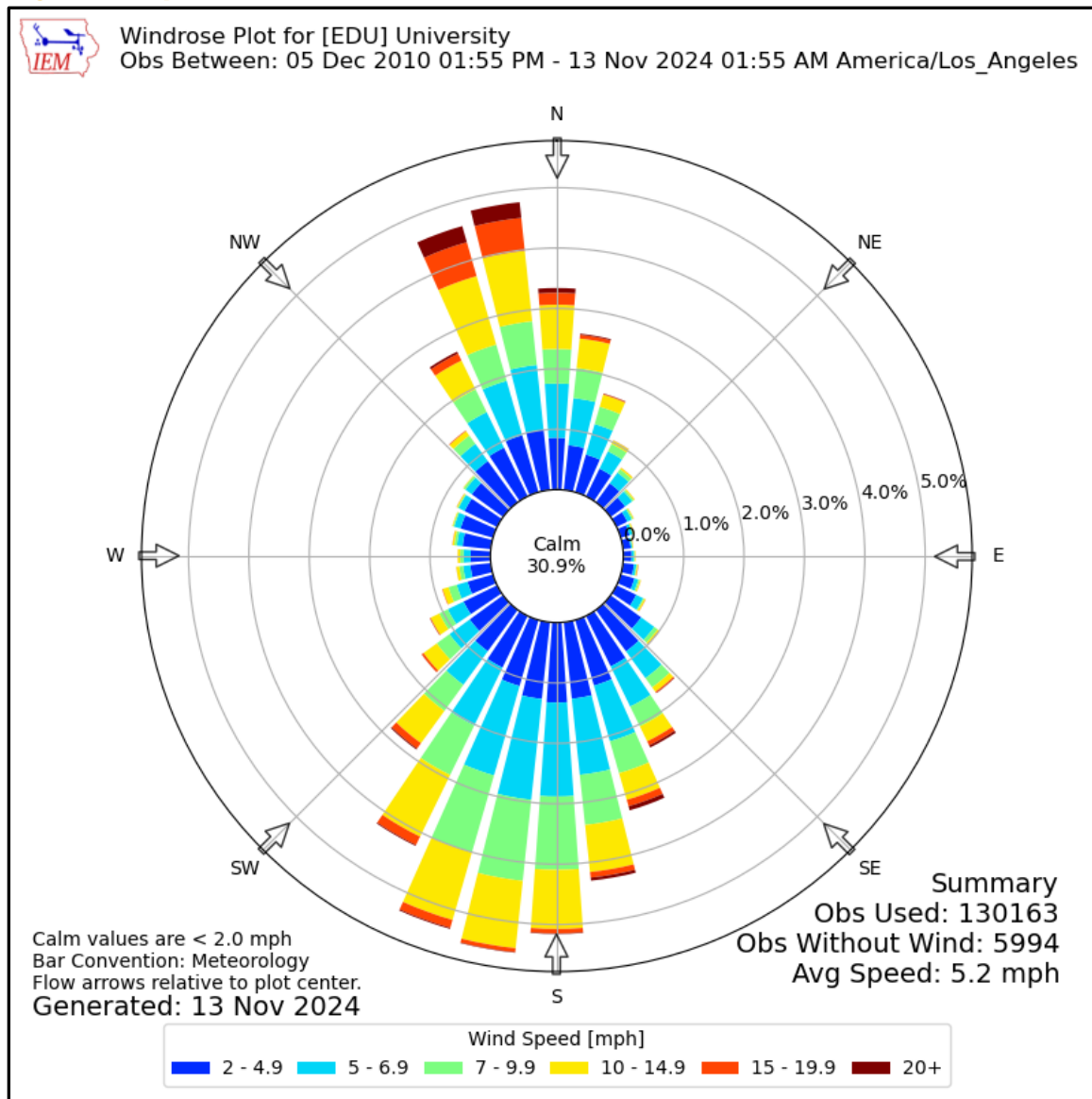
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Figure 2. Planning Area and Sphere of Influence



- | | | |
|---------------------|--|----------------|
| City of Davis | Publicly Accessible Open Space | Amtrak Station |
| Sphere of Influence | Greenbelts | City Hall |
| Planning Area | Parks | Rail Lines |
| UC Davis Campus | Publicly Accessible Open Space Outside the Planning Area | Highways |
| County Boundary | Lakes | Roads |
| | | Bike Loop |
| | | Rivers/Creeks |

Figure 3. City of Davis Wind Rose



Source: https://mesonet.agron.iastate.edu/sites/windrose.phtml?station=EDU&network=CA_ASOS

A climatological station operated and maintained by the University of California, Davis, in the City of Davis, is representative of the meteorological conditions observed in the area. Figure 3 shows a wind rose illustrating the predominant wind patterns observed in the City. Winds generally flow from the south or north, with south to southwest flow most dominant, especially in summer.

REGULATORY FRAMEWORK

Many statutes, regulations, plans, and policies have been adopted at the federal, state, and regional levels to address air quality issues in the SVAB. The City is subject to air quality regulations at each of these levels. This section describes the regulations and policies that are relevant to the General Plan and introduces the pollutants governed by these regulations.

Federal

At the federal level, the Clean Air Act (CAA) requires the United States Environmental Protection Agency (EPA) to set National Ambient Air Quality Standards (NAAQS) for six criteria air pollutants: carbon monoxide (CO), lead (Pb), nitrogen dioxide (NO₂), ground-level ozone (O₃), sulfur dioxide (SO₂) and two sizes of particulate matter (PM); fine PM (PM_{2.5}) and coarse PM (PM₁₀). The NAAQS are set at levels that protect public health with a margin of safety and are subject to periodic review and revision. Federal regulatory schemes also cover toxic air contaminants (TACs) as some criteria pollutants are also TACs or may include certain TACs in their general definition. Federal stationary source permitting requirements, such as the New Source Review Program and Title V Operating Permits Program, control emissions of specific TACs. The U.S. EPA has also identified nine priority mobile source air toxics (MSATs): 1,3-butadiene, acetaldehyde, acrolein, benzene, diesel particulate matter (diesel PM), ethylbenzene, formaldehyde, naphthalene, and polycyclic organic matter (FHWA 2023).¹

Areas that have ambient air quality in violation of the NAAQS are referred to as nonattainment areas. Nonattainment areas are required to develop, adopt, and implement a state implementation plan (SIP) to achieve, maintain, and enforce the NAAQS. SIPs are developed on a pollutant-by-pollutant basis for each NAAQS violated. Yolo County meets all the NAAQS except for ground-level ozone (2008 8-hour Standard). Although the District generally does not experience unhealthy levels of particulates, the EPA has included the YSAQMD in the Sacramento Federal Non-Attainment Area and fine particulate matter (PM_{2.5}).

Ground-Level Ozone

High ozone levels are caused by the cumulative emissions of reactive organic gases (ROG) and nitrogen oxides (NO_x). These precursor pollutants react under certain meteorological conditions to form high ozone levels. Controlling the emissions of these precursor pollutants is the focus of the Bay Area's attempts to reduce ozone levels. The highest ozone levels in the SVAB occur in the lower elevation areas downwind of air pollutant sources. High ozone levels

¹ Federal Highway Administration (FHWA) 2023 Updated Interim Guidance on Mobile Source Air Toxic (MSAT) Analysis in National Environmental Policy Act (NEPA) Documents. January. https://www.fhwa.dot.gov/environment/air_quality/air_toxics/policy_and_guidance/msat/. Accessed may 6, 2025

aggravate respiratory and cardiovascular diseases, reduce lung function, and increase coughing and chest discomfort.

Particulate Matter (PM)

Particulate matter is assessed and measured in terms of respirable particulate matter or particles that have a diameter of 10 micrometers or less (PM_{10}) and fine particulate matter where particles have a diameter of 2.5 micrometers or less ($PM_{2.5}$). Elevated concentrations of PM_{10} and $PM_{2.5}$ are the result of both region-wide (or cumulative) emissions and localized emissions. High particulate matter levels aggravate respiratory and cardiovascular diseases, reduce lung function, increase mortality (e.g., lung cancer), and result in reduced lung function growth in children.

Toxic Air Contaminants (TACs)

TACs are a broad class of compounds known to cause morbidity or mortality (usually because they cause cancer). TACs are found in ambient air, especially in urban areas, and are caused by industry, agriculture, fuel combustion, and commercial operations (e.g., dry cleaners). TACs are typically found in low concentrations, even near their source (e.g., diesel particulate matter [DPM] near a freeway). Because chronic exposure can result in adverse health effects, TACs are regulated at the regional, State, and federal level.

Diesel exhaust is the predominant TAC in urban air and is estimated to represent a majority of the cancer risk from TACs. According to the California Air Resources Board (CARB), diesel exhaust is a complex mixture of gases, vapors, and fine particles. This complexity makes the evaluation of health effects of diesel exhaust a complicated scientific issue. Some of the chemicals in diesel exhaust, such as benzene and formaldehyde, have been previously identified as TACs by the CARB, and are listed as carcinogens either under the State's Proposition 65 or under the Federal Hazardous Air Pollutants programs.²

Mobile Sources

The EPA also sets nationwide emission and fuel standards for mobile sources, which include on-road (highway) motor vehicles such trucks, buses, and automobiles, and non-road (off-road) vehicles and equipment used in construction, agricultural, industrial, and mining activities (such as bulldozers and loaders). EPA has established a number of emission standards for on- and non-road heavy-duty diesel engines used in trucks and other equipment. Diesel engines are a significant source of nitrogen oxides, or NO_x , and particulate matter (PM_{10} and $PM_{2.5}$). Implementation of the heavy-duty diesel on-road vehicle standards and the non-road diesel engine standards mobile source emission control is responsible for

² California Air Resources Board (CARB), 2000. Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles. October.

greatly reducing mobile source air pollution during the last 30 years. Technological advances in vehicle and engine design, together with cleaner, higher-quality fuels, have reduced emissions so much that EPA expects the progress to continue, even as people drive more miles and use more power equipment every year (USEPA 2025).³

Under the FCAA, states may also adopt and enforce their own vehicle emissions and fuel standards. However, all new motor vehicles, engines, and fuels must still receive certification from EPA before they can be offered for sale.

State

Ambient Air Quality Standards

The State of California has adopted its own clean air act, the California Clean Air Act (CCAA). The California Air Resources Board (CARB) enforces the CCAA and has set statewide ambient air quality standards (CAAQS) based on the federal NAAQS for the six criteria pollutants that have been linked to potential health concerns. Additionally, the State has set ambient air standards for visibility reducing particles, sulfates, hydrogen sulfide (H₂S), and vinyl chloride. In most cases, the CAAQS mirror the NAAQS and in some cases, they are more stringent. CARB also establishes nonattainment areas based on an area's pollutant concentrations. Yolo County meets all the CAAQS except for ground-level ozone and coarse particulate matter (PM₁₀).

Mobile Sources

CARB has established vehicle emission and fuel standards for on-road and off-road mobile sources that are more stringent than those adopted by the EPA. Several of CARB's regulatory programs affect medium and heavy-duty diesel trucks that represent the bulk of DPM emissions from California highways. These regulations include the solid waste collection vehicle (SWCV) rule, in-use public and utility fleets, and the heavy-duty diesel truck and bus regulations. In 2008, CARB approved a regulation to reduce emissions of DPM and NO_x from on-road heavy-duty diesel fueled vehicles (CARB 2008).⁴ These requirements are phased in over the compliance period and depend on the model year of the vehicle.

CARB has also adopted and implemented regulations to reduce DPM and NO_x emissions from in-use (existing) and new off-road heavy-duty diesel vehicles (e.g., loaders, tractors,

³ USEPA 2025. Basic Information about the Emission Standards Reference Guide for On-road and Nonroad Vehicles and Engines. March. <https://www.epa.gov/emission-standards-reference-guide/basic-information-about-emission-standards-reference-guide-road> . Accessed May 6, 2025

⁴ California Air Resources Board (CARB) 2008. Truck and Bus Regulation. Online at <https://ww2.arb.ca.gov/our-work/programs/truck-and-bus-regulation/about>. Accessed May 6, 2025.

bulldozers, backhoes, off-highway trucks, etc.). The regulations apply to diesel-powered off-road vehicles with engines 25 horsepower (hp) or greater. The regulations are intended to reduce DPM and NO_x exhaust emissions by requiring owners to turn over their fleet (replace older equipment with newer equipment) or retrofit existing equipment in order to achieve specified fleet-average emission rates. Implementation of this regulation, in conjunction with the Federal off-road equipment engine emission limits for new vehicles, will significantly reduce future emissions of DPM and NO_x.

To address the issue of diesel emissions in the state, CARB developed the *Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicle* (CARB 2000).⁵ In addition to requiring more stringent emission standards for new on-road and off-road mobile sources and stationary diesel-fueled engines, a significant component of the plan involves application of emission control strategies to existing diesel vehicles and equipment.

ADVANCED CLEAN CARS

The Advanced Clean Cars Program, originally adopted by CARB in 2012, was designed to bring together CARB's traditional passenger vehicle requirements to meet federal air quality standards and also support California's AB 32 goals to develop and implement programs to reduce GHG emissions back down to 1990 levels by 2020, a goal achieved in 2016 as a result of numerous emissions reduction programs.

Advanced Clean Cars II (ACC II) is phase two of the original rule. ACC II establishes a year-by-year process, starting in 2026, so all new cars and light trucks sold in California will be zero-emission vehicles by 2035, including plug-in hybrid electric vehicles. The regulation codifies the light-duty vehicle goals set out in Governor Newsom's Executive Order N-79-20. Currently, 16 percent of new light-duty vehicles sold in California are zero emissions or plug-in hybrids. By 2030, 68 percent of new vehicles sold in California would be zero emissions and 100 percent by 2035.

ADVANCED CLEAN FLEETS

California's Advanced Clean Fleets (ACF) regulation, effective January 1, 2024, requires medium- and heavy-duty on-road vehicles (over 8,500 lb. GVWR), off-road yard tractors, and light-duty package delivery trucks operating in California to transition to zero-emission models on a phased schedule. It applies first to drayage fleets at seaports and railyards—mandating only Zero Emission Vehicle (ZEV) registrations beginning January 1, 2024, and full ZEV operation by 2035—and to high-priority private fleets (those with at least 50 vehicles or at least \$50 million annual revenue) and state/local government fleets, which must meet

⁵ California Air Resources Board, 2000. *Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles*. October.
<https://ww2.arb.ca.gov/sites/default/files/classic/diesel/documents/rrpfinal.pdf>. Accessed May 6, 2025

escalating ZEV procurement targets through 2027, with all new fleet additions ZEV-only by the end of each vehicle's useful life. By 2036, only zero-emission medium- and heavy-duty vehicles may be sold in California. However, on January 13, 2025, CARB officially withdrew its November 15, 2023 waiver and authorization request for the ACF regulation for enforcing the ZEV mandates on private drayage and high-priority fleets (CARB 2025).⁶ State and local government fleet requirements, which do not require a federal waiver, remain fully in force while CARB evaluates next steps.

TRUCK AND BUS REGULATION

CARB is actively enforcing heavy-duty diesel vehicle regulations that require fleets to replace or retrofit heavy-duty diesel vehicles, with full implementation of the program scheduled for January 1, 2023. Compliance with the program is generally considered vehicles equipped with a 2010 or newer engine model year. As of January 1, 2020, the DMV cannot register any vehicle that does not meet the requirements of the Truck and Bus Regulation.⁷

Other CARB diesel programs affecting heavy-duty diesel vehicles include:

- Idling limits of no more than 5 minutes with special exceptions
- Emission Control Labels must be affixed to engines of all commercial heavy-duty diesel vehicles, and must be legible as proof the engine, at minimum, meets U.S. federal emissions standards for the engine model year
- The Periodic Smoke Inspection Program requires owners of California-based fleets of two or more diesel vehicles to perform annual smoke opacity tests and to keep records for at least two years for each vehicle.
- The Heavy-Duty Vehicle Inspection Program uses random roadside inspections to verify that diesel engines do not smoke excessively and are tamper-free.

OFF-ROAD VEHICLE AND EQUIPMENT REGULATIONS

CARB has also adopted and implemented regulations to reduce DPM and nitrogen oxides (NOx) emissions from in-use (existing) and new off-road heavy-duty diesel vehicles (e.g., loaders, tractors, bulldozers, backhoes, off-highway trucks, etc.). The regulations apply to diesel-powered off-road vehicles with engines 25 horsepower (hp) or greater. The regulations are intended to reduce particulate matter and NOx exhaust emissions by requiring owners to turn over their fleet (replace older equipment with newer equipment) or retrofit existing equipment in order to achieve specified fleet-averaged emission rates. Implementation of this regulation, in conjunction with stringent Federal off-road equipment

⁶ CARB. 2025 notice to the USEPA, January 13, 2025. URL:

<https://www.epa.gov/system/files/documents/2025-01/ca-acf-carb-withdrawal-ltr-2025-1-13.pdf>

⁷ CARB. 2025. Truck and Bus Regulation. <http://www.arb.ca.gov/msprog/onrdiesel/onrdiesel.htm>. Accessed: May 6, 2025.

engine emission limits for new vehicles, is expected to substantially reduce emissions of DPM and NOx.

Fleet owners must report the vehicle and engine information for all vehicles within their fleets operating in California. Fleet owners must also report owner information. Fleet owners should report using DOORS, which is CARB's online reporting tool. CARB issues a unique Equipment Identification Number (EIN) that is assigned to each vehicle. The fleet owner must label their vehicles with the EIN.

- Other CARB diesel programs affecting off-road vehicles and equipment include:
- Idling limits of no more than 5 minutes with special exceptions.
- Portable engines 50 hp or greater may require a permit or registration to legally operate. The Air District is responsible for taking enforcement action against individuals who own or operate portable equipment without a registration or permit.

Disadvantaged Communities

Disadvantaged communities in California are specifically targeted for investment aimed at improving public health, quality of life and economic opportunity in California's most burdened communities, and at the same time, reducing pollution. In 2012, Senate Bill (SB) 535 established initial requirements for minimum funding levels to "Disadvantaged Communities" (DACs). The legislation also gives the California Environmental Protection Agency (CalEPA) the responsibility for identifying those communities, stating that CalEPA's designation of disadvantaged communities must be based on "geographic, socioeconomic, public health, and environmental hazard criteria." After receiving public input at workshops and in written comments, in 2022, CalEPA released its updated designation of disadvantaged communities for the purpose of SB 535. Overburdened communities are areas located (i) within a census tract identified by the California Communities Environmental Health Screening Tool (CalEnviroScreen), Version 4.0 implemented by the State Office of Environmental Health Hazard Assessment (OEHHA), as having an overall score at or above the 70th percentile, or (ii) within 1,000 feet of any such census tract. The City of Davis does not contain any disadvantaged communities. The highest scoring census tract of the City scored at the 62nd percentile for areas along and south of the I-80 corridor. The range was from 8th to 49th percentile north of I-80 and 24th to 62nd percentile south of I-80.

COMMUNITY AIR PROTECTION PROGRAM

Assembly Bill (AB) 617 addresses the disproportionate impacts of air pollution in environmental justice communities. In response to this bill, CARB established the Community Air Protection Program (CAPP) to reduce pollution exposure in communities based on environmental, health and socio-economic information, essentially prioritizing air quality improvements in these communities by enhancing air monitoring, providing cleaner technologies, and engaging the community.

AB 617 has key elements, such as adding and accelerating requirements for Best Available Retrofit Control Technology (BARCT) for industrial sources, increasing penalty fees, and greater transparency and availability of air quality data. The Air District is partnering with local, statewide and federal agencies to enhance air quality monitoring while bringing together local communities through outreach and education, as all residents have the right to breathe clean air.

ASSEMBLY BILL 98

Assembly Bill 98 (AB 98), signed into law by Governor Gavin Newsom on September 29, 2024, establishes statewide standards for the development and expansion of logistics facilities in California, aiming to mitigate their environmental and health impacts on nearby communities. Effective January 1, 2026, the law mandates that new or expanded logistics facilities adhere to specific design and operational requirements, particularly when located within 900 feet of sensitive receptors. Key provisions include maintaining a minimum distance of 300 to 500 feet between loading docks and neighboring property lines depending on facility size and implementing energy-efficient measures like solar panels and electric vehicle charging stations. More stringent standards apply to warehouses over 250,000 sf and those located within 900 feet of a sensitive receptor. Additionally, the law requires the establishment of designated truck routes to direct heavy-duty truck traffic away from residential areas, the replacement of any demolished housing units with two affordable units within the same jurisdiction, and the use of zero-emission technology by 2030.

SCHOOLS

New schools located near pollution sources and projects located near schools must address air quality concerns. California Public Resources Code (PRC), Division 13, Environmental Quality (§21000 – §21189.57) addresses the siting of new schools. Projects “involving the purchase of a school site or the construction of a new elementary or secondary school” must have an environmental impact report or a negative declaration meeting all requirements, which include those pertaining to air quality. Prior to siting a school, anticipated sources that emit hazardous air emissions or handle hazardous materials, substances, or wastes within a quarter mile of the proposed school site must be identified and evaluated. A finding either that no such facilities were identified or that they do exist but that the health risks do not or will not constitute an actual or potential endangerment of public health at the site or that corrective measures will be taken that will result in emissions mitigation to levels that will not constitute endangerment.

Proposed projects located within one-quarter mile of a school that involve the construction or alteration of a facility that might reasonably be anticipated to emit hazardous air emissions, or the handling of an extremely hazardous substance or mixture containing extremely hazardous substances in a quantity equal to or greater than the state threshold quantity specified in HSC Section §25532, and that may impose a health or safety hazard to persons who would attend or would be employed at the school, must meet all requirements per CEQA Guidelines §15186 (b)(1)(2). The lead agency is required to consult with the affected school

district or districts regarding the potential impact of the project on the school and notify the affected school district of the project.

California Environmental Quality Act (CEQA)

CEQA is a statute that requires state and local agencies to identify the significant environmental impacts of their actions and to avoid or mitigate those impacts, if feasible. CEQA documents address CCAA requirements, not the FCAA requirements. Although the CCAA is at least as stringent as the FCAA, so by meeting the requirements of the CCAA, compliance with the FCAA is often achieved.

General plans and area specific plans must demonstrate compliance with CEQA by meeting specific requirements including those established by the air district. Individual development projects must also demonstrate compliance with CEQA and significance thresholds established by the air district.

CEQA has also established requirements that address the health risks associated with TACs. Primarily, CEQA requires projects to estimate their cancer and non-cancer risks and compare them against significance thresholds established by the air district.

Yolo-Solano Air Quality Management District

The U.S. EPA has delegated responsibility to air districts to establish local rules to protect air quality. In California, air pollution control agencies (i.e., YSAQMD) have primary responsibility for developing SIPs, generally in coordination with local and regional land use and transportation planning agencies (i.e., SACOG). The district also has authority over stationary sources of emissions in the City and is responsible for permitting and inspection of stationary sources; enforcement of regulations, including setting fees, levying fines, and enforcement actions; and ensuring that public nuisances are minimized.

Measured Air Pollutant Levels

CARB operates and maintains an ambient air quality monitor at the west side of the City of Davis, located near 489 Campbell Road. It monitors concentrations of ozone, PM_{2.5}, and NO₂. The closest YSAQMD monitor to the City of Davis that is used to demonstrate attainment of the NAAQS is located in Woodland, California, nine and a half (9.5) miles north. The Woodland monitor measures ozone, PM_{2.5}, and PM₁₀ concentrations. Table 1 lists air quality trends collected at the Davis and or Woodland air monitoring sites for the most recent past 5-year period for which data are available (2019 – 2023).

Estimated Emissions

The California Emission Projection Analysis Model (CEPAM) is a tool developed by the CARB to project future emissions of criteria pollutants across the state broken down by air basin, air district, or county. This model was created to support State Implementation Plan (SIP) development, air quality modeling efforts, and the tracking of SIP progress. CEPAM uses baseline emissions data from the California Emissions Inventory Data Analysis and Reporting System (CEIDARS) and projects future emissions based on anticipated growth, control measures, and regulatory impacts. These projections help air quality planners evaluate the effectiveness of existing and proposed control strategies and determine whether California will meet air quality standards in the future. Table 2 provides a summary of daily emissions in Yolo County that are projected in 2025 (based on 2021 emissions estimates). Attachment 1 includes a breakdown of the emission sources.

The largest contributing source depends on the pollutant evaluated. O₃ formation is attributable to ROG and NO_x emissions. The greatest ROG emissions are from stationary sources, while the greatest portion of NO_x emissions are from mobile sources, mostly off-road equipment (e.g., farm and construction equipment). Particulate matter (including PM₁₀ and PM_{2.5}) emissions are mostly from Area Sources that include ground disturbances from farming and unpaved roadway travel.

Table 1. Yolo County Pollutant Concentrations

Pollutant		Standard	2019	2020	2021	2022	2023
O₃ Measured at Davis							
Max 1-hr concentration			0.077 ppm	0.090 ppm	0.081 ppm	0.078 ppm	0.080 ppm
No. days exceeded: CAAQS	0.09 ppm		0	0	0	0	0
Max 8-hr concentration			0.066 ppm	0.068 ppm	0.088 ppm	0.071 ppm	0.068 ppm
No. days exceeded: CAAQS NAAQS	0.070 ppm		0	0	2	1	0
	0.070 ppm		0	0	3	1	0
PM₁₀ Measured at Woodland							
Max 24-hr concentration			80.6 μg/m ³	223.9 μg/m ³	68.2 μg/m ³	64.2 μg/m ³	63.8 μg/m ³
No. days exceeded: CAAQS NAAQS	50 μg/m ³		*	*	24.1	12.2	13.1
	150 μg/m ³		0	*	0	0	0
Max annual concentration			21.3 μg/m ³	28.0 μg/m ³	20.8 μg/m ³	20.3 μg/m ³	18.8 μg/m ³

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Pollutant	Standard	2019	2020	2021	2022	2023
Standard exceeded: CAAQS	20 µg/m ³	Yes	Yes	Yes	Yes	No
PM_{2.5} Measured at Davis						
Max 24-hr concentration		49.6 µg/m ³	132.3 µg/m ³	66.2 µg/m ³	31.3 µg/m ³	38.3 µg/m ³
No. days exceeded: NAAQS	35 µg/m ³	*	*	*	*	*
Max annual concentration		6.6 µg/m ³	12.9 µg/m ³	7.7 µg/m ³	*	*
Standard exceeded: CAAQS	12 µg/m ³	No	Yes	No	*	*
NAAQS	12.0 µg/m ³	No	Yes	No	*	*

*There was insufficient (or no) data available to determine the value.

Source: CARB 2023⁸

⁸ CARB, 2023; iADAM: Air Quality Data Statistics. <https://arb.ca.gov/adam/>. Accessed May 6, 2025

Table 2. Yolo County 2025 Emission Inventory

Source Category	Emissions in tons per day						
	ROG	CO	NOX	SOX	PM	PM10	PM2.5
STATIONARY SOURCES							
FUEL COMBUSTION	0.1	1.2	2	0.1	0.4	0.3	0.3
WASTE DISPOSAL	3.3	0	0	0	0	0	0
CLEANING AND SURFACE COATINGS	1.3	0	0	-	0	0	0
PETROLEUM PRODUCTION AND MARKETING	0.9	0	0	0	0	0	0
INDUSTRIAL PROCESSES	0.5	0.1	0.1	0.1	4.2	2	0.7
* TOTAL STATIONARY SOURCES	6.2	1.4	2.1	0.2	4.6	2.4	1
AREAWIDE SOURCES							
SOLVENT EVAPORATION	2.3	-	-	-	-	-	-
MISCELLANEOUS PROCESSES	1.4	6.8	0.4	0	50.7	24.9	3.8
* TOTAL AREAWIDE SOURCES	3.6	6.8	0.4	0	50.7	24.9	3.8
MOBILE SOURCES							
ON-ROAD MOTOR VEHICLES	0.9	7.1	1.8	0	0.4	0.4	0.2
OTHER MOBILE SOURCES	1.6	15.3	1.8	0	0.1	0.1	0.1
* TOTAL MOBILE SOURCES	2.5	22.5	3.7	0	0.5	0.5	0.3
TOTAL FOR YOLO COUNTY	12.4	30.7	6.2	0.3	55.8	27.8	5.1

Source: CARB 2025⁹

State Implementation Plans

The federal clean air act requires areas with unhealthy levels of air quality (i.e., levels exceeding the NAAQS) that are designated as “nonattainment” areas to develop plans, known as State Implementation Plans (SIPs). SIPs are comprehensive plans that describe how

⁹ CARB. 2025. California Emission Projection Analysis Model Criteria Pollutant Emissions Inventory. <https://ww2.arb.ca.gov/cepam>. Accessed May 6, 2025.

an area will attain NAAQS. Yolo County is NAAQS nonattainment for O₃. The county is also considered nonattainment for O₃ and PM₁₀ under the CAAQS. A separate planning process is followed to address CAAQS, but using much of the strategy developed under the SIPs. The County has been included in the PM_{2.5} nonattainment area associated with the City of Sacramento, despite having recorded no violations of the 2006 PM_{2.5} standard. The County is unclassifiable/Attainment for all other pollutants.

Yolo County is in the Sacramento O₃ planning and PM_{2.5} planning regions and works with the SMAQMD and other regional air districts to develop and administer plans and programs related to attaining the NAAQS and CAAQS, including SIPs, redesignation requests, and clean air plans to reduce air pollution levels below the established health-based standards.

On September 28, 2017, SMAQMD submitted the *Sacramento Federal Ozone Nonattainment Area Redesignation Substitution Request for the 1979 1-hour Ozone Standard* (SMAQMD 2017).¹⁰ This request demonstrated that the Sacramento Federal Ozone Nonattainment Area (SFNA) met the U.S. EPA's requirements, based on ambient air quality monitoring to be redesignated as attainment for the revoked 1979 1-hour O₃ NAAQS. The SFNA was designated as a "severe" nonattainment area for the 1-Hour standard, which was replaced by the more stringent 1997 8-Hour ozone NAAQS. The U.S. EPA made a finding that the SFNA attained the revoked 1-Hour ozone standard on October 18, 2012 (77 FR 64036). However, the District is still subject to anti backsliding requirements for the 1-Hour standard unless a Redesignation Substitution (RS) Request is approved by U.S. EPA. Once approved, the request will redesignate the SFNA to attainment for the revoked 1-Hour ozone standard and remove the obligations associated with it.

The YSAQMD, along with the other air districts within the SFNA, developed and submitted a plan to demonstrate attainment of the 2008 8-hour NAAQS of 75 ppb by an attainment year of 2024. The *Sacramento Regional 2008 NAAQS 8-Hour Ozone Attainment Plan and Reasonable Further Progress Plan* was approved by the SMAQMD Board on August 24, 2017, and by CARB on November 16, 2017 (SMAQMD 2017).¹¹ The Plan sets motor vehicle emissions budgets and demonstrates how it complies with VMT emissions offset requirements. It was then submitted to the U.S. EPA, along with CARB's *2018 Updates to the California State*

¹⁰ Sacramento Metropolitan Air Quality Management District (SMAQMD). 2017. Sacramento Federal Ozone Nonattainment Area Redesignation Substitution Request for the 1979 1-hour Ozone Standard. August 24.

https://www.airquality.org/ProgramCoordination/Documents/The%201979%201_Hour_Redesignation%20Subst%20Request.pdf. Accessed May 6, 2025

¹¹ SMAQMD. 2017. Sacramento Regional 2008 NAAQS 8-Hour Ozone Attainment Plan and Reasonable Further Progress Plan. July 24.

<https://www.airquality.org/ProgramCoordination/Documents/Sac%20Regional%202008%20NAAQS%20Attainment%20and%20RFP%20Plan.pdf>. Accessed May 6, 2025

Implementation Plan, on December 18, 2017 as a revision to the California SIP.¹² On October 29, 2020, the U.S. EPA published in the Federal Register (85 FR 68533) a proposal to approve all or portions of the submitted plans for the SFNA. Comments on the proposal were collected through November 30, 2020. Once approved by the U.S. EPA, the Plan would meet all the applicable ozone nonattainment area requirements, and the Plan's contingency measure requirements would be conditionally approved. The region's 2023 and 2024 motor vehicle emissions budgets would also be approved.

The *Sacramento Regional 2008 NAAQS 8-Hour Ozone Attainment Plan and Reasonable Further Progress Plan* includes one TCM that will be in place through 2024. SMAQMD's "Spare the Air" program is a year-round public education program with an episodic ozone reduction element during the summer ozone season and a general awareness during the rest of the year. It is designed to inform people when air quality is unhealthy and achieve voluntary emission reductions by encouraging them to reduce vehicle trips (i.e., VMT).

Air districts in the SFNA, including the YSAQMD, have committed to adopting a contingency measure for architectural coatings in the SIP. In addition, CARB adopted a California Smog Check Contingency Measure applicable to the City of Davis as well as a commitment as part of the 2022 State SIP Strategy to adopt by 2025 a zero-emission standard for new water heaters and furnaces in California for implementation beginning in 2030 (CARB 2022).¹³

In 2013, SMAQMD prepared the *PM_{2.5} Implementation/Maintenance Plan and Redesignation Request*. It was approved by CARB, but before it could be forwarded to EPA, there were some PM_{2.5} exceedances in late 2012. On May 10, 2017, EPA found that the area attained the 2006 PM_{2.5} standard by the attainment date. However, the nonattainment designation is still in effect. The PM_{2.5} Maintenance Plan and Redesignation Request will be updated and submitted in the future based on the clean data finding made by the EPA.¹⁴

AB 617 – Community Air Protection Program

In response to AB 617 (described above), YSAQMD has developed an expedited schedule for implementation of Best Available Retrofit Control Technology or BARCT for industrial sources

¹² SMAQMD 2018. 2018 Updates to the California State Implementation Plan. October 25.
<https://ww2.arb.ca.gov/sites/default/files/classic/planning/sip/2018sipupdate/2018update.pdf>.
Accessed May 6, 2025.

¹³ CARB 2022. *Proposed 2022 State Strategy for the State Implementation Plan*, August 12,.
https://ww2.arb.ca.gov/sites/default/files/2022-11/Proposed_2022_State_SIP_Strategy.pdf. Accessed
May 6, 2025

¹⁴ SMAQMD 2013 PM_{2.5} Implementation/Maintenance Plan and Redesignation Request. October 13.
<https://www.airquality.org/ProgramCoordination/Documents/PM2.5%20Imp%20and%20Redesignation%202013.pdf>. Accessed May 6, 2025.

subject to California's Cap-And-Trade requirements. However, there were no sources identified in Davis that this implementation schedule would affect.

YSAQMD launched their Community Air Sensor Program in 2017, which installed low-cost sensors in under-served and rural communities throughout the District to provide residents and staff with real-time particulate matter (PM_{2.5}) conditions. In addition, the program partners with local agencies and hopes to educate the public on the health impacts of wood smoke and how to access the information from these sensors.

YSAQMD Rules and Regulations for Construction Projects

YSAQMD has adopted rules and regulations applicable to construction projects in Yolo County. These include rules/regulations applicable to visible emissions (Rules 2.3, 2.11, and 2.19), fugitive dust emissions (Rules 2.3, 2.11, and 2.19), application of architectural coatings (Rule 2.14), and cutback and emulsified asphalt paving materials (Rule 2.28).

CEQA Thresholds of Significance

The YSAQMD *Handbook for Assessing and Mitigating Air Quality Impacts* was prepared to assist in the evaluation of air quality impacts of projects and plans proposed within the district (YSAQMD 2007).¹⁵ The guidelines provide recommended procedures for evaluating potential air impacts during the CEQA review process and include thresholds of significance, mitigation measures, and background air quality information. The handbook also references the assessment methodologies for air toxics, odors, and GHG emissions. The YSAQMD's CEQA thresholds of significance at both the plan and project level are shown in Table 2.

Impacts of TACs

The YSAQMD limits public exposure to TACs from stationary sources through a number of programs including:

- District adoption and enforcement of rules aimed at specific types of sources known to emit high levels of TACs.
- Implementation of the Air Toxics "Hot Spots" (AB 2588) Program.
- Implementation of the federal Title III Toxics program.

¹⁵ YSAQMD. 2007. Yolo-Solano Air Quality Management District, *Handbook for Assessing and Mitigating Air Quality Impacts*, July 11

Table 3. YSAQMD CEQA Significance Thresholds

Planning-Level Threshold	
<i>“General Plans of cities and counties must show consistency with the District’s Air Quality Attainment Plan (AQAP) and SIP strategies in order to claim a less than significant impact on air quality.”</i> <i>“General plan amendments, redevelopment plans, specific area plans, annexations of lands and services, and similar planning activities should receive the same scrutiny as general plans with respect to consistency with the AQAP and SIP.”</i>	
Project-Level Thresholds	
Air Pollutant	Thresholds of Significance
ROG	10 tons per year
NO _x	10 tons per year
PM ₁₀	80 pounds per day
CO	Violation of a state ambient air quality standard
TAC Health Risks and Hazards	Sources Within Zone of Influence
Excess Cancer Risk	>10 per one million
Hazard Index	>1 Hazard Index

Source: Handbook for Assessing and Mitigating Air Quality Impacts, Section 3, Thresholds of Significance.

Under most circumstances, existing and/or required controls reduce TAC impacts from stationary sources to less than significant levels. Facilities and equipment that require permits from the District are screened for risks from toxic emissions and are required to install Toxic Best Available Control Technology (T-BACT) to reduce the risks to below significance.

While stationary TAC sources are regulated under YSAQMD permitting programs, mobile sources of TACs are largely unregulated and can contribute to elevated health risks when located near receptors. Therefore, when projects propose placing new residential developments near freeways, high-volume arterial roadways, and/or areas with a substantial amount of diesel truck traffic, the air district requires a project-level health risk assessment be conducted using a dispersion modeling to calculate increased risks.

City of Davis

Davis General Plan

The Community Safety Section, Chapter 20, of the Davis General Plan contains the City's Air Quality Goals and Policies. The air quality goals are to maintain and improve air quality consistent with YSAQND's efforts. The City identifies potential sources of air pollutant and contaminant emissions and implements transit- and pedestrian-oriented land use and design strategies to reduce these emissions. The City attempts to restrict emissions from stationary sources through discretionary review. Outreach efforts are used to educate the public to encourage residents and businesses to use alternatives to gas powered garden tools and reduce woodsmoke pollution. The goals and policies that directly pertain to air quality are provided in the attachments.¹⁶

Area-Specific Plans

The City has adopted Specific area plans. They are:

- The Downtown Davis Specific Plan. In December 2022, the City of Davis adopted its vision for Downtown as a compliment to the Davis General Plan. Downtown Davis, also called the Core Area, is a 32-block area of approximately 132 acres, forming the commercial heart of the City. While this plan does not have specific air quality goals, it does promote sustainable development that emphasizes active modes of transportation and reductions in vehicle miles of travel (VMT). As part of the CEQA analysis for the plan, an air quality assessment was conducted that estimated construction and operational emissions. Build out emissions were found to exceed YSAQMD project-level criteria pollutant thresholds. As a result, a mitigation measure was implemented as part of the plan that required project applicants to submit a construction emissions assessment in conformance with YSAQMD methodologies and implement emissions reduction measures, as necessary. Ultimately, several air quality impacts from the plan's implementation were found to be significant and unavoidable.
- The Gateway/Olive Drive Specific Plan. This plan was originally adopted by the City in 1996 and subsequently updated in 2022. The planning area is 165 acres in the City of Davis adjacent to the Core Area. The area is bounded on the north by First Street, on the west by the University, on the south by Interstate 80, and on the east by the railroad tracks and I-80. The specific plan provides guidance for what uses will occur

¹⁶ Davis 2007. City of Davis General Plan. Adopted May 2001, amended through 2007.
<https://www.cityofdavis.org/home/showpublisheddocument/3684/635753983759370000>. Accessed May 6, 2025

on vacant property, as well as reuse and revitalization of improved parcels and various public improvements. The Gateway/Olive Drive Specific Plan is generally consistent with the existing Davis General Plan and complements its policies. While this plan does not have specific air quality goals, it does promote sustainable development that emphasizes active modes of transportation and reductions in vehicle miles of travel VMT. It was incorporated into the Davis General Plan in 2002.

- The South Davis Specific Plan. This legacy plan was first adopted by the City in 1987 and amended as needed over the decades to bring it into compliance with State planning laws. It covers 507 acres between Interstate 80 and the north fork of Putah Creek and Montgomery Avenue. It was incorporated into the Davis General Plan in 2002.

2020 Climate Action and Adaption Plan (CAAP)

The City of Davis *2020–2040 Climate Action and Adaptation Plan* (CAAP) supports recent City actions to assess GHG reduction progress made since adoption of the 2010 CAAP (Davis 2022).¹⁷ CAAP implementation is intended to provide achievable, measurable GHG emission reductions and responses to climate risk that align with the Davis General Plan, the Downtown Davis Specific Plan, and other City goals and priorities. The CAAP also makes the City consistent and/or compliant with California legislation to reduce GHG emissions, address climate adaptation and incorporate environmental justice and includes new emission reduction targets for 2030 that align with Senate Bill 32 as well as emission reduction targets through 2040 to align with Executive Order B-55-18. The minimum target is to achieve GHG emission reductions of 40% below 2016 levels by 2030 and carbon neutrality by 2040, five years ahead of the state’s most recent target set in Executive Order B-55-18.

CONSTRAINTS ANALYSIS

Plan-Level

The Update to the Davis General Plan must demonstrate it is consistent with the two SIPs developed for the SVAB; The Sacramento Regional 2008 NAAQS 8-Hour Ozone Attainment Plan and Reasonable Further Progress Plan and the PM2.5 Implementation/Maintenance Plan and Redesignation Request. Each SIP contains an emissions inventory for a given attainment

¹⁷ Davis 2022 City of Davis Climate Action & Adaption Plan. December 6, 2022. <https://www.cityofdavis.org/home/showpublisheddocument/18014/638059401507830000>. Accessed May 6, 2025

year based on population forecasts. Demonstrating consistency would involve comparing the growth forecasts used in each of the SIPs and comparing them to the growth forecasts being used to update the General Plan. The General Plan Update would be considered consistent with the applicable SIPs if the growth anticipated by the General Plan Update is consistent with the growth forecasted to estimate emissions in the SIP. If it is not consistent, the General Plan Update would be considered to have a significant and unavoidable air quality impact per YSAQMD's planning-level CEQA significance threshold.

YSAQMD CEQA Guidelines discuss establishing overlay zones and/or set back distance from residential receptors and sources of TACs, such as industrial land uses, railways, and high-volume roadways. Overlay zones and or set back distances for residential uses must be reflected in the General Plan Update policies, land use maps, or implementing zoning ordinances.

The YSAQMD does not have planning-level CEQA significance thresholds for GHG impacts. However, the CAAP contains the goals and objectives necessary to comply with the State GHG emissions reductions goals. Therefore, linking the CAAP goals GHG emissions reduction goals and climate action goals into the General Plan Update would be sufficient to show a less than significant impact.

Project-Level

The Davis General Plan Update will be implemented through individual development or redevelopment projects. Each project would be subject to its own environmental impacts review and would be required to meet the YSAQMD project-level CEQA significance thresholds for construction emissions, operational emissions, and health risks/hazards. Taken as a whole, all of the development identified in the General Plan Update would represent a significant and unavoidable air quality impact, as it would exceed the YSAQMD's project-level CEQA significance thresholds. However, project-level analyses would identify those projects with large emissions impacts and require mitigation. It would also allow new residential developments to assess the health risks associated with their specific locations and identify indoor air filtration needs.

Construction Emissions

Individual projects within the City of Davis would have to meet the YSAQMD's construction related project-level thresholds, which are based on total tons per year for ROG and NO_x and average daily emissions for PM₁₀. Build-out of the General Plan Update would result in temporary emissions from construction activities associated with subsequent development, including demolition, site grading, asphalt paving, building construction, and architectural coating. Emissions commonly associated with construction activities include fugitive dust from soil disturbance, fuel combustion from mobile heavy-duty diesel- and gasoline-powered equipment, portable auxiliary equipment, and worker commute trips.

Estimating the total emissions impacts caused by construction at a plan level are complicated due to the size of the City, uncertainty of the construction schedule, construction techniques, types of equipment that would be used, and amount of truck traffic to haul materials (including soil). Typical construction techniques would likely not cause significant and unavoidable impacts as long as best management practices (BMPs) are used to control fugitive dust. However, construction mitigation measures may be required for some projects to reduce localized construction air quality impacts. Examples of mitigation measures that could be implemented to reduce construction period emissions and impacts include:

- Install electric power lines during early construction phases to avoid use of diesel portable equipment.
- Use electric construction equipment if reasonable/feasible.
- Use construction equipment that has low DPM exhaust emissions (i.e., U.S. EPA Tier 4 emission standards).
- Require use of low volatile organic compound (VOC) coatings to reduce ROG emissions.

Operational Emissions

Operational emissions from the General Plan Update would be generated primarily from changes in traffic, the addition of stationary sources (such as emergency generators), and new evaporative emissions from architectural coatings and various household products (classified as consumer products). ROG emissions can exceed CEQA significance thresholds for large residential projects, primarily due to consumer products and architectural coatings. Estimates of these types of emission are based on building square footages. A common mitigation measure for ROG emissions is to require the use of low volatile organic compound (VOC) coatings. NO_x emissions can exceed thresholds primarily through use of diesel-powered equipment such as trucks, stationary engines and railroad locomotives.

TACs and Health Risks

The construction and operation of the new developments proposed by the General Plan Update would generate TAC emissions, in particular diesel particulate matter (DPM) from equipment, trucks, and on-road vehicles. If the development proposed by the General Plan update were to be considered as a whole, it would pose a significant and unavoidable health risk impact, based on the YSAQMD's CEQA significance threshold. Most of the impact would come from DPM emissions generated during construction. These risks are often mitigated by requiring the use of construction equipment with cleaner engines, specifically engines meeting EPA's Teir 4 Standard.

The YSAQMD typically requires construction projects conduct a health risk assessment to determine the impacts to a maximumly exposed individual (MEI). The assessment would identify the need for any mitigation measures required to reduce DPM emissions from

construction. If emissions are found to be significant after mitigation, the air district considered their cumulative impact to also be significant, which could trigger further evaluation of nearby roadways and railways.

While not a CEQA consideration, many of the projects identified in the General Plan update would build residential units near existing sources of TACs, such as high-volume roadways, railways, and stationary sources permitted by the air district (e.g., diesel powered emergency generators and gasoline dispensing facilities). These sources of TACs pose a health risk to the new residents. As a result, the air district often requests, and cities often require, projects building new residential units near existing sources of TACs to conduct a non-CEQA health risk assessment to identify the need for advanced ambient air filtration for the units. Most feasible technologies focus on reducing particulate matter concentrations within each residential unit.

TAC Sources in Davis

The Bay Area Air Quality Management District in Appendix A of their 2022 CEQA Air Quality Guidelines recommends a 1,000-foot radius when evaluating impacts of projects involving TAC exposure. This is consistent with findings in CARB's Land Use Compatibility Handbook (ARB 2005), the Health & Safety Code §42301.6 (Notice for Possible Source Near School), which found that concentrations of particulate matter tend to be reduced substantially at a distance 1,000 feet downwind from sources such as freeways or large distribution centers.

The most common sources of TACs in and around Davis are:

- Major roadways that include Interstate 80 and State Highway 113;
- Railroad lines that accommodate diesel-powered locomotive engines;
- Construction projects; and
- Stationary sources permitted by YSAQMD that include:
 - Gasoline dispensing facilities (gasoline stations);
 - stand-by backup generators powered by diesel engines;
 - spray-booths; and
 - other large industries

TRAFFIC SOURCES IN DAVIS

The major roadways in Davis include Interstate 80 and State Highway 113, which are both freeways. Caltrans traffic census reports that Interstate 80 in Davis carries up to 130,000 vehicles per average day (annually), where trucks make up about 8 percent of the traffic

(Caltrans 2022).¹⁸ On Highway 113, the traffic volume is up to 40,000 vehicles per day, with trucks comprising about 6 percent of the traffic.

U.S. EPA reports that that roadways generally influence air quality within a about 500–600 feet downwind from the vicinity of heavily traveled roadways or along corridors with significant trucking traffic or rail activities (USEPA 2016).¹⁹ This distance will vary by location and time of day or year, prevailing meteorology, topography, nearby land use, traffic patterns, as well as the individual pollutant. Impacts appear to be attributed to increased exposure to particulate matter, gaseous criteria pollutants, and TACs emitted by vehicles. Diesel particulate matter appears to be the primary driver in terms of increased cancer risk. EPA research has found that properly designed, vegetation barriers can be used to reduce near-road air pollution, either alone or in combination with solid noise barriers. However, these barriers need to be thick and high, while providing consistent porosity. The effects of barriers in reducing contaminant exposure have not been clearly quantified.

RAILROADS IN DAVIS

Diesel powered locomotives are a source of TACs and PM_{2.5} that influence air quality along railroads. Locomotives include large diesel engines and some of these can be pretty old. The east-west Union Pacific rail line is quite active through Davis. There are about 24 train Amtrak or commuter train passages along with additional freight trains that use the east-west oriented Union Pacific railroad tracks. The north-south California Northern Railroad Company serves about 4 trains per day. Depending on prevailing wind flow and train activity, air quality can be influenced several hundred feet from railroads and rail spurs.

STATIONARY SOURCES

Fixed sources of air pollution and TACs are permitted by YSAQMD. These can include a variety of sources ranging from quite small such as standby emergency generators to large factories or refineries. Attachment 1 to this report includes a list of sources permitted by YSAQMD that include Davis as an address. This attachment also includes annual emission in tons per year. The list includes sources that have a Davis address but are located outside of the city. The most common sources are standby emergency generators powered by diesel engines. These tend to have low emissions because they are rarely used except for routines

¹⁸ California Department of Transportation (Caltrans) 2022 Traffic Census Program. Traffic Volumes reported for 2022. See <https://dot.ca.gov/programs/traffic-operations/census>.

¹⁹ U.S. EPA 2016. Recommendations for Constructing Roadside Vegetation Barriers to Improve Near-Road Air Quality. EPA 600/R-16/072 | July 2016 | www.epa.gov/research. See https://cfpub.epa.gov/si/si_public_record_report.cfm?Lab=NRMRL&dirEntryId=321772&simpleSearch=1&searchAll=Recommendations+for+constructing+roadside+vegetation+barriers+to+improve+near+road+air+quality. Accessed May 1, 2025

testing. The next most common sources are gasoline dispensing facilities (or GDFs) and commercial boilers fired by natural gas.

There are 93 sources identified in Davis (although some are outside city limits). Of these, only 71 have emissions greater than 0.01 tons per year of a criteria air pollutant or precursors pollutants. In comparison, there are 952 sources in all the Yolo-Solano Air Quality Management District and 24, 138 facilities throughout the State.

WAREHOUSES

Large warehouses affect air quality mostly by generating concentrated emissions of diesel particulate matter from truck traffic. Air quality impacts are a concern when these facilities are located in communities that include sensitive receptors or truck routes run through or near these communities. The State's newly enacted AB 98 attempts to address these impacts when constructing new warehouses. However, local planning must address impacts involved when approving new developments with sensitive receptors, such as residences and schools, near these facilities. Generally, a 1,000-foot buffer is used for screening purposes. The size, site layout and location of truck routes would affect the final setback distances that maintain healthy air quality.

ATTACHMENTS

Air Quality Existing Conditions Report

Emission Sources in Davis, CA

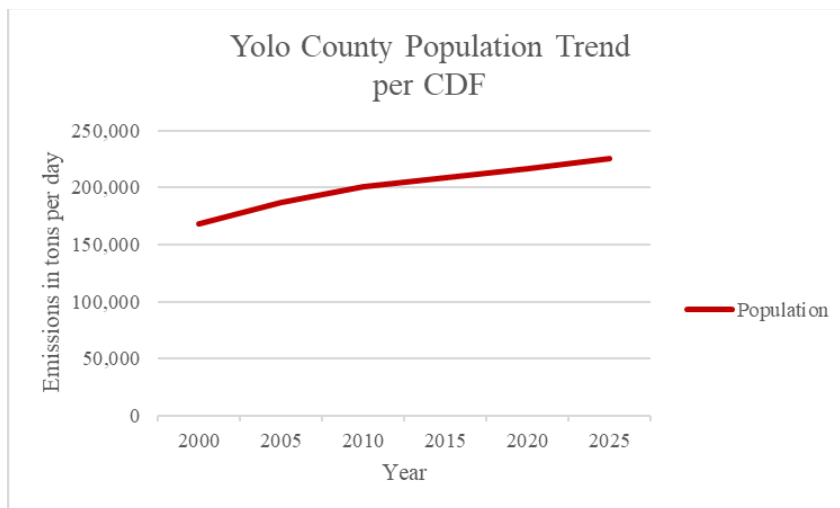
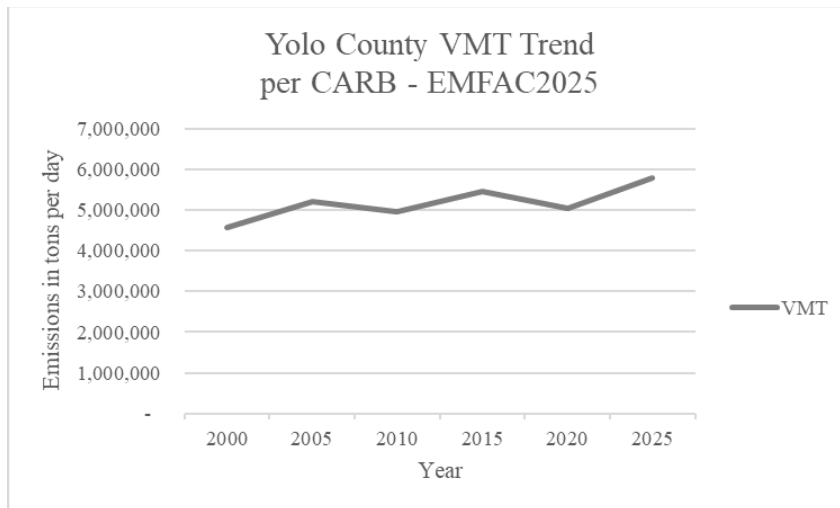
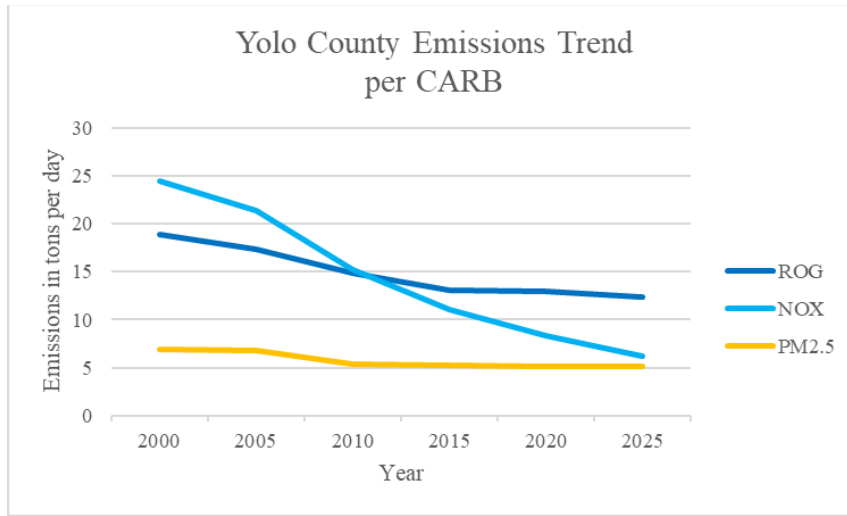
YEAR	AREA	SRC_TYPE	CATEGORY	SUBCATEGORY	Emission in tons per day									
					TOG	ROG	COT	NOX	SOX	PM	PM10	PM2.5	NH3	
2025	YOLO COUNTY	STATIONARY	FUEL COMBUSTION	ELECTRIC UTILITIES	0.22	0.02	0.32	0.3	0.04	0.08	0.08	0.07	0	
2025	YOLO COUNTY	STATIONARY	FUEL COMBUSTION	COGENERATION	0	0	0	0.01	0	0	0	0	0	
2025	YOLO COUNTY	STATIONARY	FUEL COMBUSTION	OIL AND GAS PRODUCTION (COMBUSTION)	0.04	0.01	0.11	0.01	0	0	0	0	0	
2025	YOLO COUNTY	STATIONARY	FUEL COMBUSTION	MANUFACTURING AND INDUSTRIAL	0.01	0	0.17	0.45	0.06	0.16	0.15	0.15	0	
2025	YOLO COUNTY	STATIONARY	FUEL COMBUSTION	FOOD AND AGRICULTURAL PROCESSING	0.04	0.02	0.43	0.3	0	0.02	0.02	0.02	0	
2025	YOLO COUNTY	STATIONARY	FUEL COMBUSTION	SERVICE AND COMMERCIAL	0.03	0.02	0.17	0.9	0.02	0.08	0.08	0.08	0	
2025	YOLO COUNTY	STATIONARY	FUEL COMBUSTION	OTHER (FUEL COMBUSTION)	0.04	0.01	0.04	0.01	0	0.02	0.02	0.02	0	
2025	YOLO COUNTY	STATIONARY	WASTE DISPOSAL	SEWAGE TREATMENT	0.01	0.01	0.01	0	0.02	0	0	0	0	
2025	YOLO COUNTY	STATIONARY	WASTE DISPOSAL	LANDFILLS	4.38	0.03	0	0	0	0	0	0	0.03	
2025	YOLO COUNTY	STATIONARY	WASTE DISPOSAL	INCINERATORS	0	0	0	0	0	0	0	0	0	
2025	YOLO COUNTY	STATIONARY	WASTE DISPOSAL	OTHER (WASTE DISPOSAL)	4.61	3.31	0	0	0	0	0	0	0.1	
2025	YOLO COUNTY	STATIONARY	CLEANING AND SURFACE COATINGS	LAUNDERING	0.06	0.01	0	0	0	0	0	0	0	
2025	YOLO COUNTY	STATIONARY	CLEANING AND SURFACE COATINGS	DEGREASING	0.84	0.61	0	0	0	0	0	0	0	
2025	YOLO COUNTY	STATIONARY	CLEANING AND SURFACE COATINGS	COATINGS AND RELATED PROCESS SOLVENTS	0.43	0.42	0	0	0	0.02	0.02	0.02	0	
2025	YOLO COUNTY	STATIONARY	CLEANING AND SURFACE COATINGS	PRINTING	0.2	0.2	0	0	0	0	0	0	0	
2025	YOLO COUNTY	STATIONARY	CLEANING AND SURFACE COATINGS	ADHESIVES AND SEALANTS	0.07	0.06	0	0	0	0	0	0	0	
2025	YOLO COUNTY	STATIONARY	CLEANING AND SURFACE COATINGS	OTHER (CLEANING AND SURFACE COATINGS)	0.01	0.01	0	0	0	0	0	0	0	
2025	YOLO COUNTY	STATIONARY	PETROLEUM PRODUCTION AND MARKETING	OIL AND GAS PRODUCTION	0.17	0.06	0	0	0	0	0	0	0	
2025	YOLO COUNTY	STATIONARY	PETROLEUM PRODUCTION AND MARKETING	PETROLEUM MARKETING	7.88	0.89	0.04	0.01	0.01	0	0	0	0	
2025	YOLO COUNTY	STATIONARY	PETROLEUM PRODUCTION AND MARKETING	OTHER (PETROLEUM PRODUCTION AND MARKETING)	0	0	0	0	0	0	0	0	0	
2025	YOLO COUNTY	STATIONARY	INDUSTRIAL PROCESSES	CHEMICAL	0.26	0.19	0	0	0	0.06	0.04	0.04	0	
2025	YOLO COUNTY	STATIONARY	INDUSTRIAL PROCESSES	FOOD AND AGRICULTURE	0.2	0.19	0	0	0	2.89	1.42	0.42	0	
2025	YOLO COUNTY	STATIONARY	INDUSTRIAL PROCESSES	MINERAL PROCESSES	0.12	0.12	0.14	0.08	0.07	1.1	0.51	0.19	0	
2025	YOLO COUNTY	STATIONARY	INDUSTRIAL PROCESSES	METAL PROCESSES	0	0	0	0	0	0	0	0	0	
2025	YOLO COUNTY	STATIONARY	INDUSTRIAL PROCESSES	WOOD AND PAPER	0.03	0.03	0	0	0	0.07	0.04	0.03	0	
2025	YOLO COUNTY	STATIONARY	INDUSTRIAL PROCESSES	OTHER (INDUSTRIAL PROCESSES)	0.01	0.01	0	0	0	0.07	0.02	0.01	0	
2025	YOLO COUNTY	AREAWIDE	SOLVENT EVAPORATION	CONSUMER PRODUCTS	1.93	1.53	0	0	0	0	0	0	0	
2025	YOLO COUNTY	AREAWIDE	SOLVENT EVAPORATION	ARCHITECTURAL COATINGS AND RELATED PROCESS SOLVENTS	0.25	0.23	0	0	0	0	0	0	0	
2025	YOLO COUNTY	AREAWIDE	SOLVENT EVAPORATION	PESTICIDES/FERTILIZERS	0.4	0.4	0	0	0	0	0	0	6.07	
2025	YOLO COUNTY	AREAWIDE	SOLVENT EVAPORATION	ASPHALT PAVING / ROOFING	0.13	0.13	0	0	0	0	0	0	0	
2025	YOLO COUNTY	AREAWIDE	MISCELLANEOUS PROCESSES	RESIDENTIAL FUEL COMBUSTION	2.04	0.93	5.04	0.33	0.02	0.71	0.66	0.64	0.04	
2025	YOLO COUNTY	AREAWIDE	MISCELLANEOUS PROCESSES	FARMING OPERATIONS	3.32	0.27	0	0	0	11.11	5.05	0.76	0.79	
2025	YOLO COUNTY	AREAWIDE	MISCELLANEOUS PROCESSES	CONSTRUCTION AND DEMOLITION	0	0	0	0	0	27	13.21	1.32	0	
2025	YOLO COUNTY	AREAWIDE	MISCELLANEOUS PROCESSES	PAVED ROAD DUST	0	0	0	0	0	2.48	1.13	0.17	0	
2025	YOLO COUNTY	AREAWIDE	MISCELLANEOUS PROCESSES	UNPAVED ROAD DUST	0	0	0	0	0	2.73	1.62	0.16	0	
2025	YOLO COUNTY	AREAWIDE	MISCELLANEOUS PROCESSES	FUGITIVE WINDBLOWN DUST	0	0	0	0	0	6.37	2.91	0.5	0	
2025	YOLO COUNTY	AREAWIDE	MISCELLANEOUS PROCESSES	FIRES	0.01	0.01	0.05	0	0	0.01	0.01	0.01	0	
2025	YOLO COUNTY	AREAWIDE	MISCELLANEOUS PROCESSES	MANAGED BURNING AND DISPOSAL	0.17	0.15	1.73	0.1	0.01	0.21	0.2	0.19	0.03	
2025	YOLO COUNTY	AREAWIDE	MISCELLANEOUS PROCESSES	COOKING	0.02	0.01	0	0	0	0.08	0.08	0.08	0	
2025	YOLO COUNTY	AREAWIDE	MISCELLANEOUS PROCESSES	OTHER (MISCELLANEOUS PROCESSES)	0	0	0	0	0	0	0	0	0.31	
2025	YOLO COUNTY	MOBILE	ON-ROAD MOTOR VEHICLES	LIGHT DUTY PASSENGER (LDA)	0.26	0.24	2.7	0.16	0.01	0.17	0.17	0.07	0.13	
2025	YOLO COUNTY	MOBILE	ON-ROAD MOTOR VEHICLES	LIGHT DUTY TRUCKS - 1 (LDT1)	0.07	0.07	0.4	0.03	0	0.02	0.02	0.01	0.01	
2025	YOLO COUNTY	MOBILE	ON-ROAD MOTOR VEHICLES	LIGHT DUTY TRUCKS - 2 (LDT2)	0.17	0.16	1.19	0.09	0	0.05	0.05	0.02	0.04	
2025	YOLO COUNTY	MOBILE	ON-ROAD MOTOR VEHICLES	MEDIUM DUTY TRUCKS (MDV)	0.16	0.15	0.97	0.09	0	0.04	0.04	0.02	0.03	
2025	YOLO COUNTY	MOBILE	ON-ROAD MOTOR VEHICLES	LIGHT HEAVY DUTY GAS TRUCKS - 1 (LHDGT1)	0.05	0.05	0.14	0.04	0	0.01	0.01	0	0	
2025	YOLO COUNTY	MOBILE	ON-ROAD MOTOR VEHICLES	LIGHT HEAVY DUTY GAS TRUCKS - 2 (LHDGT2)	0.01	0	0.01	0	0	0	0	0	0	
2025	YOLO COUNTY	MOBILE	ON-ROAD MOTOR VEHICLES	MEDIUM HEAVY DUTY GAS TRUCKS (MHDGT)	0	0	0.03	0	0	0	0	0	0	
2025	YOLO COUNTY	MOBILE	ON-ROAD MOTOR VEHICLES	HEAVY HEAVY DUTY GAS TRUCKS (HHDT)	0	0	0	0	0	0	0	0	0	
2025	YOLO COUNTY	MOBILE	ON-ROAD MOTOR VEHICLES	LIGHT HEAVY DUTY DIESEL TRUCKS - 1 (LHDDT1)	0.02	0.02	0.08	0.23	0	0.01	0.01	0.01	0.01	
2025	YOLO COUNTY	MOBILE	ON-ROAD MOTOR VEHICLES	LIGHT HEAVY DUTY DIESEL TRUCKS - 2 (LHDDT2)	0.01	0	0.02	0.04	0	0	0	0	0.01	
2025	YOLO COUNTY	MOBILE	ON-ROAD MOTOR VEHICLES	MEDIUM HEAVY DUTY DIESEL TRUCKS (MHDDT)	0	0	0.05	0.55	0	0.06	0.06	0.02	0.09	
2025	YOLO COUNTY	MOBILE	ON-ROAD MOTOR VEHICLES	HEAVY HEAVY DUTY DIESEL TRUCKS (HHDDT)	0.02	0.02	0.22	0.5	0	0.03	0.03	0.01	0.06	
2025	YOLO COUNTY	MOBILE	ON-ROAD MOTOR VEHICLES	MOTORCYCLES (MCY)	0.17	0.15	0.77	0.04	0	0	0	0	0	
2025	YOLO COUNTY	MOBILE	ON-ROAD MOTOR VEHICLES	HEAVY DUTY DIESEL URBAN BUSES (UBD)	0.07	0	0.52	0.01	0	0	0	0	0.01	
2025	YOLO COUNTY	MOBILE	ON-ROAD MOTOR VEHICLES	HEAVY DUTY GAS URBAN BUSES (UBG)	0	0	0	0	0	0	0	0	0	
2025	YOLO COUNTY	MOBILE	ON-ROAD MOTOR VEHICLES	SCHOOL BUSES - GAS (SBG)	0	0	0	0	0	0	0	0	0	
2025	YOLO COUNTY	MOBILE	ON-ROAD MOTOR VEHICLES	SCHOOL BUSES - DIESEL (SBD)	0	0	0	0.03	0	0	0	0	0	
2025	YOLO COUNTY	MOBILE	ON-ROAD MOTOR VEHICLES	OTHER BUSES - GAS (OBG)	0	0	0.01	0	0	0	0	0	0	
2025	YOLO COUNTY	MOBILE	ON-ROAD MOTOR VEHICLES	OTHER BUSES - MOTOR COACH - DIESEL (OBC)	0	0	0	0	0	0	0	0	0	
2025	YOLO COUNTY	MOBILE	ON-ROAD MOTOR VEHICLES	ALL OTHER BUSES - DIESEL (OBD)	0	0	0	0	0	0	0	0	0	
2025	YOLO COUNTY	MOBILE	ON-ROAD MOTOR VEHICLES	MOTOR HOMES (MH)	0	0	0	0.01	0	0	0	0	0	
2025	YOLO COUNTY	MOBILE	OTHER MOBILE SOURCES	AIRCRAFT	0.03	0.03	0.78	0.02	0	0	0	0	0	
2025	YOLO COUNTY	MOBILE	OTHER MOBILE SOURCES	TRAINS	0.01	0.01	0.04	0.19	0	0	0	0	0	
2025	YOLO COUNTY	MOBILE	OTHER MOBILE SOURCES	OCEAN GOING VESSELS	0	0	0.01	0.04	0	0	0	0	0	
2025	YOLO COUNTY	MOBILE	OTHER MOBILE SOURCES	RECREATIONAL BOATS	0.7	0.65	2.99	0.16	0	0.04	0.04	0.03	0	
2025	YOLO COUNTY	MOBILE	OTHER MOBILE SOURCES	OFF-ROAD RECREATIONAL VEHICLES	0.05	0.04	0.3	0.01	0	0	0	0	0	
2025	YOLO COUNTY	MOBILE	OTHER MOBILE SOURCES	OFF-ROAD EQUIPMENT	0.67	0.62	8.9	0.48	0	0.03	0.02	0.02	0	
2025	YOLO COUNTY	MOBILE	OTHER MOBILE SOURCES	OFF-ROAD EQUIPMENT (PERP)	0.01	0.01	0.12	0.1	0	0	0	0	0	
2025	YOLO COUNTY	MOBILE	OTHER MOBILE SOURCES	FARM EQUIPMENT	0.22	0.19	2.21	0.84	0	0.05	0.05	0.05	0	
2025	YOLO COUNTY	MOBILE	OTHER MOBILE SOURCES	FUEL STORAGE AND HANDLING	0.07	0.07	0	0	0	0	0	0	0	
					30.7	12.37	30.71	6.16	0.26	55.78	27.77	5.14	7.76	

Air Quality Existing Conditions Report

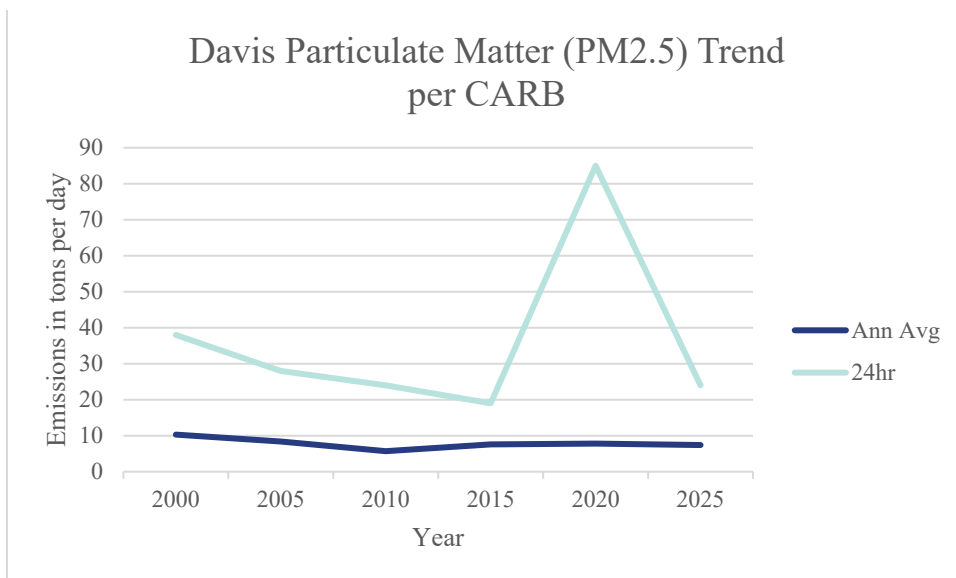
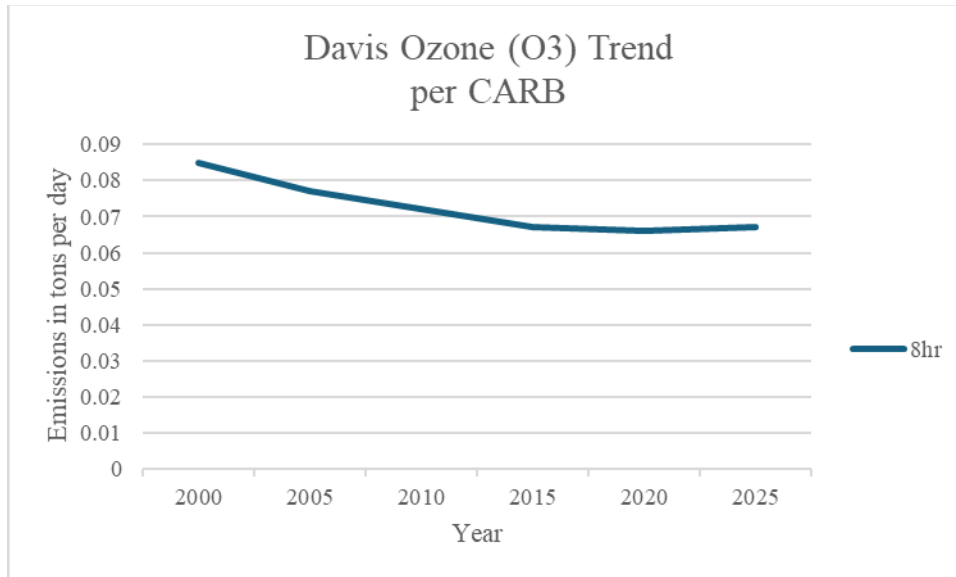
Facilities Permitted by YSAQMD in Davis, CA

CARB Facility Search Engine CEIDARS (California Emissions Inventory Data Analysis and Reporting System)																	
Database year is 2023. District is YOLO-SOLANO AQMD.																	
count = 93																	
CO	Air Basin	Facility ID	DIS	Facility name	Street	City	Zipcode	FSIC	County	Air District	Emissions in tons per year						
											TOGT	ROGT	COT	NOXT	SOXT	PMT	PM10T
57	SV	2926	YS	21ST BIO, INC.	1940 RESEARCH PARK DRIVE	DAVIS				8731 YOL	YOLO-SOLANO AQMD			0			
57	SV	862	YS	5TH & L GAS & MART	504 L STREET	DAVIS	95618	5541	YOL	YOLO-SOLANO AQMD	0.42	0.42					
57	SV	7	YS	7-ELEVEN, INC.	400 MACE BOULEVARD	DAVIS	95618	5541	YOL	YOLO-SOLANO AQMD	0.12	0.12					
57	SV	2129	YS	ANDY'S BP, INC.	4480 CHILES ROAD	DAVIS	95616	5541	YOL	YOLO-SOLANO AQMD	0.42	0.42					
57	SV	1889	YS	ATRIA SENIOR LIVING	1111 ALVARADO AVENUE	DAVIS	95616	8322	YOL	YOLO-SOLANO AQMD	0.00	0.00	0.01	0.06		0.00	0.00
57	SV	124	YS	AU ENERGY, LLC DBA ANDERSEN DAVIS SHELL	1944 ANDERSON ROAD	DAVIS	95616	5541	YOL	YOLO-SOLANO AQMD	1.18	1.18					
57	SV	129	YS	AU ENERGY, LLC DBA OLIVE DRIVE SHELL	1010 OLIVE DRIVE	DAVIS	95616	5541	YOL	YOLO-SOLANO AQMD	1.25	1.25					
57	SV	2457	YS	BLESSED EXTRACTS, LLC	2121 2ND STREET, SUITES B-101 & B-102	DAVIS	95618	2833	YOL	YOLO-SOLANO AQMD	0.81	0.81					
57	SV	2512	YS	BUZZ OATES CONSTRUCTION; PAC WEST OFFICE EQUITIES	202/260 COSTEAU PLACE	DAVIS	95618	6519	YOL	YOLO-SOLANO AQMD	0.00	0.00	0.00	0.00	0.00	0.00	0.00
57	SV	2510	YS	C&K SCHMIDT CO DBA BROOKS PAINTING, INC	2860 WEST COVELL BOULEVARD	DAVIS	95616	1721	YOL	YOLO-SOLANO AQMD	0.04	0.04	0.01	0.01	0.00	0.00	0.00
57	SV	2724	YS	CA VENTURES	525 OXFORD CIRCLE	DAVIS	95616	7021	YOL	YOLO-SOLANO AQMD	0.05	0.02	0.62	0.08	0.00	0.02	0.02
57	SV	1019	YS	CABINETS BY GATES	17 ARBORVIEW TER, STE B	DAVIS	95616	2434	YOL	YOLO-SOLANO AQMD	0.07	0.07				0.78	0.31
57	SV	1161	YS	CALIBER COLLISION CENTER	5041 CHILES ROAD	DAVIS	95616	7532	YOL	YOLO-SOLANO AQMD	0.07	0.07	0.04	0.05	0.00	0.01	0.01
57	SV	2078	YS	CALIBER COLLISION CENTER	1666 RESEARCH PARK DRIVE	DAVIS	95618	7532	YOL	YOLO-SOLANO AQMD	0.13	0.12				0.03	0.02
57	SV	2725	YS	CALIFORNIA DEPARTMENT OF FISH AND WILDLIFE	45221 COUNTY ROAD 32B	DAVIS	95616	9512	YOL	YOLO-SOLANO AQMD	0.00	0.00	0.00	0.01		0.00	0.00
57	SV	2145	YS	CARLTON PLAZA OF DAVIS, LP	2726 5TH STREET	DAVIS	95616	8059	YOL	YOLO-SOLANO AQMD	0.00	0.00	0.00	0.01	0.00	0.00	0.00
57	SV	2177	YS	CASTILIAN PARTNERS, LLC	1440 WAKE FOREST DRIVE	DAVIS	95616	6513	YOL	YOLO-SOLANO AQMD	0.00	0.00	0.00	0.00	0.00	0.00	0.00
57	SV	275	YS	CIRCLE K STORES, INC.	1930 LAKE BOULEVARD	DAVIS	95616	5541	YOL	YOLO-SOLANO AQMD	0.48	0.48					
57	SV	2682	YS	CLARK BUILDING GROUP BUILDING COMPANY	359 NORTH SAFE STREET	DAVIS	95616	1522	YOL	YOLO-SOLANO AQMD	0.19	0.17	3.07	0.35	0.01	0.02	0.02
57	SV	263	YS	CLASSIC VMS, INC.	215 I STREET	DAVIS	95616	7532	YOL	YOLO-SOLANO AQMD	0.08	0.08				0.01	0.01
57	SV	1567	YS	COMCAST CABLE	2501 RESEARCH PARK DRIVE	DAVIS	95618	4841	YOL	YOLO-SOLANO AQMD	0.00	0.00	0.00	0.01	0.00	0.00	0.00
57	SV	294	YS	DARSHAN S MUNDY	4810 CHILES ROAD	DAVIS	95618	5541	YOL	YOLO-SOLANO AQMD	0.53	0.53					
57	SV	1626	YS	DAVIS FLIGHT SUPPORT	25170 AVIATION AVENUE	DAVIS	95616	4581	YOL	YOLO-SOLANO AQMD	0.04	0.03					
57	SV	481	YS	DAVIS, CITY OF	1717 FIFTH STREET	DAVIS	95616	9199	YOL	YOLO-SOLANO AQMD	0.13	0.09	0.17	0.43	0.00	0.01	0.01
57	SV	482	YS	DAVIS, CITY OF	45400 COUNTY ROAD 28H	DAVIS	95616	4952	YOL	YOLO-SOLANO AQMD	1.02	0.73	6.22	0.91	11.82	0.70	0.15
57	SV	594	YS	DAVIS, CITY OF	1999 H STREET	DAVIS	95616	9511	YOL	YOLO-SOLANO AQMD	0.07	0.06	0.14	0.66	0.00	0.05	0.05
57	SV	1236	YS	DAVIS, CITY OF	2600 FIFTH STREET	DAVIS	95616	9199	YOL	YOLO-SOLANO AQMD	0.00	0.00	0.00	0.04	0.00	0.00	0.00
57	SV	1288	YS	DAVIS, CITY OF	44501 SOUTH EL MACERO DRIVE	DAVIS	95616	9199	YOL	YOLO-SOLANO AQMD	0.00	0.00	0.00	0.00	0.00	0.00	0.00
57	SV	1393	YS	DAVIS, CITY OF	201 E 14TH STREET	DAVIS	95616	9199	YOL	YOLO-SOLANO AQMD	0.00	0.00	0.07	0.41	0.00	0.01	0.01
57	SV	1394	YS	DAVIS, CITY OF	2000 SHASTA DRIVE	DAVIS	95616	9199	YOL	YOLO-SOLANO AQMD	0.02	0.01	0.01	0.42		0.01	0.01
57	SV	1395	YS	DAVIS, CITY OF	2850 TEMPLE DRIVE	DAVIS	95616	9199	YOL	YOLO-SOLANO AQMD	0.02	0.01	0.01	0.32		0.01	0.01
57	SV	1405	YS	DAVIS, CITY OF	527 B STREET	DAVIS	95616	9199	YOL	YOLO-SOLANO AQMD	0.02	0.01	0.01	0.32	0.00	0.01	0.01
57	SV	1464	YS	DAVIS, CITY OF	23 RUSSELL BOULEVARD	DAVIS	95616	9199	YOL	YOLO-SOLANO AQMD	0.00	0.00	0.00	0.03			
57	SV	2059	YS	DAVIS, CITY OF	44085 COUNTY ROAD 32A	DAVIS	95616	9199	YOL	YOLO-SOLANO AQMD	0.00	0.00	0.00	0.02	0.00	0.00	0.00
57	SV	576	YS	DEPARTMENT OF FORESTRY AND FIRE PROTECTION	5950 CHILES ROAD	DAVIS	95618	4959	YOL	YOLO-SOLANO AQMD	0.01	0.01					
57	SV	1699	YS	DMG MORI MANUFACTURING USA, INC.	3601 FARADAY AVENUE	DAVIS	95618	3999	YOL	YOLO-SOLANO AQMD	0.07	0.05	0.12	0.27	0.00	0.05	0.03
57	SV	867	YS	EL MACERO CLEANERS	417 MACE BOULEVARD #F	DAVIS	95616	7216	YOL	YOLO-SOLANO AQMD	0.80	0.32					
57	SV	1973	YS	ENTERCOM CALIFORNIA	42227 COUNTY ROAD 29	DAVIS	95616	3663	YOL	YOLO-SOLANO AQMD	0.00	0.00	0.00	0.01	0.00	0.00	0.00
57	SV	2467	YS	EXPRESSION SYSTEMS LLC	2537 SECOND STREET	DAVIS	95618	2836	YOL	YOLO-SOLANO AQMD	1.10	0.77	0.00	0.00			
57	SV	1084	YS	FAST & EASY MART DAVIS CHEVRON	1601 RESEARCH PARK DRIVE	DAVIS	95616	5541	YOL	YOLO-SOLANO AQMD	1.46	1.46					
57	SV	2785	YS	FIRST BAPTIST CHURCH	38141 RUSSELL BOULEVARD	DAVIS	95616	8861	YOL	YOLO-SOLANO AQMD	0.00	0.00	0.00	0.00		0.00	0.00
57	SV	532	YS	FRONTIER AG CO, INC.	46735 COUNTY ROAD 32B	DAVIS	95618	723	YOL	YOLO-SOLANO AQMD	0.00	0.00	0.01	0.02	0.00	25.31	7.34
57	SV	285	YS	G & R AUTOMOTIVE	800 OLIVE DRIVE	DAVIS	95616	7532	YOL	YOLO-SOLANO AQMD	0.08	0.08				0.02	0.02
57	SV	2862	YS	GP&I DAVIS STUDENT HOUSING, LLC	1133 OLIVE DRIVE	DAVIS	95616	7021	YOL	YOLO-SOLANO AQMD	0.11	0.01	0.07	0.02	0.00	0.01	0.01
57	SV	1098	YS	GREENWELLS, LLC	1910 FIFTH STREET	DAVIS	95616	5159	YOL	YOLO-SOLANO AQMD	0.11	0.01	0.03	0.00	0.00	0.00	0.00
57	SV	1283	YS	HARRIS MORAN SEED COMPANY	28695 COUNTY ROAD 104	DAVIS	95618	8731	YOL	YOLO-SOLANO AQMD	0.00	0.00	0.00	0.00	0.00	0.00	0.00
57	SV	2551	YS	JACKSON DAVIS, LLC	4647 FERMI PLACE	DAVIS	95618	7011	YOL	YOLO-SOLANO AQMD	1.32	0.58	7.91	2.30		0.72	0.72
57	SV	1149	YS	KAISER HOSPITAL	1955 COWELL BOULEVARD	DAVIS	95616	8062	YOL	YOLO-SOLANO AQMD	0.00	0.00	0.00	0.02	0.00	0.00	0.00
57	SV	2113	YS	LOS RIOS COMMUNITY COLLEGE DISTRICT	1720 JADE STREET	DAVIS	95616	8221	YOL	YOLO-SOLANO AQMD	0.00	0.00	0.09	0.05	0.00	0.01	0.01
57	SV	1037	YS	MASS ENTERPRISES, INC.	2002 LYNDELL TERRACE	DAVIS	95616	5541	YOL	YOLO-SOLANO AQMD	0.57	0.57					
57	SV	2247	YS	NATIONAL WEATHER SERVICE - SACRAMENTO WEATHER FORECAST OFFICE	44937 COUNTY ROAD 35	DAVIS	95616	9199	YOL	YOLO-SOLANO AQMD			0.01	0.02			
57	SV	1081	YS	NEW CIRCULAR WIRELESS PCS LLC, DBA AT&T MOBILITY	46735 COUNTY ROAD 32B	DAVIS	95618	4812	YOL	YOLO-SOLANO AQMD	0	0	0	0	0	0	0
57	SV	1020	YS	NEW CIRCULAR WIRELESS PCS LLC, DBA AT&T MOBILITY	CAMPBELL ROAD ON IUC DAVIS CAMP	DAVIS	95616	4812	YOL	YOLO-SOLANO AQMD	0	0	0	0	0	0	0
57	SV	1192	YS	NOVOZYMES, INC.	1921 GALILEO COURT	DAVIS	95618	8731	YOL	YOLO-SOLANO AQMD	0	0	0.01	0.01	0	0	0
57	SV	2073	YS	ORIGIN PRIME LLC	29285 MACE BOULEVARD	DAVIS	95618	5148	YOL	YOLO-SOLANO AQMD	0	0	0.01	0	0	0	0
57	SV	598	YS	PACIFIC BELL	230 C STREET	DAVIS	95616	4813	YOL	YOLO-SOLANO AQMD	0.011371	0.01	0	0.19	0.01	0	0
57	SV	118	YS	PACIFIC GAS & ELECTRIC COMPANY	316 L STREET	DAVIS	95616	4931	YOL	YOLO-SOLANO AQMD	0.014314	0.01					
57	SV	113	YS	PAUL & PAUL, INC	705 RUSSELL BOULEVARD	DAVIS	95616	5541	YOL	YOLO-SOLANO AQMD	1.05	1.05					
57	SV	2940	YS	PHIL ASSOCIATES	24711 COUNTRY ROAD 109A	DAVIS	95616	723	YOL	YOLO-SOLANO AQMD			0	0			
57	SV	2613	YS	PRESIDIO COMPANIES	2750 COWELL BOULEVARD	DAVIS	95616	7011	YOL	YOLO-SOLANO AQMD	0	0	0	0	0	0	0
57	SV	585	YS	PRESTAR, INC.	24390 AVIATION AVENUE	DAVIS	95616	4581	YOL	YOLO-SOLANO AQMD	0.08	0.08					
57	SV	583	YS	RECLOGY DAVIS	2727 SECOND STREET	DAVIS	95618	4953	YOL	YOLO-SOLANO AQMD	0.05	0.05					
57	SV	529	YS	RENT-ALL CENTER OF DAVIS	2020 F STREET	DAVIS	95616	7359	YOL	YOLO-SOLANO AQMD	0	0				0.1	0.04
57	SV	2522	YS	RISK BASED DECISIONS, INC.	417 MACE BOULEVARD #F	DAVIS	95618	7216	YOL	YOLO-SOLANO AQMD	0	0					
57	SV	148	YS	S&MS ENTERPRISES INC.	1935 ANDERSON ROAD	DAVIS	95616	5541	YOL	YOLO-SOLANO AQMD	0.75	0.75					
57	SV	2579	YS	STERLING-DAVIS 2, LLC	2100 5TH STREET	DAVIS	95618	6513	YOL	YOLO-SOLANO AQMD	0.045455	0.02	0.25	0.11	0	0.02	0.02
57	SV	865	YS	SUDWERK	2001 SECOND STREET	DAVIS	95616	2082	YOL	YOLO-SOLANO AQMD	0	0	0.02	0.1	0	0	0
57	SV	548	YS	SUTTER DAVIS HOSPITAL	2000 SUTTER PLACE	DAVIS	95616	8062	YOL	YOLO-SOLANO AQMD	0.090925	0.05	0.68	1.2	0.01	0.110302	0.11

Trend in Yolo County Emissions, VMT, Population



Trend in City of Davis Air Pollutant Concentrations



Note trend in higher PM_{2.5} concentrations since 2015 reflective of wildfire smoke