

November 17, 2023

Martha Guzman
Regional Administrator
U.S. Environmental Protection Agency, Region 9
75 Hawthorne Street
San Francisco, California 94105
guzman.martha@epa.gov

Dear Administrator Guzman:

The California Air Resources Board (CARB) is submitting to the U.S. Environmental Protection Agency (U.S. EPA) the 2023 *Sacramento Regional 2015 National Ambient Air Quality Standard 8-Hour Ozone Attainment and Reasonable Further Progress Plan* (Plan) prepared by the five local air districts representing the Sacramento Metro nonattainment area and the CARB Staff Report as a revision to the California State Implementation Plan. The five local air districts in the Sacramento Metro nonattainment area are the Sacramento Metropolitan Air Quality Management District, Feather River Air Quality Management District, Yolo-Solano Air Quality Management District, Placer County Air Pollution Control District, and El Dorado County Air Quality Management District.

The five local air districts adopted the Plan on various dates between September 28, 2023 and October 17, 2023, and then submitted them separately to the CARB. CARB adopted the Plan during a public hearing on October 26, 2023.

The Plan submittal addresses 70 ppb 8-hour ozone standard Clean Air Act requirements for the Sacramento Metro Severe nonattainment area, including emissions inventories, attainment demonstration, motor vehicle emissions budgets, and contingency measures.

This State Implementation Plan submittal package consists of the following documents:

1. California Air Resources Board:
 - 1.1. California Air Resources Board Staff Report, CARB Review of the 2023 *Sacramento Regional 2015 National Ambient Air Quality Standard 8-Hour Ozone Attainment and Reasonable Further Progress Plan*;
 - 1.2. California Air Resources Board notice of public hearing;
 - 1.3. Resolution No. 23-19;
 - 1.4. Board hearing transcript; and
 - 1.5. State Implementation Plan Completeness Checklist;
2. The adopted 2023 *Sacramento Regional 2015 National Ambient Air Quality Standard 8-Hour Ozone Attainment and Reasonable Further Progress Plan with Appendices*;
3. Sacramento Metropolitan Air Quality Management District:
 - 3.1. October 17, 2023 submittal letter to CARB;
 - 3.2. Proof of notice for the public hearing on September 28, 2023;
 - 3.3. Resolution No. 2023-007;

- 3.4. California Environmental Quality Act Notice of Exemption;
 - 3.5. Summary of public comment and response; and
 - 3.6. State Implementation Plan completeness checklist;
4. Feather River Air Quality Management District:
 - 4.1. October 11, 2023 submittal letter to CARB;
 - 4.2. Proof of notice for the public hearing on October 2, 2023;
 - 4.3. Resolution No. 2023-12; and
 - 4.4. State Implementation Plan completeness checklist;
5. Yolo-Solano Air Quality Management District:
 - 5.1. October 12, 2023 submittal letter to CARB;
 - 5.2. Proof of notice for the public hearing on October 11, 2023;
 - 5.3. Resolution No. 23-12;
 - 5.4. California Environmental Quality Act Notice of Exemption;
 - 5.5. Summary of public comment and response; and
 - 5.6. State Implementation Plan completeness checklist;
6. Placer County Air Pollution Control District:
 - 6.1. October 13, 2023 submittal letter to CARB;
 - 6.2. Proof of notice for the public hearing on October 12, 2023;
 - 6.3. Board memo;
 - 6.4. Resolution No. 23-18;
 - 6.5. Public comments statement;
 - 6.6. California Environmental Quality Act Notice of Exemption; and
 - 6.7. State Implementation Plan completeness checklist;
7. El Dorado County Air Quality Management District:
 - 7.1. October 20, 2023 submittal letter to CARB;
 - 7.2. Proof of notice for the public hearing on October 17, 2023;
 - 7.3. Resolution No. 157-2023;
 - 7.4. Summary of public comment and response;
 - 7.5. California Environmental Quality Act Notice of Exemption; and
 - 7.6. State Implementation Plan completeness checklist.

The Plan includes on-road motor vehicle emission budgets using the EMFAC2017 model. To ensure that any future updates to these budgets are used expeditiously in the conformity process, we request that U.S. EPA allow budgets to be replaced upon a finding of adequacy. To accomplish this, we ask U.S. EPA to limit its approval of the budgets submitted today to last only until the effective date of future U.S. EPA adequacy findings for replacement budgets. We anticipate updating the budget using the latest approved EMFAC2021 model in the second quarter of 2024.

Without the ability to replace the applicable emission budgets with submitted budgets found adequate using the budget adequacy process, the benefits of using the updated data may not be realized for a year or more after the State Implementation Plans are submitted due to the State Implementation Plans approval process. We appreciate U.S. EPA's willingness to work with us in our efforts to utilize motor vehicle emission budgets based on the most up-to-date, accurate data as soon as possible upon availability.

CARB is committed to working with U.S. EPA staff to provide any needed additional clarifying information. If you have any questions, please contact Edie Chang, Deputy Executive Officer, at (916) 445-4383, or have your staff contact Michael Benjamin, Chief, Air Quality Planning and Science Division, at (916) 201-8968.

Sincerely,

A handwritten signature in blue ink, appearing to read "S. Cliff", is written over the word "Sincerely,".

Steven S. Cliff, Ph.D., Executive Officer

Enclosures (38)

cc: See next page.

cc: (with CARB Board Resolution 23-19 only)

Matt Lakin, Director, Air and Radiation Division, U.S. Environmental Protection Agency, Region 9

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Edie Chang, Deputy Executive Officer

Michael Benjamin, D.Env., Division Chief, Air Quality Planning & Science Division

California Air Resources Board

Notice of Public Meeting to Consider the Proposed Sacramento Region Ozone State Implementation Plan

The California Air Resources Board (CARB or Board) will conduct a public meeting at the date and time noted below to consider the adoption of the Sacramento Regional 2015 NAAQS 8-hour Attainment and Reasonable Further Progress Plan (Plan). If adopted, CARB will submit the Plan to the U.S. Environmental Protection Agency (U.S. EPA) for inclusion in the California State Implementation Plan (SIP).

Date: October 26, 2023

Time: 11:00 A.M.

In-Person Location:

California Air Resources Board
Byron Sher Auditorium
1001 I Street, Sacramento, California 95814

Remote Option:

Zoom

This public meeting may continue at 9:00 a.m., on October 27, 2023. Please consult the public agenda, which will be posted ten days before the October 26, 2023, Board Meeting for important details, including the day on which this item will be considered and how the public can participate via Zoom if they choose to be remote.

Background

The federal Clean Air Act (Act) establishes planning requirements for areas that exceed the health-based National Ambient Air Quality Standards (standards). States with areas that exceed the standards must develop and implement a SIP that meets the requirements of the Act and demonstrates attainment of the standard by a specified date. In 2015, U.S. EPA strengthened the 8-hour ozone standard from 75 parts per billion (ppb) to a more health-protective level of 70-ppb (70-ppb standard).

The Sacramento Metro nonattainment area (Sacramento Metro) consists of Sacramento and Yolo counties and portions of Placer, El Dorado, Solano, and Sutter counties. The air districts responsible in Sacramento Metro include Sacramento Metropolitan Air Quality Management District, El Dorado County Air Quality Management District, Feather River Air Quality Management District, Placer County Air Pollution Control District, and Yolo-Solano Air Quality Management District (the Districts).

Effective August 3, 2018, U.S. EPA designated Sacramento Metro as a Moderate nonattainment area for the 70-ppb standard. On August 3, 2020, CARB submitted a request on behalf of the Districts to U.S. EPA to voluntarily reclassify Sacramento Metro as a Serious

nonattainment area for the 70-ppb standard. U.S. EPA approved the request and the approval was effective on November 29, 2021. On September 6, 2022, CARB submitted a letter on behalf of the Districts to U.S. EPA to voluntarily reclassify Sacramento Metro as a Severe nonattainment area for the 70-ppb standard. Under the Act and applicable guidance, the District must develop a SIP that addresses relevant Act planning requirements for a Severe nonattainment area and demonstrates attainment of the 70-ppb ozone standard by August 3, 2033.

The Districts and CARB developed the Plan to address requirements of the Act for Sacramento Metro, including emission inventories, attainment demonstrations, reasonable further progress demonstrations, associated motor vehicle emissions budgets, reasonably available control measures, and contingency measures. The Plan demonstrates attainment of the 70 -ppb standard in Sacramento Metro in 2032, which is the last full ozone season prior to the attainment deadline. The Sacramento Metropolitan Air Quality Management District will be the first district in the Sac Metro region to consider adoption of the Plan on September 28, 2023. The other Districts will subsequently consider adoption of the Plan at their individual district board meetings on various dates before CARB's board meeting on October 26, 2023.

To support the attainment of the 70-ppb standard in the State, including nonattainment areas like Sacramento Metro, CARB staff developed the 2022 State Strategy for the State Implementation Plan (2022 State SIP Strategy). The 2022 State SIP Strategy describes the control measures for State-regulated sources that CARB will pursue to reduce emissions to the levels needed for the attainment of the 70-ppb ozone standard in Sacramento Metro and across California. The measures in the 2022 State SIP Strategy will also reduce emissions in the many low-income and underserved communities that continue to experience disproportionately high levels of air pollution and will also support other CARB planning efforts. The Board approved the 2022 State SIP Strategy and the commitments to pursue the measures included therein on September 22, 2022.

The Plan incorporates emissions reductions from the measures in the 2022 State SIP Strategy in order to demonstrate attainment of the 70-ppb ozone standard in Sacramento Metro in 2032. Alongside the Plan, in the CARB Staff Report, CARB staff is proposing to commit to aggregate emissions reductions from State measures in the 2022 State SIP Strategy that will achieve the necessary reductions for attainment in 2032.

As detailed in the CARB Staff Report, CARB staff has reviewed the Plan and has concluded that, along with the aggregate emissions reduction commitment in the CARB Staff Report, it meets the requirements of the Act for the 70-ppb ozone standard. Details of this recommendation are described in the CARB Staff Report.

Proposed Action

CARB staff recommends the Board adopt the State commitment to achieve the specified emissions reductions contained in the CARB Staff Report as well as the Plan, and direct CARB staff to submit the Plan along with the CARB Staff Report to U.S. EPA as a revision to the California SIP. CARB staff will present the written Staff Report at the meeting. Copies of the Staff Report may be obtained from CARB's website at <https://ww2.arb.ca.gov/resources/documents/2023-sacramento-regional-plan-2015-8-hour->

[ozone-standard](#), September 15, 2023. Please contact Chris Hopkins, Regulations Coordinator, at Chris.Hopkins@arb.ca.gov or (279) 208-7347 if you need physical copies of the documents.

Interested members of the public may present comments orally or in writing during the meeting and may provide comments by postal mail or by electronic submittal before the meeting. To be considered by the Board, written comments not submitted during the meeting, must be received **no later than October 16, 2023**, and addressed to the following:

Postal mail: Clerks' Office, California Air Resources Board
1001 I Street, Sacramento, California 95814

Electronic submittal: <https://ww2.arb.ca.gov/applications/public-comments>

Please note that under the California Public Records Act (Government Code section 7920.000 et seq.), your written and oral comments, attachments, and associated contact information (e.g., your address, phone, email, etc.) become part of the public record and can be released to the public upon request.

Further inquiries regarding this matter should be directed to Peishi (Bob) Gu, Air Resources Engineer, Central Valley Air Quality Planning Section, at (279) 208-7370 or Ali Adams, Manager, Central Valley Air Quality Planning Section, at (279) 208-7154.

Environmental Analysis

The District prepared a Notice of Exemption (NOE) to comply with the requirements of the California Environmental Quality Act (CEQA) (Public Resources Code section 21000 et seq.) for the Plan, determining that the Plan is exempt from CEQA under the Application by Public Agencies exemption (California Code of Regulations, title 14, section 15300.4). Further, when the 2022 State SIP Strategy was proposed, CARB prepared an environmental analysis (EA) under its certified regulatory program (California Code of Regulations, title 17, sections 60000 through 60008) to comply with the requirements of CEQA (Public Resources Code section 21080.5). The EA, included as Appendix B to the Proposed 2022 State SIP Strategy entitled Final Environmental Analysis for the proposed 2022 State Strategy for the State Implementation Plan, dated September 16, 2022, determined the 2022 State SIP Strategy could result in the following short-term and long-term impacts: beneficial impacts to air quality (long-term operational-related) and greenhouse gases; less-than-significant impacts to energy demand, mineral resources, population and housing, public services, recreational services and wildfire; and potentially significant and unavoidable adverse impacts to aesthetics, agriculture and forest resources, air quality (short-term construction-related), biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, land use, noise, transportation/traffic, tribal cultural resources, and utilities and service systems.

The CARB Staff Report for the Plan includes CARB's commitment for quantified emissions reductions from measures already analyzed in the Final EA for the 2022 State SIP Strategy. There is no possibility that CARB's quantification of these emissions reductions resulting from measures already committed to pursue may result in a significant adverse impact on the environment, nor any substantial evidence indicating this proposal could adversely affect air quality or any other environmental resource area. CARB staff has determined that no subsequent or supplemental environmental analysis is required for the proposed Plan and

associated CARB Staff Report. The NOE for the Plan and Final EA for the 2022 State SIP Strategy fully address the implementation of the Plan and CARB Staff Report, and no additional environmental analysis is required. CARB does not propose to modify any of these previous commitments. There are no changes in circumstances or new information that would otherwise warrant any subsequent or supplemental environmental review. CARB has determined that the proposed project does not involve any changes that result in any new significant adverse environmental impacts or a substantial increase in the severity of the significant adverse impacts previously disclosed in the Final EA for the 2022 State SIP Strategy. The basis for reaching this conclusion is provided in Chapter VII of the CARB Staff Report.

Furthermore, while in an abundance of caution CARB has prepared an addendum-equivalent analysis, CARB notes that this SIP action also does not constitute a CEQA “project” in the first instance. As to the District-proposed measures, CARB lacks jurisdiction to modify or remove these measures for any purpose other than compliance with the Clean Air Act requirements. Therefore, CARB’s review of those components is effectively ministerial. (See *San Diego Navy Broadway Complex Coalition v. City of San Diego* (2010) 185 Cal.App.4th 924, 934.) As to the CARB-proposed measures, CARB has already committed to pursuing these measures as part of the State SIP Strategy, which have already been analyzed under CEQA. CARB’s action here does not modify those previous commitments made at the time CARB approved the State SIP Strategy; rather, it amounts to quantifying the anticipated reductions from those commitments, and reaffirming CARB’s commitment to those reductions.

Special Accommodation Request

Consistent with California Government Code section 7296.2, special accommodation or language needs may be provided for any of the following:

- An interpreter to be available at the hearing;
- Documents made available in an alternate format or another language; and
- A disability-related reasonable accommodation.

To request these special accommodations or language needs, please contact the Clerks’ Office at cotb@arb.ca.gov or (916) 322-5594 as soon as possible, but no later than ten business days before the scheduled Board hearing. TTY/TDD/Speech to Speech users may dial 711 for the California Relay Service.

Consecuente con la sección 7296.2 del Código de Gobierno de California, una acomodación especial o necesidades lingüísticas pueden ser suministradas para cualquiera de los siguientes:

- Un intérprete que esté disponible en la audiencia;
- Documentos disponibles en un formato alterno u otro idioma; y
- Una acomodación razonable relacionados con una incapacidad.

Para solicitar estas comodidades especiales o necesidades de otro idioma, por favor llame a la oficina del Consejo al cotb@arb.ca.gov o (916) 322-5594 lo más pronto posible, pero no menos de 10 días de trabajo antes del día programado para la audiencia del Consejo.

TTY/TDD/Personas que necesiten este servicio pueden marcar el 711 para el Servicio de Retransmisión de Mensajes de California.

California Air Resources Board



Steven S. Cliff, Ph.D.
Executive Officer

Date: September 15, 2023

The energy challenge facing California is real. Every Californian needs to take immediate action to reduce energy consumption. For a list of simple ways you can reduce demand and cut your energy costs, see [CARB's website](http://www.arb.ca.gov) (www.arb.ca.gov).

Sacramento Region Ozone State Implementation Plan

Resolution 23-19

October 26, 2023

Agenda Item No.: 23-9-1

Whereas, sections 39600 and 39601 of the Health and Safety Code authorize the California Air Resources Board (CARB or Board) to adopt standards, rules and regulations and to do such acts as may be necessary for the proper execution of the powers and duties granted to and imposed upon the Board by law;

Whereas, the California Legislature in Health and Safety Code section 39602 has designated CARB as the air pollution control agency for all purposes set forth in federal law;

Whereas, CARB is responsible for preparing the State Implementation Plan (SIP) for attaining and maintaining the National Ambient Air Quality Standards (NAAQS or standards) as required by the federal Clean Air Act (the Act) (42 U.S.C. section 7401 et seq.), and to this end is directed by Health and Safety Code section 39602 to coordinate the activities of all local and regional air pollution control and air quality management districts (local districts) necessary to comply with the Act;

Whereas, Health and Safety Code section 39602 also provides that the SIP shall include only those provisions necessary to meet the requirements of the Act;

Whereas, CARB has the primary responsibility for the control of air pollution from vehicular sources, including motor vehicle fuels, as specified in Health and Safety Code section 39002, section 39500, and Division 26, Part 5, and for ensuring that the local districts meet their responsibilities under the Act pursuant to Health and Safety Code sections 39002, 39500, 39602, 40469, and 41650;

Whereas, the local districts have the primary responsibility for controlling air pollution from non-vehicular sources and for adopting control measures, rules, and regulations to attain the NAAQS within their boundaries, pursuant to sections 39002, 40000, 40001, 40701, 40702, and 41650 of the Health and Safety Code;

Whereas, Health and Safety Code sections 39515 and 39516 provide that any power, duty, purpose, function or jurisdiction of the Board may be delegated to the CARB Executive Officer as the Board deems appropriate, and is presumed delegated unless it has been specifically reserved;

Whereas, Health and Safety Code section 41650 requires CARB to approve the nonattainment area plan adopted by a local district as part of the SIP unless the Board finds, after a public hearing, that the plan does not meet the requirements of the Act;

Whereas, the Sacramento Metro Nonattainment Area (Sacramento Metro), consists of Sacramento County, Yolo County, and portions of El Dorado County, Placer County, Solano County, and Sutter County;

Whereas, under Health and Safety Code sections 40000, et seq, and section 60103 of title 17 of the California Code of Regulations (CCR), the local districts (Districts) that are responsible for the control of air pollution from all sources, other than emissions from motor vehicles, in Sacramento Metro are:

Sacramento Metropolitan Air Quality Management District is responsible for Sacramento County;

El Dorado County Air Quality Management District is responsible for El Dorado County;

Feather River Air Quality Management District is responsible for Sutter County;

Placer County Air Pollution Control District is responsible for Placer County; and

Yolo-Solano Air Quality Management District is responsible for Yolo and Solano Counties;

Whereas, on October 26, 2015, the U.S. Environmental Protection Agency (U.S. EPA) promulgated an 8-hour NAAQS for ozone of 70 parts per billion (ppb) (70 ppb standard);

Whereas, effective August 3, 2018, U.S. EPA designated Sacramento Metro as a Moderate nonattainment area for the 70 ppb standard with an attainment date of August 3, 2024;

Whereas, on August 3, 2020, CARB submitted a letter on behalf of the Districts to U.S. EPA to reclassify Sacramento Metro as a Serious nonattainment area for the 70 ppb standard;

Whereas, effective November 29, 2021, U.S. EPA classified Sacramento Metro as a Serious nonattainment area for the 70 ppb standard with an attainment date of August 3, 2027;

Whereas, on September 6, 2022, CARB submitted a letter on behalf of the Districts to U.S. EPA to reclassify Sacramento Metro as a Severe nonattainment area for the 70 ppb standard with an attainment date of August 3, 2033;

Whereas, because the ozone season in Sacramento Metro consists of the summer months, the area needs to meet the 70 ppb standard during the 2032 ozone season to meet the Severe attainment deadline of August 3, 2033;

Whereas, effective February 4, 2019, U.S. EPA published the Implementation of the 2015 NAAQS for Ozone: Nonattainment Area SIP Requirements (Ozone Rule) that established the planning requirements for the 70 ppb standard;

Whereas, the Act and the Ozone Rule require that a Severe SIP include an emissions inventory for ozone precursors, specifically oxides of nitrogen (NOx) and reactive organic gases (ROG); an attainment demonstration; reasonably available control measures (RACM) demonstration; a reasonable further progress (RFP) demonstration and corresponding motor vehicle emission budgets (MVEBs); a vehicle-miles-traveled (VMT) offset demonstration; and contingency measures;

Whereas, in September 2022, CARB adopted the 2022 State Strategy for the State Implementation Plan (2022 State SIP Strategy) commits to emission reductions measures needed for attainment of the 70 ppb standard across the State;

Whereas, when the Board adopted the 2022 State SIP Strategy on September 27, 2022, the Board directed the Executive Officer to calculate and commit to appropriate emission reductions from implementation of the 2022 State SIP Strategy in specific nonattainment areas, as attainment plan SIP revisions are developed or revised for these areas;

Whereas, the Districts developed the Sacramento Regional 2015 NAAQS 8-hour Ozone Attainment and Reasonable Further Progress Plan (Plan), to meet the Severe ozone nonattainment area planning requirements for the 70 ppb standard;

Whereas, consistent with sections 181(a) and 182(c)(2) of the Act, the Plan includes an attainment demonstration that shows attainment as expeditiously as practicable, and by the Severe area deadline of August 3, 2033, for the 70 ppb standard;

Whereas, the attainment demonstration modeling includes the benefits of CARB's existing mobile source control program of measures adopted through December 2021 and District rules submitted through March 2022;

Whereas, the attainment demonstration further includes emissions reductions from new measures committed to as a part of the 2022 State SIP Strategy which provides the necessary control strategy, demonstrating that Sacramento Metro will meet the 70 ppb standard in 2032;

Whereas, the emissions reductions CARB committed through the 2022 State SIP Strategy include 6.1 tons per day (tpd) of NOx and 0.7 tpd of ROG in Sacramento Metro by 2032, with a subset to come specifically from on-road mobile source measures of 1.2 tpd NOx and 0.4 tpd ROG to be used for transportation conformity purposes;

Whereas, consistent with section 172(c)(1) of the Act, the Plan demonstrates RACM for ozone in Sacramento Metro;

Whereas, consistent with sections 172(c)(2) and 182(c)(2) of the Act, the Plan demonstrates that Sacramento Metro meets RFP targets in the 2023, 2026 and 2029 milestone years and the 2032 attainment year for the 70 ppb standard;

Whereas, consistent with section 176 of the Act, the Plan establishes MVEBs, developed in consultation between the Districts and Sacramento Area Council of Governments (SACOG) that conform to the attainment and RFP emission levels;

Whereas, consistent with section 182(d)(1)(A) of the Act, the Plan includes a VMT offset analysis that demonstrates that the identified transportation control strategies and measures are sufficient to offset the growth in emissions in Sacramento Metro;

Whereas, in anticipation of forthcoming guidance from U.S. EPA, the Plan includes a contingency measure commitment for RFP and attainment consistent with sections 172(c)(9) and 182(c)(9) of the Act and existing guidance that require contingency measures that go into effect without further regulatory action if an area fails to meet an RFP milestone or attain by the required deadline;

Whereas, as outlined in the CARB Staff Report, other SIP requirements have been or will be addressed through separate submittals;

Whereas, CARB has already submitted to U.S. EPA the emissions statement rule, new source review rule, Reasonably Available Control Technology (RACT), the Clean Fuels for Fleets Program and vehicle inspection and maintenance performance review as required by the Act and the Ozone Rules;

Whereas, CARB staff has concluded that the Plan meets the Severe area requirements of the Act and Ozone Rule for the 70 ppb standard for Sacramento Metro;

Whereas, section 110(l) of the Act and Title 40, Code of Federal Regulations (CFR), section 51.102, requires that one or more public hearings, preceded by at least 30 days of notice and opportunity for public review, must be conducted prior to the adoption and submittal to U.S. EPA of any SIP revision;

Whereas, as required by the Act, the Plan was made available for public review on August 22, 2023, which was at least 30 days prior to the first of the five local district public hearings, where Sacramento Metropolitan Air Quality Management District adopted the Plan on September 28, 2023;

Whereas, CARB staff prepared the CARB Staff Report containing the aggregate emission reduction commitment and released it to the public on September 15, 2023, for a 30-day public review prior to the Board hearing;

Whereas, CARB's regulatory program that involves the adoption, approval, amendment, or repeal of standards, rules, regulations, or plans has been certified by the Secretary for Natural Resources under Public Resources Code section 21080.5 of the California Environmental Quality Act (CEQA; California Code of Regulations, title 14, section 15251(d)), and CARB conducts its CEQA review according to this certified program (California Code of Regulations, title 17, sections 60000-60007);

Whereas, CARB prepared an environmental analysis for the 2022 State SIP Strategy under its certified regulatory program to comply with the requirements of CEQA, which determined the 2022 State SIP Strategy could result in beneficial, less-than-significant, and potentially significant and unavoidable adverse impacts;

Whereas, CARB staff determined that CARB can rely on the environmental analysis prepared under its certified regulatory program for the 2022 State SIP Strategy, and no additional environmental review is required because the record evidence shows that CARB's aggregate commitment will not result in new significant adverse environmental impacts or a substantial increase in severity of previously identified significant adverse impacts, as described in Chapter VII of the CARB Staff Report;

Whereas, to meet its obligations under CEQA, the Districts determined, under CEQA Guidelines sections 15002(k) and 15061, the Plan is exempt from CEQA under CEQA Guidelines section 15300.4; and

Whereas, the Board finds that:

The Plan and aggregate emission reduction commitment meet the requirements of the Act for Sacramento Metro as a Severe ozone nonattainment area for the 70 ppb standard;

Implementation of the Plan provides the emission reductions needed in Sacramento Metro for meeting the 70 ppb standard by the attainment deadline;

This proposal is consistent with CARB's environmental justice policies and does not disproportionately impact people of any race, culture, income, or national origin; and

CARB's aggregate commitment is covered by the prior environmental analysis for the 2022 State SIP Strategy prepared to comply with CEQA, and no additional

environmental review, or revisions to the prior environmental analysis, are required because substantial evidence in the records shows there are no changes that will result in new significant adverse environmental impacts or a substantial increase in severity of previously identified significant adverse impacts.

Now, therefore, be it resolved that the Board hereby adopts the Plan and aggregate commitment to obtain emissions reductions of 6.1 tpd of NOx and 0.7 tpd of ROG in Sacramento Metro by 2032, with a subset to come specifically from on-road mobile source measures of 1.2 tpd NOx and 0.4 tpd ROG to be used for transportation conformity purposes as specified in the CARB Staff Report.

Be it further resolved that the Board hereby directs the Executive Officer to submit the Plan as adopted by the Districts and the aggregate emission reduction commitment contained in the CARB Staff Report to U.S. EPA for inclusion in the California SIP to be effective, for purposes of federal law, upon approval by U.S. EPA.

Be it further resolved that the Board hereby certifies that the Plan was adopted after notice and public hearing as required by Section 110(1) of the Act and 40 CFR section 51.102.

Be it further resolved that the Board directs the Executive Officer to work with the Districts and U.S. EPA and take appropriate action to resolve any completeness or approvability issues that may arise regarding the SIP submission.

Be it further resolved that the Board authorizes the Executive Officer to include in the SIP submittal any technical corrections, clarifications, or additions that may be necessary to secure U.S. EPA approval.

I hereby certify that the above is a true and correct copy of Resolution 23-19 as adopted by the California Air Resources Board.



Board Clerk