State of California
AIR RESOURCES BOARD

Resolution 08-27

April 24, 2008

Agenda Item No.: 08-4-8

WHEREAS, the Legislature in Health and Safety Code section 39602 has designated the State Air Resources Board (ARB or Board) as the air pollution control agency for all purposes set forth in federal law;

WHEREAS, the ARB is responsible for the preparation of the State Implementation Plan (SIP) for attaining and maintaining the national ambient air quality standards (NAAQS) 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 (districts) necessary to comply with the Act;

WHEREAS, the ARB is authorized by section 39600 of the Health and Safety Code to do such acts as may be necessary for the proper execution of its powers and duties;

WHEREAS, sections 39515 and 39516 of the Health and Safety Code provide that any duty may be delegated to the Board's Executive Officer as the Board deems appropriate;

WHEREAS, the South Coast Air Basin includes Orange County and portions of the counties of Los Angeles, San Bernardino, and Riverside, as described in Title 17 of the California Code of Regulations, section 60104;

WHEREAS, the South Coast Air Quality Management District (District) is the local air district with jurisdiction over the South Coast Air Basin, pursuant to sections 40410 and 40413 of the Health and Safety Code;

WHEREAS, the Southern California Association of Governments (SCAG) is the regional transportation agency for the South Coast Air Basin and has responsibility for preparing and implementing transportation control measures to reduce vehicle trips, vehicle use, vehicle miles traveled, vehicle idling, and traffic congestion for the purpose of reducing motor vehicle emissions, pursuant to sections 40460(b) and 40465 of the Health and Safety Code;

WHEREAS, in July 1997, the U.S. Environmental Protection Agency (U.S. EPA) promulgated a 24-hour NAAQS for fine particulate matter and an 8-hour NAAQS for ozone;

WHEREAS, U.S. EPA has designated the South Coast Air Basin as a nonattainment area for the $PM_{2.5}$ and 8-hour ozone NAAQS;

WHEREAS, the Act requires nonattainment area SIPs to include transportation conformity emission budgets to ensure that federally-supported highway and transit activities are consistent with the purpose of the SIP;

WHEREAS, at its public hearing on September 27, 2007, the Board adopted the State Strategy for California's 2007 SIP;

WHEREAS, at its public hearing on September 27, 2007, the Board also approved plans for attaining the $PM_{2.5}$ and 8-hour ozone NAAQS in the South Coast Air Basin that include new emission reduction commitments for years 2014, 2020, and 2023 as identified in the State Strategy and new local control measures as identified in the 2007 Air Quality Management Plan adopted by the District, and directed the Executive Officer to submit the attainment demonstration plan as a revision to the California SIP;

WHEREAS, on November 15, 2007, the ARB revised the transportation conformity emission budgets for the South Coast Air Basin to be consistent with the attainment strategy approved on September 27, 2007, and directed the Executive Officer to submit the revised budgets as a revision to the California SIP;

WHEREAS, in a departure from past practice, the U.S. EPA has indicated it is unwilling to find adequate or approve the transportation conformity emission budgets that include SIP commitments;

WHEREAS, the U.S. EPA has indicated that budgets based on adopted measures could be found adequate or approvable under the U.S. EPA conformity regulation for all years except the years for which the SIP must demonstrate attainment of the PM2.5 or ozone NAAQS;

WHEREAS, to avoid a lapse in conformity, the SCAG must adopt its new Regional Transportation Plan (RTP), which must include a demonstration of SIP conformity, in May, 2008;

WHEREAS, in consultation with staff at the SCAQMD and SCAG, ARB staff developed two sets of revised transportation conformity emission budgets for the South Coast Air Basin, one reflecting the control strategies needed for attainment that is consistent with the 2007 SIP submittal (SIP-based budgets, shown in Attachment 1), and the other reflecting the baseline control program without new commitments (baseline budgets, shown in Attachment 2);

WHEREAS, the SIP-based budgets provide greater environmental protection and greater consistency with the federal Clean Air Act intent of protecting public health;

WHEREAS, the proposed SIP-based budgets differ from the budgets the ARB adopted in November, 2007, as follows:

- they have been recalibrated using the ARB's EMFAC2007 motor vehicle emissions model, and
- proposed budgets for 2008 and 2009 do not reflect emissions reductions from new measures adopted as part of the 2007 SIP;

WHEREAS, in consultation with staff at the SCAQMD and SCAG, ARB staff recommends that ARB adopt both budgets and forward them to the U.S. EPA with the request that the U.S. EPA approve the baseline-based budgets only if the SIP-based budgets cannot be approved or found adequate in their entirety;

WHEREAS, this approach will allow the SCAG to proceed with its conformity analyses by comparing the impacts of the proposed RTP to SIP-based budgets and to baseline budgets, thus facilitating RTP adoption;

WHEREAS, both the proposed SIP-based and baseline budgets provides sufficient reductions to meet the Act's reasonable further progress requirements;

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' notice and the opportunity for public review, be conducted prior to the adoption of and submittal to the U.S. EPA of any SIP revision;

WHEREAS, as required by federal law, the updated transportation conformity emission budgets for the South Coast Air Basin have been made available for public review at least 30 days prior to the hearing;

NOW, THEREFORE, BE IT RESOLVED, the Board hereby approves both the SIP-based and the baseline transportation conformity emission budgets for the South Coast Air Basin as provided in Attachments 1 and 2 as revisions to the California SIP, hereto;

BE IT FURTHER RESOLVED, that the Board hereby directs the Executive Officer to forward the updated transportation conformity emission budgets in Attachments 1 and 2 to the U.S. EPA as a revision to the SIP, to be effective for purposes of federal law upon a finding of adequacy or approval by the U.S. EPA;

BE IT FURTHER RESOLVED, that the Board recommends that the U.S. EPA approve the SIP-based transportation conformity emission budgets in Attachment 1, and approve the baseline budgets in Attachment 2 only if it chooses not to approve the SIP-based budgets in their entirety;

BE IT FURTHER RESOLVED, that the Board directs the Executive Officer to work with the District, the U.S. EPA, and SCAG, as appropriate, to take action to resolve any adequacy or approvability issues that may arise regarding this SIP submission;

BE IT FURTHER RESOLVED that the Board hereby certifies, pursuant to 40 CFR section 51.102, that the updated transportation conformity emission budgets for the South Coast Air Basin were adopted after notice and public hearing as required by 40 CFR section 51.102.

I hereby certify that the above is a true and correct copy of Resolution 08-27, as adopted by the Air Resources Board.

Lori Andreoni

Lori Andreoni, Clerk of the Board

Resolution 08-27

April 24, 2008

Attachment 1

South Coast Air Basin
Transportation Conformity Emission Budgets:
$PM_{2.5}$ and 8-Hour Ozone
SIP-Based

Attachment 1

South Coast Air Basin
Transportation Conformity Emission Budgets: PM2.5
SIP Based
(Annual Average - Tons Per Day)

		2009	2012	2014	2023	2030
ROG	Baseline Inventory	196.2	162.6	146.1	101.9	85.4
	State Strategy Reductions	N/A	-23.5	-24.0	-12.1	-9.2
	Adjustments to Baseline*	-0.2	-0.5	-0.7	-1.4	-2.1
	Conformity Budget* **	**196**	**139**	**122**	**89**	**75**

		2009	2012	2014	2023	2030
NOx	Baseline Inventory	427.1	350.8	305.7	174.7	141.8
	State Strategy Reductions	N/A	-60.9	-91.9	-33.7	-9.4
	Adjustments to Baseline*	-14.6	-14.0	-13.4	-10.4	-11.7
	Conformity Budget **	**413**	**276**	**201**	**131**	**121**

		2009	2012	2014	2023	2030
PM2.5	Baseline Inventory	17.8	17.5	17.2	16.4	17.0
	Re-entrained Road Dust (paved)	18.6	18.8	19.0	20.8	21.4
	Re-entrained Road Dust (unpaved)	1.0	1.0	1.0	1.0	1.0
	Road Construction Dust	0.2	0.2	0.2	0.2	0.3
	State Strategy Reductions	N/A	-0.6	-4.6	-1.6	-0.4
	Adjustments to Baseline*	-0.2	-0.2	-0.28	-0.4	-0.5
	Adjusted Inventory	37.4	36.7	32.5	36.4	38.7
	Conformity Budget **	**38**	**37**	**33**	**37**	**39**

* Reductions from rules adopted prior to December, 2006 that are not reflected in EMFAC2007.

** Rounded up to the nearest ton.

Attachment 1 (continued)

South Coast Air basin
Transportation Conformity Emission Budgets: 8 Hour Ozone
SIP Based
(Summer Planning - Tons Per Day)

		2008	2011	2014	2017	2020	2023*
ROG	Baseline Inventory	214.2	176.0	150.1	131.1	117.0	106.1
	State Strategy Reductions	N/A	-14.0	-24.6	-20.2	-15.6	-12.4
	Adjustments to Baseline**	-0.1	-0.4	-0.7	-1.0	-1.2	-1.5
	Conformity Budget* **	**215**	**162**	**125**	**111**	**101**	**93**

		2008	2011	2014	2017	2020	2023*
NOx	Baseline Inventory	441.3	367.7	299.9	243.5	200.2	171.8
	State Strategy Reductions	N/A	-33.6	-91.4	-65.3	-45.7	-33.5
	Adjustments to Baseline**	-14.7	-14.3	-13.4	-12.0	-10.4	-10.5
	Conformity Budget * **	**427**	**320**	**196**	**167**	**145**	**128**

* 2023 budget is applicable to all future years beyond 2023.

** Reductions from rules adopted prior to December, 2006 that are not reflected in EMFAC2007.

*** Rounded up to the nearest ton.

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Attachment 2

South Coast Air Basin
Transportation Conformity Emission Budgets:
$PM_{2.5}$ and 8-Hour Ozone
Baseline-Based

Attachment 2

South Coast Air Basin
Transportation Conformity Emission Budgets: PM2.5
Baseline Based
(Annual Average - Tons Per Day)

		2009	2012
ROG	Baseline Inventory	196.2	162.6
	State Strategy Reductions	N/A	N/A
	Adjustments to Baseline*	-0.2	-0.5
	Conformity Budget**	**196**	**163**

		2009	2012
NOx	Baseline Inventory	427.1	350.8
	State Strategy Reductions	N/A	N/A
	Adjustments to Baseline*	-14.6	-14.0
	Conformity Budget **	**413**	**337**

		2009	2012
PM2.5	Baseline Inventory	17.8	17.5
	Re-entrained Road Dust (paved)	18.6	18.8
	Re-entrained Road Dust (unpaved)	1.0	1.0
	Road Construction Dust	0.2	0.2
	State Strategy Reductions	N/A	N/A
	Adjustments to Baseline*	-0.2	-0.2
	Adjusted Inventory	37.4	37.3
	Conformity Budget **	**38**	**38**

* Reductions from rules adopted prior to December, 2006 that are not reflected in EMFAC2007.

** Rounded up to the nearest ton.

Attachment 2 (continued)

South Coast Air basin
Transportation Conformity Emission Budgets: 8 Hour Ozone
Baseline Based
(Summer Planning - Tons Per Day)*

		2008	2011	2014	2017	2020
ROG	Baseline Inventory	214.2	176.0	150.1	131.1	117.0
	State Strategy Reductions	N/A	N/A	N/A	N/A	N/A
	Adjustments to Baseline**	-0.1	-0.4	-0.7	-1.0	-1.2
	Conformity Budget ***	**215**	**176**	**150**	**131**	**116**

		2008	2011	2014	2017	2020
NOx	Baseline Inventory	441.3	367.7	299.9	243.5	200.2
	State Strategy Reductions	N/A	N/A	N/A	N/A	N/A
	Adjustments to Baseline**	-14.7	-14.3	-13.4	-12.0	-10.4
	Conformity Budget ***	**427**	**354**	**287**	**232**	**190**

* No reductions assumed for California's 2007 SIP on-road measures.

** Reductions from rules adopted prior to December, 2006 that are not reflected in EMFAC2007.

*** Rounded up to the nearest ton.