

1 **WHEREAS**, the U.S. Environmental Protection Agency (“USEPA”) promulgated the 1997
2 National Ambient Air Quality Standard (“NAAQS”) for ozone with an 8-hour averaging time of
3 0.08 parts per million and determined that the 8-hour ozone standard is necessary in order to protect
4 public health (Federal Register, Vol. 62, No. 138, pages 2-37 (July 18, 1997)); and

5
6 **Whereas**, the Sacramento Nonattainment Area (“SNA”), includes all of Sacramento and Yolo
7 counties and part of the Placer, El Dorado, Solano, and Sutter County (Federal Register, Vol. 69,
8 No. 84, pages 23858-23951 (April 30, 2004)); and

9
10 **WHEREAS**, the SNA exceeds the primary NAAQS for 8-hour ozone, and was designated
11 nonattainment for ozone with a classification of “Serious” and an attainment deadline of June 15,
12 2013 (Federal Register, Vol. 69, No. 84, pages 23858-24000 (April 30, 2004)); and

13
14 **WHEREAS**, the USEPA published its Final Rule to Implement the 8-Hour Ozone National
15 Ambient Air Quality Standard, which requires nonattainment areas classified “Serious and above”
16 to demonstrate reasonable further progress (“RFP”) toward attainment of the 1997 8-hour ozone
17 standard (Federal Register, Vol. 70, No. 228, pages 71611-71705 (November 29, 2005) and 42 USC
18 §7511a (c)(2)(B)); and

19
20 **WHEREAS**, the Placer County Air Pollution Control District, El Dorado County Air Quality
21 Management District, Feather River Air Quality Management District, Sacramento Metropolitan
22 Air Quality Management District, and Yolo-Solano Air Quality Management District determined
23 that the SNA could not meet the 2013 attainment deadline for “Serious” nonattainment areas; and

24
25 **WHEREAS**, on February 14, 2008, the California Air Resources Board (CARB), on behalf of the
26 SNA Districts, requested that the USEPA reclassify the SNA from a “Serious” to a “Severe” ozone
27 nonattainment classification with an extended attainment deadline of June 15, 2019 (42 USC §7511
28 (b)(3)); and

1 **WHEREAS**, the SNA Districts have prepared the proposed Sacramento Regional 8-Hour Ozone
2 Attainment and Reasonable Further Progress Plan (“Plan”) to satisfy the attainment and remaining
3 reasonable further progress demonstration requirements associated with a "Severe" classification
4 (42 USC §7502 (c) and §7511a); and

5
6 **WHEREAS**, the proposed Plan shows that ambient ozone air quality is improving in the SNA; and

7
8 **WHEREAS**, emissions of volatile organic compounds (VOC) and nitrogen oxides (NOx) are
9 precursor pollutants to ozone formation in the ambient air; and

10
11 **WHEREAS**, the proposed Plan updates the 2002 base year and emissions inventory forecasts for
12 VOC and NOx, and indicates significant declines in emissions; and

13
14 **WHEREAS**, the proposed Plan demonstrates that existing control strategies and approved control
15 measure commitments will provide the future VOC and NOx emission reductions necessary to meet
16 the federal Clean Air Act requirements for reasonable further progress for the 2011, 2014, 2017, and
17 2018 milestone years (42 USC §7511a (c)(2)(B)); and

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19 **WHEREAS**, photochemical modeling conducted by CARB predicts lower future ozone levels, but
20 concludes that additional emission reductions are needed to attain the federal 8-hour ozone standard
21 by the mandated deadline (42 USC §7511a (c)(2)(A)); and

22
23 **WHEREAS**, the proposed Plan documents and recommends adoption and implementation of new
24 state, regional, and local reasonably available control measures necessary to attain the ozone
25 standard as expeditiously as practicable and no later than 2018 (42 USC §7502 (c)(1) and §7511
26 (a)(1)); and

27
28 **WHEREAS**, the proposed Plan includes commitments to achieve 3 tons per day of VOC and 3 tons
29 per day of NOx reductions from new regional and local control measures and includes a specific

1 commitment to achieve emission reductions from the Regional Mobile On-road Incentive Program
2 for 0.1 ton per day of VOC and 0.7 ton per day of NOx in 2011; 0.1 ton per day of VOC and 0.8 ton
3 per day of NOx in 2014; 0.9 ton per day of NOx in 2017 and 2018; and

4
5 **WHEREAS**, the proposed Plan sets new 2011, 2014, 2017, and 2018 Motor Vehicle Emission
6 Budgets for transportation conformity purposes and updates future airport emissions for general
7 conformity purposes consistent with attainment and reasonable further progress requirements (42
8 USC §7506); and

9
10 **WHEREAS**, as lead agency, the Sacramento Metropolitan Air Quality Management District
11 prepared a Draft Environmental Impact Report (“DEIR”), dated September 2008, State
12 Clearinghouse No. 2006102136, to analyze potential environmental impacts arising from the
13 proposed Plan; and

14
15 **WHEREAS**, the Sacramento Metropolitan Air Quality Management District consulted with the
16 Placer County Air Pollution Control District, a responsible agency, during the environmental review
17 process as required by Section 15096 of the California Environmental Quality Act (“CEQA”)
18 Guidelines ; and

19
20 **WHEREAS**, the DEIR concluded that the Plan would have no significant adverse environmental
21 impacts, so no mitigation measures are required; and

22
23 **WHEREAS**, the Sacramento Metropolitan Air Quality Management District duly published notice
24 of the availability of the DEIR and Draft Plan and held a noticed public workshop on September 25,
25 2008 to receive public comment on those documents; and

26
27 **WHEREAS**, minor revisions to the Draft Plan and DEIR were made in response to recent
28 information and comments received; and

1 **WHEREAS**, the Plan revisions did not alter any prior conclusions regarding federal ozone planning
2 requirements; and
3
4 **WHEREAS**, the information revising the DEIR did not identify any new significant impacts related
5 to the project; and
6
7 **WHEREAS**, Comments and Responses to the DEIR are attached as Appendix C thereto, and
8 together with the revised DEIR comprise a Final Environmental Impact Report (“FEIR”),
9 completed in full compliance with all procedural and substantive provisions of the CEQA; and
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11 **WHEREAS**, on December 19, 2008, the Sacramento Metropolitan Air Quality Management
12 District published a notice of the availability of the Plan and FEIR and invited public comment on
13 those documents; and
14
15 **WHEREAS**, on January 22, 2008 the Board of Directors of the Sacramento Metropolitan Air
16 Quality Management District duly certified the FEIR as having been prepared in full compliance
17 with the provisions of CEQA; and
18
19 **WHEREAS**, the Placer County Air Pollution Control District has participated in the CEQA process
20 as a Responsible Agency and has concluded that environmental review completed by the
21 Sacramento Metropolitan Air Quality Management District is adequate; and
22
23 **WHEREAS**, on February 19, 2009 the Board of Directors of the Placer County Air Pollution
24 Control District held a duly noticed public hearing in order to hear and consider public comment on
25 the Sacramento Regional 8-Hour Ozone Attainment and Reasonable Further Progress Plan.
26
27 **NOW, THEREFORE, BE IT RESOLVED** pursuant to Section 15096(h) of the CEQA
28 Guidelines, the Board of Directors of the Placer County Air Pollution Control District has read and
29 considered the environmental effects of the proposed Regional 8-Hour Ozone Attainment and

1 Reasonable Further Progress Plan as identified and analyzed in the FEIR, and hereby incorporates
2 by reference each of its findings relative to the potential environmental impacts arising from
3 adoption of the Plan.

4

5 **BE IT FURTHER RESOLVED** effective February 19, 2009, the Sacramento Regional 8-Hour
6 Ozone Attainment and Reasonable Further Progress Plan, be, and hereby is, adopted, including the
7 2002, 2011, 2014, 2017, and 2018 emissions inventory, 2018 photochemical modeling results, 2018
8 attainment and the Reasonable Further Progress Demonstration, motor vehicle emission budgets
9 and airport emission inventory for milestone years 2011, 2014, 2017, and 2018.

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11 **BE IT FURTHER RESOLVED** that the Board of Directors of the Placer County Air Pollution
12 Control District commits to adopt and implement new control measures that satisfy federal
13 Reasonably Available Control Measure requirements and achieve, collectively with measures
14 adopted by the other SNA air districts, total emission reductions of three (3) tons per day VOC and
15 three (3) tons per day NOx in the SNA.

16

17 **BE IT FINALLY RESOLVED** that the Board of Directors of the Placer County Air Pollution
18 Control District directs Staff to forward the Sacramento Regional 8-Hour Ozone Attainment and
19 Reasonable Further Progress Plan and all necessary supporting documents to the California Air
20 Resources Board for submittal to the U.S. Environmental Protection Agency as a revision to the
21 California State Implementation Plan.

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