

State of California
AIR RESOURCES BOARD

Resolution 79-29

May 9, 1979

A. WHEREAS, Section 39602 of the Health and Safety Code designates the Air Resources Board (ARB or Board) as the air pollution control agency for all purposes set forth in federal law and designates the ARB as the state agency responsible for the preparation of the State Implementation Plan (SIP) required by the Clean Air Act;

B. WHEREAS, the Clean Air Act as amended in 1977 mandates the revision of the SIP in designated nonattainment areas of the state in order to assure the attainment and maintenance of national ambient air quality standards by new specified deadlines;

C. WHEREAS, Sacramento County was designated nonattainment for carbon monoxide, and the Sacramento AQMA was designated nonattainment for oxidant under provisions of Section 107(d) of the Clean Air Act;

D. WHEREAS, the Sacramento Regional Area Planning Commission (SRAPC) was designated by the ARB on April 3, 1978 as the local lead agency for the preparation of the 1979 oxidant and carbon monoxide nonattainment plan for the Sacramento AQMA;

E. WHEREAS, the SRAPC AQMP/NAP (SRAPC Plan) was prepared under the guidance of the Environmental Management Policy Committee;

F. WHEREAS, the SRAPC Plan was reviewed by the cities of the region, the County Boards of Supervisors, the Air Pollution Control Boards, other interested organizations, and the public;

G. WHEREAS, the SRAPC Plan was adopted by most cities and all of the counties of the AQMA, the Sacramento County Air Pollution Control Board (SCAPCB), the Placer County Air Pollution Control Board (PCAPCB), the Yolo-Solano Air Pollution Control Board (YSAPCB), and SRAPC to meet the requirements of the Clean Air Act as amended in 1977 after noticed hearing;

H. WHEREAS, SRAPC transmitted the SRAPC Plan to the ARB for approval as a revision to the State Implementation Plan;

I. WHEREAS, the Clean Air Act and SIP regulations promulgated by the Environmental Protection Agency (EPA) require that revisions to the SIP be adopted after a public hearing for which 30 days notice to the public has been provided;

J. WHEREAS, a public hearing upon 30 days notice and other administrative proceedings have been held in accordance with the Clean Air Act and the provisions of the Administrative Procedures Act (California Government Code, Title 2, Division 3, Part 1, Chapter 4.5);

LEAD AGENCY AND AREA DESIGNATION

1. NOW, THEREFORE BE IT RESOLVED, that the Board concurs in the SRAPC Plan request for continued designation of SRAPC as the lead agency for nonattainment area planning in the AQMA subject to agreement between ARB, SRAPC, the City of Sacramento, the SCAPCB, the PCAPCB, and the YSAPCB upon Division of Responsibilities required by Section 174 of the Clean Air Act. The Board finds further that the Division of Responsibilities should take the form of a detailed work program and an interagency memorandum of understanding for air quality planning in the AQMA. The Board directs the Executive Officer to forward a designation of SRAPC as the continuing lead agency to the EPA upon completion of the aforementioned agreements;

2. BE IT FURTHER RESOLVED, that the Board recommends that SRAPC, the Sacramento County Air Pollution Control District (SCAPCD), the Yolo-Solano Air Pollution Control District (YSAPCD) and the Placer County Air Pollution Control District (PCAPCD) work with the other nonattainment lead agencies in the Sacramento Valley Air Basin and with the Sacramento Valley Air Basin Control Council in developing basinwide control strategies where appropriate for consideration for the 1982 plan;

AIR QUALITY ANALYSES

3. BE IT FURTHER RESOLVED, that the Board finds that the SRAPC Plan does not include an analysis of the effect of the recent EPA action to adopt a 1-hour ozone standard as a revision to the former 1-hour oxidant standard, and directs the Executive Officer to amend the plan with the analysis included in the ARB staff report (Figure 2 on page 17 and Appendix C);

4. BE IT FURTHER RESOLVED, that the Board finds that additional effort is needed to comply with the Clean Air Act requirements for demonstrating the attainment and maintenance of the carbon monoxide and ozone standards and that the following work must be completed by September 30, 1979 for submission to the ARB: completion by the SRAPC of a satisfactory work plan for the development of the 1982 NAP submittal. The Board directs the Executive Officer to work with SRAPC to develop this work plan;

5. BE IT FURTHER RESOLVED, that the Board finds that further effort to develop and apply areawide photochemical simulation modeling to analyze oxidant formation and the impact of control measures is

necessary and desirable, and directs the Executive Officer to complete a feasibility study in cooperation with SRAPC, the local APCDs, and other appropriate public entities;

REASONABLY AVAILABLE CONTROL MEASURES

6. BE IT FURTHER RESOLVED, that the Board finds that the adoption of the federally and state required RACMs for the PCAPCD and the SCAPCD, including controls for architectural coatings, Stage I and II vapor recovery, organic liquid storage, degreasing, cutback asphalt, and, in addition for the SCAPCD, can and coil coating, manufactured metal parts and products coating, and valves and flanges at chemical plants, is necessary to make reasonable further progress toward attainment of the ozone NAAQS and to provide a plan for the Sacramento AQMA which meets CAA requirements. The Board finds further that the commitments of the SCAPCB and PCAPCB should be accompanied by adoption of these RACMs to meet the requirements of Section 172(b)(10) of the CAA. The Executive Officer is delegated the authority to adopt, after hearing, a rule for each of those RACMs if he determines that the respective district has not adopted and will not adopt by June 30, 1979 a rule as effective as the ARB model rule for each RACM. The Executive Officer is authorized to submit such rules to the EPA as a SIP revision;

7. BE IT FURTHER RESOLVED, that the Board finds that the adoption of the federally and state required RACMs for the YSAPCD (including controls for architectural coatings, Stage I and II vapor recovery, organic liquid storage, degreasing, cutback asphalt, and metal parts and products coatings) is necessary to make reasonable further progress toward attainment of the ozone NAAQS and to provide a plan for the Sacramento AQMA which meets CAA requirements. The Board finds further that the commitments and actions of the YSAPCB to adopt these RACMs do not meet the requirements of Section 172(b)(10) of the Clean Air Act. The Executive Officer is delegated the authority to adopt, after hearing, a rule for each of those RACMs if he determines that the district has not adopted, and will not adopt by June 30, 1979 a rule as effective as the ARB model rule for each RACM. The Executive Officer is authorized to submit such rules to the EPA as a SIP revision;

8. BE IT FURTHER RESOLVED, that the Board authorizes the ARB Executive Officer to hold a public hearing to consider adoption or amendment as necessary of the state required RACM for Phase II 95% vapor recovery if the SCAPCB, PCAPCB, and YSAPCB do not adopt an equivalent rule by June 30, 1979. The Executive Officer is authorized to submit such adopted rule to the EPA as a SIP submission;

9. BE IT FURTHER RESOLVED, that the Board finds that various stationary source control measures require further study (see the ARB staff report, Tables 2 & 3 on pages 13 & 14) and directs the Executive Officer study these measures further;

MOTOR VEHICLE INSPECTION PROGRAM

10. BE IT FURTHER RESOLVED, that the Board finds that to meet the Clean Air Act requirements for granting an extension for attaining the ozone standard, the Sacramento AQMA must commit to an Inspection and Maintenance program. The Board finds that the local government resolutions adopting the SRAPC Plan demonstrate local commitment to an adequate Inspection and Maintenance program, and the Board supports legislative authorization of such a program for the Sacramento AQMA;

TRANSPORTATION CONTROL MEASURES

11. BE IT FURTHER RESOLVED, that the Board finds that the 75% increase in vehicle miles of travel (VMT) which is projected in the Plan to occur between 1976 and 1995 will interfere with the attainment and maintenance of the NAAQS for ozone and carbon monoxide unless additional mitigation measures are provided. The Board finds that significant reductions in transportation emissions will be necessary to project attainment of the NAAQS by no later than 1987;

12. BE IT FURTHER RESOLVED, the Board finds that the Clean Air Act requires a commitment to assure the adoption and implementation of measures by the legally responsible agencies. The Board requires SRAPC to submit, by September 30, 1979, resolutions of commitment to the specific transportation control measures included in the locally adopted plan by SRAPC, the City of Sacramento, the County of Sacramento, and the Sacramento Regional Transit District. These resolutions should reflect a clear policy level commitment to achieve the emission reductions included in the locally adopted plan for Transportation Control Package "A", and should identify financial and personnel resources which will be used for the analysis of these measures;

13. BE IT FURTHER RESOLVED, that the Board finds that as part of the required September 30, 1979 submittal to ARB of a work plan for development of the 1982 NAP, SRAPC must include planning targets for area-wide emission reductions, motor vehicle trips and VMT reductions, and reduction targets for specific major projects. The work plan targets should be adopted by SRAPC and the respective implementing agencies. The Board further finds that based on the present air quality analysis and on the testimony received at this hearing, that the necessary area-wide targets may be as large as 10 tons per day reduction in 1987 Reactive Organic Gases (ROG), equivalent to approximately a 40% area-wide reduction in projected 1987 motor vehicle trips and VMT. To accomplish this goal, the Board requires SRAPC to develop cooperatively, with the responsible local and state implementing agencies, a work plan which considers at least the following specific project mitigation targets:

<u>PROJECT</u>	<u>TARGET</u>
a. Downtown Parking Management	a. Reduction in the 1987 parking supply for single-occupant automobiles and provision for alternative means of transportation.
b. Sacramento Metro Airport Expansion	b. Add transit and parking management to reduce projected 1987 single-auto travel.
c. I-80 Corridor Study	c. Construction of a facility devoted exclusively to High Occupancy Vehicles.
d. Sacramento-Stockton Corridor Study	d. Reduction of projected 1987 single-auto trips/VMT.
e. Folsom Corridor Light Rail Study	e. A light rail system.
f. Regional Transit General Plan	f. 100% or greater expansion of the SRTD bus fleet.
g. Sacramento County Transportation Study	g. 40% reduction of projected 1987 single-auto trips/VMT.
h. Natomas Station Development	h. Light rail service.
i. Freeport Shores Development	i. Light rail service.
j. Existing Large Shopping Centers	j. Timed transfer transit service.
k. Natomas Sewer Service Area Developments	k. Reduction in projected 1987 single-auto trips/VMT.
l. Transit Passes	l. Fund 100% employee transit passes for city and county employees.
m. New Major Residential Areas	m. Transit Service/Transit Impact Fee.
n. McClellan AFB (MAFB)	n. Transit for journey-to-work between the northeast area and MAFB.

The work plan to be submitted by September 30, 1979 must contain specific target reductions to be achieved by each of the measures including those listed above;

14. BE IT FURTHER RESOLVED, that the Board accepts the commitments given in the SRAPC Plan to the implementation of the following transportation control measures: Employer-Subsidized Transit Passes, Ride-Sharing Incentives, Pedestrian Controls and Amenities, Education Programs, and Increased Parking Fees;

15. BE IT FURTHER RESOLVED, that the Board directs the Executive Officer to include the vehicle-related emission control tactics in the SRAPC Plan for further study and to determine as soon as feasible what emission reductions should be attributed to each tactic. The Board further directs the Executive Officer to amend the SIP submission in accordance with this direction;

16. BE IT FURTHER RESOLVED, that the Board finds that the CAA requires public involvement in the development of nonattainment area plans and recommends that SRAPC establish mechanisms to assure extensive public involvement as part of its program to develop the 1982 NAP submission;

OTHER MEASURES

17. BE IT FURTHER RESOLVED, the Board finds that the plan, as modified by the ARB, identifies specific categories of measures for further study of stationary and transportation controls by SRAPC, the local APCDs, the City and County of Sacramento, and the ARB. The ARB commits to study and develop additional mobile source control tactics. The Plan also includes an overall commitment to develop expeditiously a plan containing revised air quality analyses and additional control measures to be submitted to the EPA by July 1, 1982. The Board finds that these actions, when carried out, will be sufficient to provide for attainment and maintenance of the NAAQS for ozone and CO, and collectively meet Section 172(b)(11)(C) of the Clean Air Act which requires the identification of those measures needed to attain CO and ozone standards prior to December 31, 1987;

REQUEST FOR EXTENSION

18. BE IT FURTHER RESOLVED, that the Board finds that the SRAPC Plan does not demonstrate attainment of the national standards for ozone and carbon monoxide by December 31, 1982 despite the implementation of all reasonably available control measures;

19. BE IT FURTHER RESOLVED, that the Board finds that an extension of the attainment date for the ozone and CO national standards until no later than December 31, 1987 is justified;

20. BE IT FURTHER RESOLVED, that the Board approves the request of the local agencies for such an extension for attainment of the ozone and CO standards;

EMISSIONS GROWTH - NEW SOURCE REVIEW

21. BE IT FURTHER RESOLVED, that the Board delegates to the ARB Executive Officer the authority to adopt, after hearing, the ARB model New Source Review rule for the SCAPCD, PCAPCD, and YSAPCD if he determines that the respective District has not adopted, and will not adopt by June 30, 1979, a rule as effective as the ARB model rule. The Executive Officer is authorized to submit such a rule to the EPA as an SIP revision;

REASONABLE FURTHER PROGRESS

22. BE IT FURTHER RESOLVED, the Board finds that the adopted measures in the Plan are adequate to meet the Clean Air Act requirements to maintain Reasonable Further Progress in reducing carbon monoxide and the emission of ozone precursors until such time that a revised plan can be prepared;

23. BE IT FURTHER RESOLVED, that in order to monitor Reasonable Further Progress toward attainment of the NAAQS, the Board directs SRAPC to provide ARB with an annual analysis and verification of emissions reductions and air quality improvements to demonstrate that RFP is occurring;

POPULATION GROWTH AND CONSISTENCY

24. BE IT FURTHER RESOLVED, that the Board finds that to meet the Clean Air Act requirements for consistency of the SIP and other planning programs, SRAPC and participating local jurisdictions should commit to develop a well-defined process and schedules to bring regional plan/population forecasts and local general plans/population forecasts into consistency as part of the continuing planning and implementation program. SRAPC should submit to the Board by September 30, 1979 a commitment to and schedule for the completion of this task;

25. BE IT FURTHER RESOLVED, the Board finds that further work is needed before the SRAPC Plan is adequate to provide for increased emissions which may reasonably be anticipated to result from federally assisted projects and federal permit activities. The Board requests SRAPC to develop a work plan by September 30, 1979 to design mechanisms acceptable to ARB and consistent with Sections 176(c) and 316(b) of the Clean Air Act for determining that federally assisted projects and federal permit activities which result in increases in emissions are compatible with reasonable further progress toward attainment and maintenance of NAAQS. Until such mechanisms are operational, individual projects will be reviewed expeditiously by the ARB;

PRE-PERMIT REVIEW

26. BE IT FURTHER RESOLVED, that the Board finds the California Environmental Quality Act (CEQA) process equivalent to that required by Section 172(b)(11)(A) of the Clean Air Act relating to industrial siting;

BOARD ADOPTION

27. BE IT FURTHER RESOLVED, that except as otherwise specified above, the Board finds that the SRAPC Plan contains the elements necessary to meet the presently applicable requirements of Part D of the Clean Air Act as amended. The Board approves those elements of the SRAPC Plan, except as modified above, and directs the Executive Officer to submit the same to EPA for approval, together with all acceptable technical support documentation as may be useful in showing compliance with the requirements of Part D.

I certify that the above is a true and correct copy of Resolution 79-29 as passed by the Air Resources Board.


Joan Gilpin, Board Secretary

State of California
AIR RESOURCES BOARD

Response to Significant Environmental Issues

Item: Public Hearing to Consider Adoption of the Sacramento Metropolitan Air Quality Maintenance Plan/Nonattainment Plan (AQMP/NAP) as a Revision to the State of California Implementation Plan (SIP) for the Attainment and Maintenance of National Ambient Air Quality Standards.

Public
Hearing Date: May 8, 1979

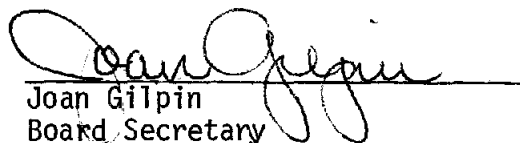
Response Date: May 9, 1979

Issuing
Authority: Executive Officer

Comment: Suzanne Butterfield, representing the Sacramento Lung Association, indicated that there would be adverse environmental impacts due to growth of transportation activity which is encompassed in the Plan's projections.

Response: This comment was answered in Items 11-14 of the adopted resolution where ARB establishes targets for reduction of transportation activities. These targets, which are to be used in the Region's air quality-related transportation planning, provide mitigation of the adverse impacts discussed.

CERTIFIED:


Joan Gilpin
Board Secretary

DATE: May 18, 1979

Memorandum

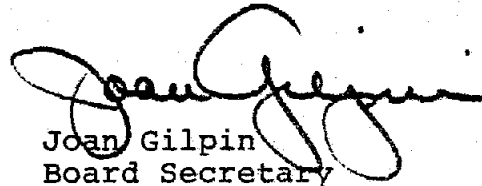
To : Huey E. Johnson
Secretary
Resources Agency

Date : May 30, 1979

Subject: Filing of Notice of
Decision for the
Air Resources Board

From : **Air Resources Board**

Pursuant to Title 17, Section 60007(b) and in compliance with Air Resources Board certification under Section 21080.5 of the Public Resources Code, the Air Resources Board hereby forwards for posting the attached notices of decision and response to environmental comments raised during the comment period.


Joan Gilpin
Board Secretary

Attachments

Resolution No. 79-8
79-9
79-11
79-12
79-13
79-14
79-15
79-27
79-29