

State of California  
AIR RESOURCES BOARD

**SAN JOAQUIN VALLEY SUPPLEMENT TO THE 2016 STATE STRATEGY  
FOR THE STATE IMPLEMENTATION PLAN**

Resolution 18-49

**October 25, 2018**

Agenda Item No.: 18-8-7

WHEREAS, the Legislature in Health and Safety Code Section 39602 has designated the State Air Resources Board (CARB or Board) 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. § 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, Section 39602 of the Health and Safety Code also provides that the SIP shall include only those provisions necessary to meet the requirements of the Act;

WHEREAS, CARB has primary responsibility for the control of air pollution from vehicular sources, including motor vehicle fuels, under Sections 39002, 39500, and part 5 (commencing with section 43000) of the Health and Safety Code;

WHEREAS, CARB 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 power, duty, purpose, function, or jurisdiction of the Board which it may delegate to the CARB Executive Officer is presumed to have been delegated unless explicitly reserved by the Board;

WHEREAS, the districts have 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, the San Joaquin Valley Air Basin (San Joaquin Valley) includes Fresno, Kings, Madera, Merced, San Joaquin, Stanislaus, Tulare, and western Kern Counties;

WHEREAS, the San Joaquin Valley Air Pollution Control District (District) is the air quality planning agency for the San Joaquin Valley;

WHEREAS, on July 18, 1997, the United States Environmental Protection Agency (U.S. EPA) established a 24-hour fine particulate matter (PM<sub>2.5</sub>) NAAQS of 65 micrograms per cubic meter ( $\mu\text{g}/\text{m}^3$ ) and an annual PM<sub>2.5</sub> NAAQS of 15  $\mu\text{g}/\text{m}^3$  and the San Joaquin Valley was designated nonattainment for both standards in 2005;

WHEREAS, on December 18, 2006, U.S. EPA strengthened the 24-hour PM<sub>2.5</sub> NAAQS to 35  $\mu\text{g}/\text{m}^3$  and the San Joaquin Valley was designated nonattainment for the standard in 2009;

WHEREAS, on December 14, 2012, U.S. EPA strengthened the annual PM<sub>2.5</sub> NAAQS to 12  $\mu\text{g}/\text{m}^3$  and the San Joaquin Valley was designated nonattainment effective December 18, 2014;

WHEREAS, on October 24, 2016, U.S. EPA finalized the PM<sub>2.5</sub> SIP implementation rule which established the framework and requirements states must meet in developing PM<sub>2.5</sub> SIPs based on provisions of Subpart 4 of the Act;

WHEREAS, mobile sources contribute to approximately 60 percent of the PM<sub>2.5</sub> particles on a high day;

WHEREAS, controlling mobile sources in conjunction with local controls is essential for the San Joaquin Valley to reach attainment of the PM<sub>2.5</sub> standards as expeditiously as practicable;

WHEREAS, the existing control program will provide the emissions reductions needed to bring the San Joaquin Valley into attainment of the 65  $\mu\text{g}/\text{m}^3$  24-hour and 15  $\mu\text{g}/\text{m}^3$  annual PM<sub>2.5</sub> NAAQS by 2020;

WHEREAS, the existing mobile source control program provides for 157 tons per day (tpd) and 162 tpd of oxides of nitrogen (NO<sub>x</sub>) emissions reductions in 2024 and 2025, respectively, along with 4.6 tpd and 4.7 tpd of PM<sub>2.5</sub> emission reductions in 2024 and 2025, respectively;

WHEREAS, further emissions reductions beyond those provided through the existing mobile source control program are needed to meet the 35  $\mu\text{g}/\text{m}^3$  24-hour and 12  $\mu\text{g}/\text{m}^3$  annual PM<sub>2.5</sub> standards by 2024 and 2025, respectively, in the San Joaquin Valley;

WHEREAS, on March 23, 2017, CARB adopted the *Revised Proposed 2016 State Strategy for the State Implementation Plan (State SIP Strategy)* which found that 6 tpd of NO<sub>x</sub> emission reductions and 0.1 tpd of PM<sub>2.5</sub> reductions would be achieved in the San Joaquin Valley by 2025, and were to be incorporated into the San Joaquin Valley PM<sub>2.5</sub> SIP;

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 CEQA (Pub. Resources Code § 21080.5; Cal. Code Regs., tit. 14, § 15251(d)), and CARB conducts its CEQA review according to this certified program (Cal. Code Regs., tit. 17, §§ 60000-60007);

WHEREAS, on March 23, 2017, the Board certified that the *Final Environmental Analysis* was completed in compliance with CARB's certified regulatory program to meet the requirements of CEQA, reflects the agency's independent judgment and analysis, and was presented to the Board whose members reviewed and considered the information therein before taking action to approve the *State SIP Strategy*; approved the *Responses to Environmental Comments*, released March 10, 2017, and *Supplemental Responses to Environmental Comments*, released March 21, 2017; and adopted the *Findings and Statement of Overriding Considerations*;

WHEREAS, on September 21, 2018, CARB staff released the *San Joaquin Valley Supplement to the 2016 State Strategy for the State Implementation Plan (Valley State SIP Strategy)* for public comment;

WHEREAS, the *Valley State SIP Strategy* builds on the measures approved in the *State SIP Strategy* by including San Joaquin Valley specific measures that provide for the mobile source emissions reductions needed to attain the PM2.5 standards in 2024 and 2025;

WHEREAS, the *Valley State SIP Strategy* sets forth a commitment to achieve aggregate emissions reductions, begin the measure public process by specific enforceable dates, and prepare SIP measures for Board consideration;

WHEREAS, the commitment to achieve aggregate emissions reductions is an overall commitment to achieve the total emission reductions necessary to attain the federal PM2.5 air quality standards, reflecting the combined reductions from the existing control strategy and new measures;

WHEREAS, the commitment for aggregate emissions reductions may be achieved through the existing control program, measures identified in the *Valley State SIP Strategy*, alternative measures, incentive programs, and actual emission decreases that occur;

WHEREAS, for the San Joaquin Valley, the *Valley State SIP Strategy* includes an aggregate emissions reduction commitment of 32 tpd of NOx and 0.9 tpd of PM2.5 reductions in both 2024 and 2025;

WHEREAS, U.S. EPA considers three factors when approving an enforceable commitment : Whether the state is capable of fulfilling the commitment; whether the commitment is for a limited portion of the emissions reductions; and whether the commitment is for a reasonable and appropriate period of time;

WHEREAS, the State has successfully fulfilled emissions reduction commitments including a 2014 commitment for the Valley and is capable of fulfilling this enforceable commitment;

WHEREAS, due to the significant emissions reductions from CARB's mobile source program, this commitment represents 16 percent of the total emissions reductions and is a limited portion of the emissions reductions needed from mobile sources;

WHEREAS, CARB's mobile source reduction schedule for the Valley provides measures to be considered throughout the years with all emissions reductions in place by January 1, 2024;

WHEREAS, staff determined that for the *Valley State SIP Strategy*, CARB can rely on the environmental analysis prepared under its certified regulatory program included in the *Final Environmental Analysis* released in 2016 for the *State SIP Strategy*, and no additional environmental review is required because the record evidence shows that the amendments will not result in new significant adverse environmental impacts, as described in Appendix A of the *Valley State SIP Strategy*;

WHEREAS, CARB staff has proposed a typographical correction to the *Valley State SIP Strategy*, this correction as set forth in Attachment B to this Resolution:

WHEREAS, federal law sets forth in section 110(l) of the Act (42 U.S.C. § 4710(l)) and Title 40 of the Code of Federal Regulations (C.F.R.) section 51.102, a requirement that one or more public hearings preceded by at least 30 days' notice and opportunity for public review, must be conducted prior to adopting and submitting to U.S. EPA any SIP; and

WHEREAS, the *Valley State SIP Strategy* was made available for public review and comment at least 30 days before the public hearing.

NOW, THEREFORE, BE IT RESOLVED, the Board finds that:

1. Additional emissions reductions from new SIP measures are needed to protect public health and attain the PM<sub>2.5</sub> NAAQS in the San Joaquin Valley;
2. The *Valley State SIP Strategy* would achieve an additional 32 tpd of NO<sub>x</sub> emissions reductions and 0.9 tpd of PM<sub>2.5</sub> reductions in the San Joaquin Valley in 2024 and 2025 beyond the benefits of the existing mobile source control program;
3. The *Valley State SIP Strategy* emissions reduction commitment is for a limited portion of the emission reductions, is for a reasonable and appropriate period of time, and the State is capable of fulfilling the commitment;

4. The *Valley State SIP Strategy* is consistent with CARB's environmental justice policies and does not disproportionately impact people of any race, culture, or income;
5. The *Valley State SIP Strategy* is covered by the prior environmental analysis prepared to comply with CEQA, and no additional environmental review or revisions to the prior environmental analysis are required, because substantial evidence in the record shows there are no changes that will result in new significant adverse environmental or a substantial increase in severity of previously identified significant adverse impacts;
6. Staff will report back to the Board annually to inform the Board on progress of implementing the strategy; and
7. The *Valley State SIP Strategy* meets the applicable requirements established by the Act and U.S. EPA regulations.

BE IT FURTHER RESOLVED that based on the foregoing, the Board adopts the *Valley State SIP Strategy*, as modified by the typographical correction set forth in Attachment B to this Resolution.

BE IT FURTHER RESOLVED that the Board adopts the commitment to begin the measure's public process and bring to the Board for consideration the list of proposed SIP measures outlined in the *Valley State SIP Strategy* and included in Attachment A, according to the schedule set forth.

BE IT FURTHER RESOLVED that the Board adopts the commitment to achieve the aggregate emissions reductions outlined in the *Valley State SIP Strategy* of 32 tpd of NOx and 0.9 tpd of PM2.5 emissions reductions in the San Joaquin Valley by 2024 and 2025.

BE IT FURTHER RESOLVED that the Board directs the Executive Officer to submit Chapters 1 through 3 of the *Valley State SIP Strategy* to U.S. EPA for inclusion in the SIP to be effective, for purposes of federal law, upon approval by U.S. EPA.

BE IT FURTHER RESOLVED that the Board directs the Executive Officer to take the steps necessary to develop the measures described in the *Valley State SIP Strategy* for adoption by the Board and submission to the U.S. EPA for inclusion in the SIP.

BE IT FURTHER RESOLVED that the Board directs the Executive Officer to work with U.S. EPA and take appropriate action to resolve any completeness or approvability issues that may arise regarding the SIP submission. The Executive Officer may present the *Valley State SIP Strategy* to the Board for further consideration if warranted.

BE IT FURTHER RESOLVED that the Board authorizes the Executive Officer to include in the SIP submittal any nonsubstantive, grammatical, or technical corrections or clarifications that may be necessary.

BE IT FURTHER RESOLVED that the Board hereby certifies that the *Valley State SIP Strategy* was adopted after notice and public hearing as required by Section 110(l) of the Act and 40 C.F.R. section 51.102.

I hereby certify that the above is a true and correct copy of Resolution 18-49 as adopted by the Air Resources Board.

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Cristina Granados, Clerk of the Board

## **Resolution 18-49**

October 25, 2018

### **Identification of Attachments to the Board Resolution**

**Attachment A:** State Measures and Schedule for the San Joaquin Valley, released on September 21, 2018.

**Attachment B:** Correction of Typographical Error.

**Resolution 18-49  
Attachment A**

**State Measures and Schedule for the San Joaquin Valley**

Measures	Agency	Public Process Begins	Action	Implementation Begins
<b>2016 State SIP Strategy Measures</b>				
Advanced Clean Cars 2 Reduced ZEV Brake and Tire Wear	CARB	2017	2020 – 2021	2026
Lower In-Use Emission Performance Level:	CARB	2016	2017 – 2020	2018 +
Lower Opacity Limits for Heavy-Duty Vehicles	CARB	2016	2018	2018 – 2024
Amended Warranty Requirements for Heavy-Duty Vehicles	CARB	2016	2018	2022
Heavy-Duty Vehicle Inspection and Maintenance Program	CARB	2019	2020	2022 +
Low-NOx Engine Standard – California Action	CARB	2016	2019	2023
Low-NOx Engine Standard – Federal Action	U.S. EPA	2016	2019	2024
Innovative Clean Transit	CARB	2015	2018 – 2019	2020
Advanced Clean Local Trucks (Last Mile Delivery)	CARB	2016	2019	2020
Zero-Emission Airport Shuttle Buses	CARB	2017	2018	2023
More Stringent National Locomotive Emission Standards	U.S. EPA	2017	2017	2023 +
Zero-Emission Off-Road Forklift Regulation Phase 1	CARB	2020	2020	2023
Zero-Emission Airport Ground Support Equipment	CARB	2018	2019	2023
Small Off-Road Engines	CARB	2016	2018 – 2020	2022
Transport Refrigeration Units Used for Cold Storage	CARB	2016	2018 – 2019	2020 +
Low-Emission Diesel Fuel Requirement	CARB	2019	2021	2023
<b>Proposed State Measures for the Valley</b>				
Accelerated Turnover of Trucks and Buses				
Incentive Projects	CARB / SJVAPCD	--	--	Ongoing
SIP-Creditable Measure*		2018	by 2021	
Accelerated Turnover of Agricultural Equipment				
Incentive Projects	CARB / SJVAPCD	--	--	Ongoing
SIP-Creditable Measure*		2018	by 2020	
Cleaner In-Use Agricultural Equipment	CARB	2019	2025	2030
Accelerated Turnover of Off-Road Equipment				
Incentive Projects	CARB / SJVAPCD	--	--	Ongoing
SIP-Creditable Measure*		2020	by 2021	

\*A SIP-creditable measure will be developed to demonstrate that the emission reductions from incentive projects can be credited towards the aggregate commitment



**Attachment B:  
“Correction of Typographical Error”**

Page 37 of the San Joaquin Valley Supplement to the 2016 State Strategy for the State Implementation Plan is changed as follows. Text with ~~Strikethrough~~ is deleted text, and underlined text is new text.

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“For example, if a federal heavy-duty low-NOx engine standard is not established, CARB will look to achieve the necessary reductions from other source categories, ~~such as stationary sources.~~”