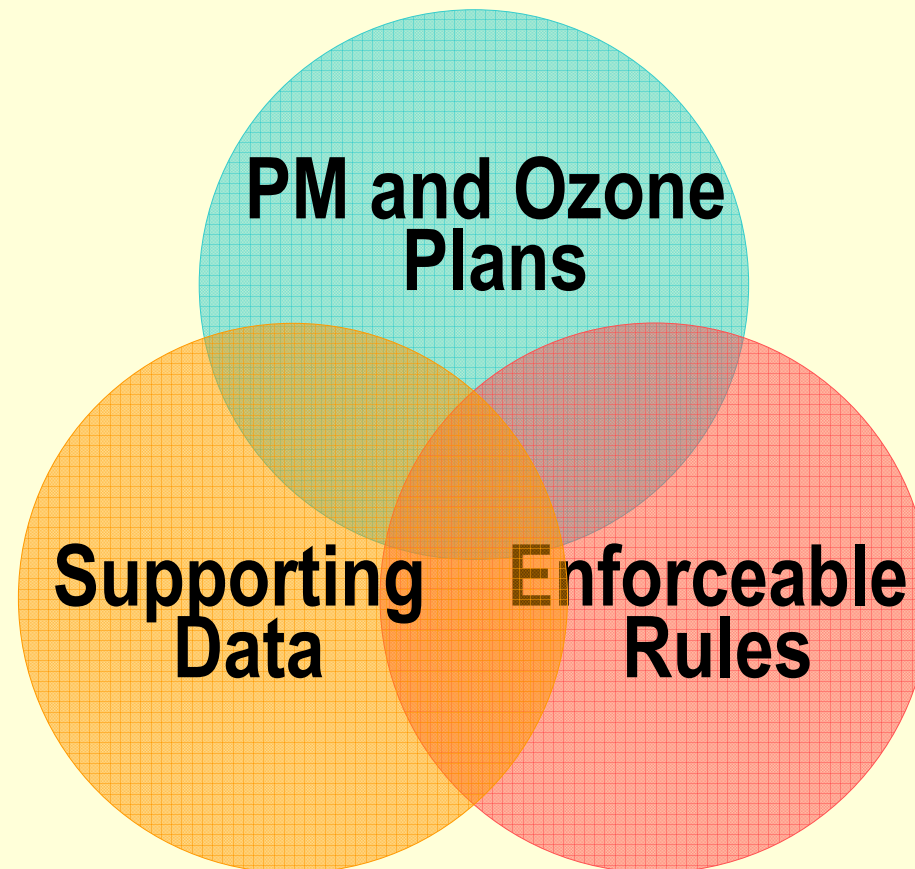


# Development Process for State Implementation Plans (SIPs) and the Schedule of Upcoming Plans

March 26, 2009

# The California SIP Is More Than a “Plan”...



# What is an Attainment Plan?

- Roadmap setting out the measures for meeting federal air quality standards
- Required by federal law
- Must show attainment by mandated deadlines
- SIP provisions enforceable by courts
- Sanctions can be triggered

# Key Attainment Plan Elements

- Current and future emission inventories
- Modeling to quantify needed reductions
- Measures to achieve reductions
- Analytical demonstration with reductions that provide for attainment
- Transportation conformity budgets
- Legal commitment to secure reductions

# Other Types of Plans

- Reasonable Further Progress
- Reasonably Available Control Technology

# Consequences of Failure to Adopt or Implement SIPs

- Clean Air Act sanctions make it harder to site new industrial facilities and can suspend transportation funds
- U.S. EPA may undertake federal planning process if SIP is not submitted or is disapproved
- Citizen suits over non-implementation of SIP measures
- Conformity lapse/freeze curtail spending of transportation funds

# California's SIP Challenge

- Over 90 SIPs submitted since 1990 CAA amendments
- No sanctions/FIPs since 1994
- Conformity lapses have been minor

# Attainment Plan Development Timeline

Emission Inventory

Modeling

Control Strategies

Workshops & Public Hearings

← Total SIP Development Time ~2 years →



# Air Resources Board Role

- Determine if plan meets Clean Air Act requirements
- Approve commitments to achieve emission reductions
- Approve implementing rules
- Ensure enforcement

# Local Role

- Districts assemble plan with new local measures
- Transportation planning agencies provide travel data and new measures
- Local SIP adoption with attainment demonstration relying on state reductions

# Integration of State and Local Actions

- SIPs roles in State law assumed greater focus on sources under district jurisdiction
- Most emission reductions are now from ARB rules and programs
- Plans are adopted locally first
- State reductions integrated at local level

# Current SIP Cycle

- U.S. EPA revised ozone and PM standards in 1997
- Planning mostly complete for these standards
- ARB's 2007 State Strategy provides most of the reductions
- Occasional update to aid EPA approval

# ARB's 2007 State Strategy

- Adopted in 2007 at same time Board approved South Coast SIP
- Provides reductions needed for both ozone and PM attainment
- Biggest piece was the truck rule
  - Adopted rule is 40% of new 2014 reductions needed in SC, 85% in SJV

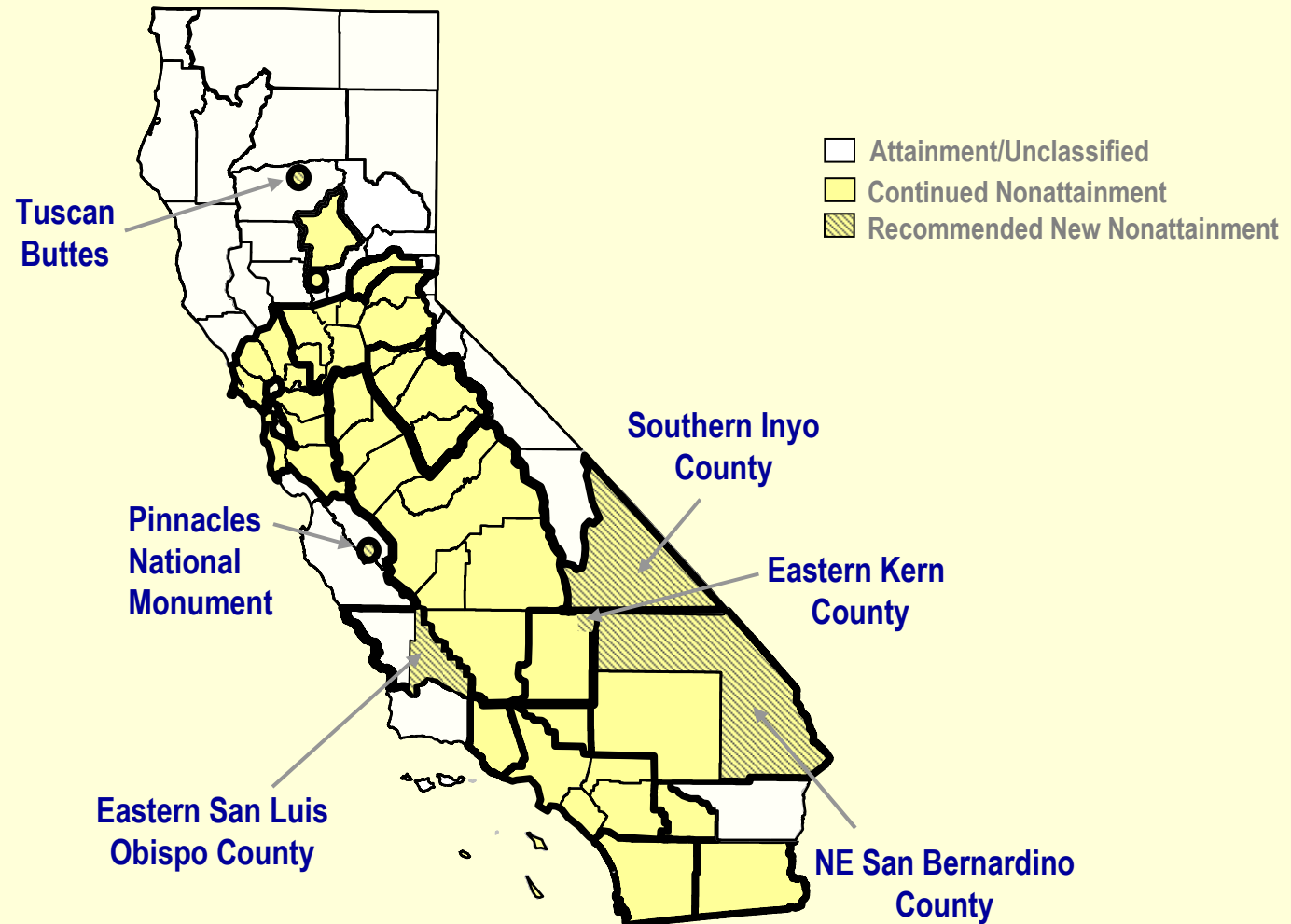
# Need for More Reductions

- Long-term measures required for South Coast and San Joaquin Valley
- SIP must show ongoing progress toward attainment
- Studies show health impacts at lower and lower levels

# New Standards Require New SIPs

- U.S. EPA recently set even more health protective standards
- Implementation of current SIP is first step to meeting new standards
- New SIPs will be due in 2012 and 2013
- Most attainment deadlines will be in the 2020 – 2030 timeframe

# Recommended Area Designations for 0.075 ppm Ozone Standard





# Next Steps: SIP Implementation and Development

- Continue to implement 2007 State Strategy to address (2014 – 2023) attainment deadlines
- Start development of new SIPs
  - PM2.5 Deadline: 2018
  - Extreme Ozone Deadline: 2029
- Current SIP provides progress toward new standards
- Climate Change efforts will be integrated in future SIPs

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