

# Sacramento County PM10 Maintenance Plan State Implementation Plan Submittal

Resolution 21-20

September 23, 2021

Agenda Item No.: 21-9-2

Whereas, sections 39600 and 39601 of the Health and Safety Code (H&SC) authorize the California Air Resources Board (CARB or Board) to adopt standards, rules and regulations and to do such acts as may be necessary for the proper execution of the powers and duties granted to and imposed upon the Board by law;

Whereas, CARB 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 (Act) (42 U.S.C. §7401 et seq.), and to this end is directed by H&SC section 39602 to coordinate the activities of all local and regional air pollution control and air quality management districts necessary to comply with the Act;

Whereas, CARB is authorized by H&SC section 39600 to do such acts as may be necessary for the proper execution of its powers and duties;

Whereas, the local air districts have primary responsibility for the control of air pollution from non-vehicular sources and for adopting control measures, rules, and regulations to attain the NAAQS within their boundaries pursuant to H&SC sections 39002, 40000, 40001, 40701, 40702, and 41650;

Whereas, CARB has responsibility for ensuring that local air districts meet their responsibilities under the Act pursuant to H&SC sections 39002, 39500, 39602, and 41650;

Whereas, on January 20, 1994, the United States Environmental Protection Agency (U.S. EPA) designated Sacramento County as a moderate Particulate Matter (PM<sub>10</sub>) nonattainment area for the 150 micrograms per cubic meter (µg/m<sup>3</sup>) 24-hour PM<sub>10</sub> NAAQS (PM<sub>10</sub> NAAQS) based on air quality data collected in 1989 through 1991;

Whereas, on February 15, 2002, U.S. EPA determined that Sacramento County attained the PM<sub>10</sub> NAAQS based on air quality data collected in 1998 through 2000;

Whereas, the Sacramento Metropolitan Air Quality Management District (District) is the local air district with jurisdiction over the Sacramento County PM<sub>10</sub> nonattainment area;

Whereas, the District adopted a 10-year PM<sub>10</sub> maintenance plan and redesignation request to attainment on October 28, 2010, which was approved by CARB on November 18, 2010, and by U.S. EPA on September 26, 2013;

Whereas, Sacramento County was redesignated to attainment of the PM<sub>10</sub> NAAQS by U.S. EPA effective October 28, 2013;

Whereas, Section 175A(b) of the Act requires CARB to submit a second 10-year PM<sub>10</sub> maintenance plan to U.S. EPA for the second 10-year maintenance period;

Whereas, following a public hearing, the District adopted the Second 10-Year PM<sub>10</sub> Maintenance Plan for Sacramento County (Second PM<sub>10</sub> Plan) on August 26, 2021, with the request that CARB approve the Plan and forward it to U.S. EPA for submittal into the California SIP;

Whereas, pursuant to section 175A(b) of the Act, the second 10-year PM<sub>10</sub> maintenance plan must provide for continued maintenance of the PM<sub>10</sub> NAAQS for a second ten-year period and must include the following components:

1. Attainment emission inventory;
2. Maintenance demonstration;
3. Commitment to continue operating the air monitoring network;
4. Commitment for verification of continued attainment; and
5. Contingency plan to promptly correct any violation of the PM<sub>10</sub> NAAQS that occurs after the area has been redesignated;

Whereas, the Second PM<sub>10</sub> Plan provides a winter day emission inventory, which is consistent with the nature of the PM<sub>10</sub> air quality problem in Sacramento County;

Whereas, the Second PM<sub>10</sub> Plan emissions trend data for PM<sub>10</sub> and all precursors shows that maintenance of the 150 µg/m<sup>3</sup> 24-hour PM<sub>10</sub> NAAQS will occur through 2033;

Whereas, the District and CARB are committed to continue monitoring of PM<sub>10</sub> air quality in Sacramento County to verify the attainment status of the area;

Whereas, the District will track the progress of its maintenance plan by annually reviewing the emissions inventory and verifying if any changes to the emissions inputs and assumptions need to be made;

Whereas, the Second PM<sub>10</sub> Plan contains a contingency plan in the event the area experiences any exceedances of the PM<sub>10</sub> standard during the second 10-year maintenance period;

Whereas, as part of the contingency plan the District will evaluate each exceedance and determine if it needs to be classified as a natural or exceptional event in accordance with U.S. EPA requirements;

Whereas, if an exceedance does not qualify as a natural or exceptional event, the District will evaluate whether future emissions reductions from adopted rules will prevent future exceedances or whether implementation of new rules or modifications to adopted rules are needed;

Whereas, the District commits to completing its evaluation of each exceedance within six months and adoption and implementation of any needed rules or rule modifications within the subsequent 12-month period;

Whereas, transportation conformity budgets are established in the Second PM<sub>10</sub> Plan for PM<sub>10</sub> emissions in 2024, 2027, and 2033 to ensure that transportation projects in Sacramento County do not interfere with maintenance of the 150 µg/m<sup>3</sup> 24-hour PM<sub>10</sub> NAAQS;

Whereas, a Summary of Emission Inventory Methodologies (attached as an addendum to the CARB Staff Report) is intended to satisfy emission inventory documentation requirements of the Second PM<sub>10</sub> Plan;

Whereas, CARB staff has concluded that the Second PM<sub>10</sub> Plan along with the Summary of Emission Inventory Methodologies meets requirements of the Act for a maintenance plan;

Whereas, federal law set forth in section 110(l) of the Act and Title 40, Code of Federal Regulations, section 51.102, requires that one or more public hearings, preceded by at least 30 days' notice and opportunity for public review, must be conducted prior to the adoption and submittal to U.S. EPA of any SIP revision;

Whereas, as required by federal law, the District made the Second PM<sub>10</sub> Plan available for public review beginning on June 21, 2021, 30 days prior to the hearing held by the District on the Plan on August 26, 2021;

Whereas, the Summary of Emissions Inventory Methodologies was released to the public on August 13, 2021, and made available on CARB's website at [2021 Sacramento County Second 10-Year PM10 Maintenance Plan | California Air Resources Board](#);

Whereas, the California Environmental Quality Act (CEQA) requires that no project which may have significant environmental impacts be adopted as originally proposed if feasible alternative or mitigation measures are available to reduce or eliminate such impacts;

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 Public Resources Code section 21080.5 of the California Environmental Quality Act (CEQA; California Code of Regulations, title 14, section 15251(d)), and CARB conducts its CEQA review according to this certified program (California Code of Regulations, title 17, sections 60000-60007);

Whereas, CARB has determined that its subsequent approval of the District's Second PM<sub>10</sub> Plan is a "ministerial" approval for purposes of CEQA (California Code of Regulations, title 14, §15268) because CARB's review is limited to determining if the Plan meets the requirements of the Act, and CARB lacks authority to modify or not approve the Plan in response to environmental concerns;

Whereas, staff has determined that the proposed Summary of Emission Inventory Methodologies is exempt from CEQA under California Code of Regulations, title 14, section 15061(b)(3) ("common sense" exemption) because the record evidence shows with certainty that there is no possibility that the proposed activity may result in a significant adverse impact on the environment;

Whereas, no comments were received during the 30-day comment period that raise significant environmental issues associated with the proposal and no approval of written responses to environmental comments is required under California Code of Regulations, title 17, section 60007;

Whereas, the Board finds that:

CARB has reviewed and considered the Second PM<sub>10</sub> Plan and the Summary of Emissions Inventory Methodologies and finds that they meet the requirements of the Act;

CARB's review and approval of the Second PM<sub>10</sub> Plan submitted by the District for inclusion in the SIP is a ministerial act for purposes of CEQA;

CARB's approval of the Summary of Emissions Inventory Methodologies is a reporting exercise that will result in no potential for changes in the real world environment; and

The Second PM<sub>10</sub> Plan and the Summary of Emissions Inventory Methodologies are consistent with CARB's environmental justice policies and do not disproportionately impact people of any race, culture, or income.

Now, therefore, be it resolved, the Board hereby adopts the Second PM<sub>10</sub> Plan along with the Summary of Emissions Inventory Methodologies as a revision to the California SIP.

Be it further resolved that the Board hereby directs the Executive Officer to submit the Second PM<sub>10</sub> Plan including the Summary of Emissions Inventory Methodologies together with the appropriate supporting documentation to U.S. EPA for approval as a

revision to the California 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 work with the District and U.S. EPA and take appropriate action to resolve any completeness or approvability issues that may arise regarding the SIP submission.

Be it further resolved that the Board authorizes the Executive Officer to include in the SIP submittal any technical corrections, clarifications, or additions that may be necessary to secure U.S. EPA approval.

Be it further resolved that the Board certifies pursuant to 40 CFR Section 51.102 that the proposed SIP revision was 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 21-20 as adopted by the California Air Resources Board.



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Katie Estabrook, Board Clerk