

**ATTACHMENT A  
RESOLUTION NO. 07-9**

**A Resolution of the Governing Board of the South Coast Air Quality Management District certifying the Final Program Environmental Impact Report for the 2007 Air Quality Management Plan, adopting the Final 2007 Air Quality Management Plan (AQMP), to be referred to after adoption as the Final 2007 AQMP, and to fulfill U.S. EPA Requirements for the use of emission reductions from the Carl Moyer Program in the State Implementation Plan.**

WHEREAS, the U.S. EPA promulgated new 8-hour ozone and PM2.5 standards in 1997, followed up by implementation rules which set forth the classification and planning requirements for State Implementation Plans (SIP); and

WHEREAS, the 1-hour ozone standard was revoked by U.S. EPA effective June 15, 2005 and the 8-hour ozone standard became effective on June 15, 2004, and the PM2.5 standard became effective in April 5, 2005; and

WHEREAS, the South Coast Air Basin is classified as a "severe-17" nonattainment area for ozone (8-hour) with an attainment date of 2021 and nonattainment area for fine particulate matter (PM2.5) with an attainment date of 2010, and the Coachella Valley is classified as a "serious" ozone (8-hour) nonattainment area with an attainment date of 2013, in accordance with the federal Clean Air Act; and

WHEREAS, the federal Clean Air Act requires SIPs for regions not in attainment with the new ozone and fine particulate standards be submitted no later than 3-years after the standards became effective, whereby, SIPs for the South Coast Air Basin and Coachella Valley must be submitted for 8-hour ozone and PM2.5 by June 15, 2007 and April 5, 2008, respectively; and

WHEREAS, the South Coast Air Quality Management District has jurisdiction over the South Coast Air Basin and the desert portion of Riverside County known as the Coachella Valley; and

WHEREAS, 40 Code of Federal Regulations (CFR) Part 93 requires that transportation emission budgets for certain criteria pollutants be specified in the SIP, and

WHEREAS, 40 CFR Part 93.118(e)(4)(iv) requires a demonstration that transportation emission budgets submitted to U.S. EPA are "consistent with applicable requirements for reasonable further progress, attainment, or maintenance (whichever is relevant to the given implementation plan submission); and

WHEREAS, the South Coast Air Quality Management District is committed to comply with the requirements of the federal Clean Air Act; and

WHEREAS, the Lewis-Presley Air Quality Management Act requires the District's Governing Board adopt an AQMP to achieve and maintain all state and federal air quality standards; to contain deadlines for compliance with federal primary ambient air quality standards; and to achieve the state standards and federal secondary air quality standards by the application of all reasonably available control measures, by the earliest date achievable (Health and Safety Code Section 40462) and the California Clean Air Act requires the District to endeavor to achieve and maintain state ambient air quality standards for ozone, carbon monoxide, sulfur dioxide, and nitrogen dioxide by the earliest practicable date (Health and Safety Code Section 40910); and

WHEREAS, the California Clean Air Act requires a nonattainment area to update its AQMP triennially to incorporate the most recent available technical information; and

WHEREAS, the South Coast Air Quality Management District Board is committed to comply with the requirements of the California Clean Air Act; and

WHEREAS, the South Coast Air Quality Management District is unable to specify an attainment date for state ambient air quality standards for 8-hour ozone, PM2.5, and PM10, however, the AQMP contains every feasible control strategy and measure to ensure progress toward attainment and the AQMP will be reviewed and revised to ensure that progress toward all standards is maintained; and

WHEREAS, the 2007 AQMP must meet all requirements of state law and the federal Clean Air Act; and

WHEREAS, the South Coast Air Quality Management District Board is committed to achieving healthful air in the South Coast Air Basin and all other parts of the District at the earliest possible date; and

WHEREAS, the 2007 AQMP is the result of over one year of work and six months of public review and debate and has been revised in response to public comments; and

WHEREAS, the 2007 revision to the AQMP incorporates updated emissions inventories, ambient measurements, new meteorological episodes, improved air quality modeling analyses, and updated control strategies by the District, California Air Resources Board (CARB), and the Southern California Association of Governments (SCAG); and

WHEREAS, the 2007 AQMP establishes transportation conformity budgets based on the latest planning assumptions; and

WHEREAS, the AQMP satisfies all the attainment deadlines for federal ambient air quality standards for 8-ozone and annual PM2.5; and

WHEREAS, the 2007 AQMP satisfies the planning requirements set forth in the federal and California Clean Air Acts; and

WHEREAS, the 2007 AQMP includes the 8-hour Ozone Attainment Demonstration Plan including the Reasonable Further Progress Demonstration for the South Coast Air Basin and Coachella Valley, Reasonably Available control Measure (RACM) and Reasonably Available Control Technology (RACT) determinations, and revises the Carbon Monoxide Attainment and the Nitrogen Dioxide Maintenance Plans, and the Transportation Conformity Budgets for the South Coast Air Basin and Coachella Valley; and

WHEREAS, the South Coast Air Quality Management District Board finds and determines that the 2007 AQMP is considered a "project" pursuant to CEQA; and

WHEREAS, pursuant to the California Environmental Quality Act (CEQA) a Notice of Preparation (NOP) of a Draft Program Environmental Impact Report and Initial Study for the 2007 AQMP were prepared and released for a 30-day public comment period, preliminarily setting forth the potential adverse environmental impacts of adopting and implementing the 2007 AQMP; and

WHEREAS, pursuant to CEQA a Draft Program Environmental Impact Report on the 2007 AQMP, including the NOP and Initial Study and responses to comments on the NOP and Initial Study, was prepared and released for a 45-day public comment period, setting forth the potential adverse environmental impacts of adopting and implementing the 2007 AQMP; and

WHEREAS, the Draft Program Environmental Impact Report on the 2007 AQMP is revised based on comments received and modifications to the draft 2007 AQMP such that it is now a Final Program Environmental Impact Report on the 2007 AQMP; and

WHEREAS, none of the modifications to the 2007 AQMP alter any of the conclusions reached in the Draft Program EIR, nor provide new information of substantial importance that would require recirculation of the Draft Program EIR pursuant to CEQA Guidelines §15088.5; and

WHEREAS, it is necessary that the adequacy of the Final Program Environmental Impact Report on the 2007 AQMP be determined by the South Coast Air Quality Management Governing Board prior to its certification; and

WHEREAS, it is necessary that the adequacy of responses to all comments received on the Draft Program Environmental Impact Report on the 2007 AQMP be determined prior to its certification; and

WHEREAS, the provisions of Public Resources Code §21081.6 – Mitigation Monitoring and Reporting - require the preparation and adoption of implementation plans for monitoring and reporting measures to mitigate adverse environmental impacts identified in environmental documents; and

WHEREAS, staff has prepared such a plan which sets forth the adverse environmental impacts, mitigation measures, methods, and procedures for monitoring and reporting mitigation measures, and agencies responsible for monitoring mitigation measure, which is included as Attachment 2 to the Resolution and incorporated herein by reference; and

WHEREAS, the South Coast Air Quality Management District Governing Board voting on this Resolution has reviewed and considered the Final Program Environmental Impact Report on the 2007 AQMP, including responses to comments on the Draft Program Environmental Impact Report on the 2007 AQMP, the Statement of Findings, Statement of Overriding Considerations, and the Mitigation Monitoring and Reporting Plan; and

WHEREAS, the Draft Socioeconomic Report on the 2007 AQMP was prepared and released for public review and comment; and

WHEREAS, the Draft Socioeconomic Report for the 2007 AQMP is revised based on comments received and modifications to the Draft 2007 AQMP such that it is now a Final Socioeconomic Report for the 2007 AQMP; and

WHEREAS, the 2007 AQMP includes every feasible measure and an expeditious adoption schedule; and

WHEREAS, the CARB and the U.S. EPA have the responsibility to control emissions from mobile sources, motor vehicle fuels, and a number of other source categories under their jurisdiction representing over 70 percent of ozone precursor emissions in 2014, and

WHEREAS, significant emission reductions must be achieved from sources under state and federal jurisdiction for the South Coast Air Basin to attain the federal air quality standards; and

WHEREAS, the formal deadline for submission of the ozone attainment plan is June 15, 2007, and the formal deadline for submission of the PM2.5 plan is April 5, 2008 therefore, technically speaking, the PM2.5 plan is not due until 2008, whereas, the annual PM2.5 attainment date (i.e., 2015) is earlier than the 8-hour ozone of 2021 or 2024, in order to design the most efficient path to clean air, it is imperative that an integrated plan including both PM2.5 and ozone be developed, whereas, if attainment of the annual PM2.5 standard was not considered in designing the overall control strategy, the pathway to lower ozone levels and attainment of the 8-hour ozone standard would be more based towards lowering VOC emissions first, and whereby, this approach

would seriously jeopardize the PM2.5 attainment by 2015 (which relies on significant NOx reductions) if the PM2.5 plan submittal was to be delayed until 2008; and

WHEREAS; under its current non-attainment classification, the District is prohibited from relying on "black-box" measures to demonstrate attainment, and despite the aggressive strategy proposed for the South Coast Air Basin, the area will not meet the 8-hour ozone standard by 2021 without the use of "black box" measures, and whereas, the Coachella Valley will not be able to meet the 8-hour ozone standard by 2013, where the ozone problem is predominately a transport issue from the upwind South Coast Air Basin; and

WHEREAS, for any non-attainment area, the Clean Air Act (CAA) provides for voluntary reclassification of such areas to a higher classification by submitting a request for "bump-up," whereby, "black box" measures may be incorporated into the attainment demonstration for areas classified as "extreme"; and

WHEREAS, the South Coast Air Quality Management District Governing Board finds there is a need to take immediate action regarding a state of emergency for the South Coast Air Basin to address the air quality health crisis, and

WHEREAS, the South Coast Air Quality Management District Governing Board directs staff to move expeditiously to adopt and implement feasible new control measures to achieve long-term reductions while meeting all applicable public notice and other regulatory development requirements; and

WHEREAS, the South Coast Air Quality Management District Governing Board requests that CARB actively support the District's efforts to obtain additional regulatory authority over sources not primarily under the District's jurisdiction, including mobile sources and products; and

WHEREAS, the South Coast Air Quality Management District has held nine public workshops on the Draft 2007 AQMP, four public workshops on the Proposed Modifications to the Draft 2007 AQMP, fifteen AQMP Advisory and STMPR Advisory Committee meetings, five public hearings throughout the four-county region, and one adoption hearing pursuant to section 40466 of the Health and Safety Code; and

WHEREAS, the record of the public hearing proceedings is located at South Coast Air Quality Management District, 21865 Copley Drive, Diamond Bar, California 91765, and the custodian of the record is the Clerk of the Board; and

WHEREAS, the record of the CEQA proceedings is located at South Coast Air Quality Management District, 21865 Copley Drive, Diamond Bar, California 91765, and the custodian of the record is the Assistant Deputy Executive Officer, Planning, Rule Development, and Area Sources.

WHEREAS, the SCAQMD has conducted an active and effective regulatory program that has successfully reduced air pollution in the South Coast Air Basin, with recent years registering the lowest levels since measurements began five decades ago; and

WHEREAS, said emission reduction programs have effectively improved air quality in the South Coast Air Basin for particulate matter less than 2.5 microns in diameter (PM2.5) and for 8-hr ozone; and

WHEREAS, the SCAQMD's 2007 Air Quality Management Plan (AQMP) identifies substantial new emission reductions that are needed to attain the more stringent ambient air quality standards for 8-hr ozone and particulate matter less than 2.5 microns in diameter (PM2.5) promulgated by the U.S. Environmental Protection Agency (EPA); and

WHEREAS, the SCAQMD's 2007 AQMP shows that regulatory programs alone will not provide the emission reductions needed to meet the federal Clean Air Act requirements for the federal 8-hr ozone and PM2.5 standards; and

WHEREAS, to meet these more stringent requirements, the SCAQMD will need emission reductions from sources outside of its primary regulatory authority and from sources that may lack, in some cases, the financial wherewithal to implement technology with reduced air pollutant emissions; and,

WHEREAS, the Carl Moyer Program allows the SCAQMD to achieve emission reductions from these types of sources; and,

WHEREAS, the SCAQMD's past experience demonstrates that substantial reductions in actual emissions can be cost-effectively achieved through implementation of the Carl Moyer Program; and,

WHEREAS, the SCAQMD's 2007 AQMP identifies a control measure for including emission reductions from past and future projects funded by the Carl Moyer Program for SIP purposes; and

WHEREAS, U.S. EPA requires that all incentive-based reductions be surplus to those obtained from regulations, quantifiable, enforceable, and permanent for the life of the project for inclusion in the SIP; and

WHEREAS, the SCAQMD will ensure the emission reductions obtained through projects funded by the Carl Moyer Program will meet the above minimum federal requirements for inclusion in the SIP; and

WHEREAS, the Board adopted a Policies and Procedures Manual for Administration of the Carl Moyer Program on October 6, 2006, which contains the SCAQMD's procedures for selection, implementation, monitoring and enforcement of projects funded by the Carl Moyer Program; and

WHEREAS, the Board directs staff to abide by said procedures for administration and implementation of the Carl Moyer Program; and

WHEREAS, an appropriate public comment period was allowed prior to the Board's adoption of the Policies and Procedures Manual for Administration of the Carl Moyer Memorial Air Quality Standard Attainment Program; and a 30-day public comment period opportunity for hearing has been provided prior to submitting these policy and procedures to EPA; and

WHEREAS, the SCAQMD will ensure that all projects selected for funding through the Carl Moyer Program will comply with the project criteria and other requirements specified in the Carl Moyer Program Guidelines developed by the California Air Resources Board (CARB); and

WHEREAS, the Southern California Association of Governments has requested that the District Governing Board delay action on the Goods Movement Control Measures (High Speed Transport System and Truck-Only Lanes) to July 13, 2007 in order to allow SCAG to complete any necessary consultation processes; and

NOW, THEREFORE, BE IT RESOLVED THAT the SCAQMD will take all actions necessary to ensure that emission reductions resulting from projects funded by the Carl Moyer Program will meet U.S. EPA criteria (surplus, quantifiable, enforceable, and permanent for life of project) and requirements for SIP creditability to meet federal Clean Air Act requirements. The specific commitments that the SCAQMD will meet to ensure the reductions obtained through implementation of the Carl Moyer Program will meet federal Clean Air Act requirements are as follows:

1. The SCAQMD will implement projects funded by the Carl Moyer Program through legally enforceable contracts between the SCAQMD and the grantee. These contracts will specify the emission reductions anticipated for the project and describe the actions that the grantee must take to achieve those reductions. The SCAQMD will seek enforcement of the terms of the contracts against non-compliant sources to obtain the agreed-upon reductions or may reallocate any returned funds to a new project or use excess reductions from a different project funded by the Carl Moyer Program to obtain the necessary reductions.
2. The SCAQMD will ensure that all emission reductions calculated for projects funded by the Carl Moyer Program will be done using established protocols for the Carl Moyer Program. The SCAQMD will use the quantification protocols specified in the Carl Moyer Program Guidelines in effect at the time of project award to calculate creditable emission reductions for use in the SIP.
3. The SCAQMD will verify surplus emission reductions through a comprehensive inspection, monitoring and reporting program for each

project funded by the Carl Moyer Program, and only surplus emission reductions will be credited to the SIP,

4. The SCAQMD will continue to conduct onsite inspections and other monitoring activities for each project funded by the Carl Moyer Program to enforce the required reductions. Each project will undergo a pre- and post-inspection to verify the project was implemented according to the terms of the contract. Digital photographs will be taken during the field inspections to verify project conditions. In addition, the SCAQMD requires the grantee to submit annual reports for at least five years following the project implementation. After the five-year annual reporting period, the grantee is required to submit biannual reports for the remaining life of the project. For any project funded by the Carl Moyer Program that did not submit its required annual report, the SCAQMD will field inspect the said project within six months of the final due date of the annual report and may continue with on-site monitoring of the project until the annual report is submitted.
5. The SCAQMD will conduct random audits on at least ten percent of the projects funded by the Carl Moyer Program. Project audits will also be performed when the grantee fails to submit an annual report. The audit includes verification that the project is still operational and is meeting the terms of the contract including the equipment usage requirements. This is accomplished by, but not limited to: checking the serial number on the engine, witnessing engine operation, checking the odometer reading or other device/method used to track and report equipment usage.
6. The SCAQMD will prepare and submit annual reports to the U.S. EPA by November 30<sup>th</sup> of each calendar year for the preceding Carl Moyer Program funding cycle and after Board approval. At a minimum, each annual report will contain the information required by CARB for the Carl Moyer Program annual reports. The report will also include the amount of actual emission reductions versus predicted emission reductions, a discussion of any quantification or surplus issues that have arisen during the reporting period and how they were resolved, a summary of any key issues from field inspections and audits, and include or reference publicly available information or records for each grant issued.
7. If an annual report indicates a shortfall of emission reductions, the SCAQMD will flag the project and take appropriate action to ensure the contracted emission reductions are realized. The SCAQMD will hold the grantee responsible for offsetting the shortfall by using any excess reductions generated over the life of the project or the project life may be extended until the required emission reductions are achieved. In the event the shortfall cannot be remedied by the project, the grantee will be subject

to the stipulated penalties in the contract and required to return a prorated share of the funds provided by Carl Moyer Program. The SCAQMD may consider reallocating the returned funds to a new project or using excess reductions from a different project funded by the Carl Moyer Program to obtain the necessary reductions. The returned funds may be used to fund an eligible project that was placed on a back-up list. SCAQMD creates a back-up list of eligible projects when the requested funds by all projects exceed the available funding limits. Projects on the back-up list have already been approved by the Board in the event a selected project cannot be completed and to ensure that all Carl Moyer Program funds are fully encumbered and expended within the requested timeframes.

8. The remedy used to makeup any shortfall in emission reductions will be described in the annual report submitted to the U.S. EPA. The SCAQMD will separately track and report on any reductions that are tied to transportation conformity emissions budgets, and will work with local agencies to remedy specific shortfalls to the emissions budgets if needed.
9. The SCAQMD will use information from annual reports and field inspections to track actual emission reductions from projects funded by the Carl Moyer Program on a real-time basis, and will provide quality-assured data on such emission reductions to the public annually via website posting. The real-time tracking and evaluation of emission reductions from projects funded by the Carl Moyer Program will ensure the projects are meeting the program requirements and achieving the required emission reductions.
10. The Board hereby finds, based on evidence and information presented at the meeting upon which its decision is based, that all notices required to be given by law have been duly given, and that the Board has allowed public testimony.
11. Adoption of these commitments is necessary to identify emission reductions for meeting the federal requirements for the 8-hr ozone and PM2.5 standards and to therefore promote the health and welfare of the residents of the South Coast Air Basin.
12. AQMD staff is hereby authorized to make any minor typographical and technical changes in the Resolution that are necessary to correct minor errors, clarify wording, or to satisfy CARB and U.S. EPA technical requirements.

BE IT FURTHER RESOLVED, that the South Coast Air Quality Management District Governing Board hereby certifies that the Final Program Environmental Impact Report for the 2007 AQMP has been completed in compliance with the requirements of CEQA and finds that the Final Program Environmental Impact Report on the 2007 AQMP, including responses to comments, is adequate and thereby approves it.

BE IT FURTHER RESOLVED, that the South Coast Air Quality Management District Governing Board finds that the 2007 AQMP has the potential to generate significant adverse direct impacts to air quality and hazards and that all other direct impacts are either insignificant or will be mitigated to insignificance through mitigation measures incorporated into the project and adopted in Attachment 2 to the Resolution. Cumulative significant impacts with the 2004 RTP (which is incorporated into the 2007 AQMP for TCMs) are : aesthetics, agricultural resources, air quality/construction, biological resources, cultural resources, energy impacts (transportation-related), geology erosion, hazards/transport hydrology/water supply and demand, land use, noise, popularity, public services, recreation, and transportation/traffic. There are no feasible alternatives or mitigation measures that can reduce the remaining significant impacts to insignificance since all feasible mitigation measures have already been identified and any other project alternative which would avoid these impacts would not achieve the project goals of attainment of state and federal ambient air quality standards by the earliest practicable date or within federal attainment deadlines. The District hereby adopts findings with supporting statements of fact for each significant effect, as set forth in Attachment 2 to the Resolution, attached and incorporated herein by reference.

BE IT FURTHER RESOLVED, that the District will develop, adopt, submit, and implement the short- and mid-term control measures as identified in Tables 4-2A and 4-2B of the 2007 AQMP (Main Document) as expeditiously as possible in order to meet or exceed the commitments identified in Table 4-10 of the 2007 AQMP (Main Document), and to substitute any other measures as necessary to make up any emission reduction shortfall.

BE IT FURTHER RESOLVED, in addition, in order to achieve the long-term emission reduction commitments, the District will identify and implement new control strategies through mechanisms which include, but are not limited to: 1) Annual Technology Assessment Workshops; 2) Emissions Inventory Updates/Studies; 3) VOC Reactivity Studies; 4) Periodic BACT Evaluations, and 5) Collaboration with State Agencies on Concurrent Reductions. The District staff will report to the Governing Board biennially on this progress.

BE IT FURTHER RESOLVED, that in order to respond to the need for additional PM ERCs under the District's NSR program, the District will work with stakeholders to identify innovative solutions of ERC generation.

BE IT FURTHER RESOLVED, the District commits to update AQMP emissions inventories, baseline assumptions and control measures as needed to ensure that the best available data is utilized and attainment needs are met.

BE IT FURTHER RESOLVED, the District commits to continue working with the ports on the AQMP emissions targets for the ports, and as part of an annual report to the Board regarding the progress of the ports in implementing the Clean Air Action Plan (CAAP), District staff will recommend any appropriate adjustments to the AQMP emissions targets.

BE IT FURTHER RESOLVED, that the South Coast Air Quality Management District Governing Board, pursuant to the requirements of Title 14 California Code of Regulations, hereby adopts the Statement of Findings pursuant to §15091, and adopts the Statement of Overriding Considerations pursuant to §15093, included in Attachment 2 and incorporated by reference.

BE IT FURTHER RESOLVED, that the South Coast Air Quality Management District Governing Board, hereby adopts the Mitigation Monitoring and Reporting Plan, as required by Public Resources Code, Section 21081.6, attached hereto and incorporated by reference.

BE IT FURTHER RESOLVED, that the South Coast Air Quality Management District Governing Board finds that the mobile source control measures contained in Appendix IV-B-2 are technically feasible and cost-effective and requests that CARB consider them in any future rulemaking.

BE IT FURTHER RESOLVED, that the South Coast Air Quality Management District Governing Board finds that transportation emission budgets are "consistent with applicable requirements for reasonable further progress, attainment, or maintenance (whichever is relevant to the given implementation plan submission)" pursuant to 40 CFR 93.118(e)(4)(iv).

BE IT FURTHER RESOLVED, that the Executive Officer is hereby directed to finalize the 2007 AQMP including the main document, appendices, and related documents as adopted at the June 1, 2007 public hearing.

BE IT FURTHER RESOLVED, that the South Coast Air Quality Management District Governing Board, adopts the 2007 AQMP dated June 1, 2007 consisting of the document entitled 2007 AQMP as amended by the final changes set forth by the South Coast Air Quality Management District Governing Board and the associated documents listed in Attachment 1 to this Resolution, the Final Socioeconomic Report for the 2007 AQMP; the Final Program EIR for the 2007

AQMP, and the Statements of Findings and Overriding Considerations and Mitigation Monitoring Plan.

BE IT FURTHER RESOLVED, the Executive Officer is hereby directed to work with CARB and the U.S. EPA to ensure expeditious approval of this 2007 AQMP as a single integrated plan for PM2.5 and 8-hour ozone attainment. Furthermore, this plan is only being submitted on an integrated PM2.5 and 8-hour ozone basis.

BE IT FURTHER RESOLVED, the South Coast Air Quality Management District Governing Board directs staff to request that CARB formally submit a request to U.S. EPA for voluntary redesignation (bump-up) of the South Coast Air Basin from a designation of “severe-17” to “extreme” for 8-hour ozone and modify the attainment date to June 15, 2024.

BE IT FURTHER RESOLVED, the District is also requesting that CARB formally submit a request to U.S. EPA for voluntary redesignation of the Coachella Valley Portion of the Air Basin from a designation of “serious” to “severe-15” for 8-hour average ozone and modify the attainment date to June 15, 2019.

BE IT FURTHER RESOLVED, that the South Coast Air Quality Management District Governing Board, requests that the 2007 AQMP serve as the SIP submittal for the 8-hour Ozone Attainment Demonstration Plan including the Reasonable Further Progress Demonstration, Reasonably Available Control Measures (RACM) and Reasonably Available Control Technology (RACT) determinations for the 8-hour ozone and PM2.5 standards for the South Coast Air Basin and Coachella Valley, revision to the Carbon Monoxide Attainment Demonstration Plan for the South Coast Air Basin, revision to the Nitrogen Dioxide Maintenance Plan for the South Coast Air Basin, and the Transportation Conformity Budgets for the South Coast Air Basin and Coachella Valley.

BE IT FURTHER RESOLVED, that the Executive Officer is hereby directed to forward a copy of this Resolution, the 2007 AQMP as amended by the final changes (including all documents listed in Attachment 1 to this Resolution), the emissions budgets as incorporated in the 2007 AQMP, and the Final Program Environmental Impact Report on the 2007 AQMP to CARB, and to request that the 2007 AQMP be forwarded to the U.S. EPA for approval as part of the State Implementation Plan.

BE IT FURTHER RESOLVED, the District Governing Board directs the Executive Officer to release a 30-day notice to adopt the latest transportation conformity budgets reflecting policies adopted at the public hearing, for adoption on July 13, 2007.

BE IT FURTHER RESOLVED that the District's Governing Board directs the Executive Officer to release a 30-day notice to consider such measures for final adoption on July 13, 2007 and until such time as such measures are finally adopted, the primary control strategy relies on the proposed CARB measures identified in Table 4-6A to achieve an additional 22 tons per day of NOx beyond the total minimum emission reduction commitment.

Attachments

AYES: Antonovich, Burke, Carney, Loveridge, Ovitt, Pulido, Reyes Uranga, Wilson, and Yates.

NOES: None.

ABSENT: Campbell and Perry.

Dated:

June 1, 2007

  
Sandra McDaniel, Clerk of the Boards

## ATTACHMENT 1

The Final 2007 Air Quality Management Plan submitted for the South Coast Air Quality Management District Governing Board's consideration consists of the documents entitled:

- Draft 2007 Air Quality Management Plan (October 2006) including the following appendices:
  - Appendix I – Health Effects (October 2006)
  - Appendix II – Current Air Quality (October 2006)
  - Appendix IV-C – Transportation Control Measures (October 2006)
- Proposed Modifications to the Draft 2007 Air Quality Management Plan (February 2007) including the following appendices:
  - Appendix II – Current Air Quality (February 2007)
  - Appendix III – Base and Future Year Emission Inventories (February 2007)
  - Appendix IV-A – District's Stationary and Mobile Source Control Measures (February 2007)
  - Appendix IV-B-1 – Air Resources Board Proposed State Strategy for California's 2007 State Implementation Plan (February 2007)
  - Appendix IV-B-2 – District Staff's Proposed Policy Options to Supplement CARB's Control Strategy (February 2007)
  - Appendix IV-B-3 – South Coast Air Quality Management District's Implementation of the Carl Moyer Memorial Air Quality (February 2007)
  - Appendix IV-C – Transportation Control Measures (February 2007)
  - Appendix V – Modeling and Attainment Demonstration (February 2007)
  - Appendix VI – Reasonably Available Control Measures (RACM) Demonstration (February 2007)
- Response to Comments on the Draft 2007 Air Quality Management Plan (February 2007)
- Draft Final 2007 AQMP
  - Draft Final 2007 AQMP- Main Document (May 2007)
  - Addendum to the Proposed Modifications to the Draft 2007 AQMP – Appendices (May 2007)
- Final Program Environmental Impact Report for the 2007 Air Quality Management Plan (May 2007)
- Final Socioeconomic Report for the 2007 Air Quality Management Plan (May 2007)