

APPENDIX G: Analysis of Environmental Impacts

ARB prepared an environmental analysis for the State Strategy for California's State Implementation Plan (SIP) for the New Federal PM2.5 and 8-Hour Ozone Standards prior to its approval by the Board in September 2007 (document available for review at <http://www.arb.ca.gov/planning/sip/2007sip/2007sip.htm> and at ARB's offices at 1001 I Street, Sacramento, California, Room 7-45). The State Strategy mapped out the actions ARB would take to reduce emissions to levels designed to bring California into compliance with federal air quality standards. Various measures identified in the 2007 State Strategy have been adopted by the Board since that time, and separate, additional environmental analyses were also prepared by ARB prior to the adoption of each of these measures. As part of tracking the implementation of the State Strategy, this progress report quantifies the emission reductions that have been achieved since adoption of the 2007 State Strategy. The proposed SIP revisions do not change the emissions levels of NOx, ROG, SOx, and direct PM2.5 that the Board committed to achieve by specific dates when it adopted the 2007 State Strategy.

The proposed SIP revisions include three components: (1) updates to ARB's rulemaking calendar, (2) updates to reasonable further progress (RFP) tables and associated reductions for contingency purposes, and (3) updates to the transportation conformity budgets. (See Appendix A for further descriptions of the revisions.) The proposed revisions do not cause any change that has the potential to result in a direct physical change in the environment or a reasonably foreseeable indirect physical change in the environment, for the following reasons.

The updates to the rulemaking calendar reflect the current status of measures that have already been adopted, and changes to the expected action dates for three measures that have not yet been adopted. For these measures, the updates to the rulemaking calendar do not change the measures or their expected implementation dates identified in the 2007 State Strategy. They merely change the dates by which ARB staff will bring these measures to the Board for proposed action by the Board.

The updates to the RFP tables and transportation conformity budgets are proposed accounting changes made to reflect the current status of adopted measures, better data, changes due to the recession, and methodological improvements to the emission inventory. These accounting changes do not change the strategies or commitments identified in the 2007 State Strategy to achieve specific emissions reductions by specified dates. Because no changes have been made to the strategies or the underlying emission reduction commitments in the 2007 State Strategy, there is no potential for any of the proposed SIP revisions to cause any significant adverse environmental impacts.