

# California Air Resources Board

## Notice of Public Meeting to Consider California's Regional Haze State Implementation Plan

The California Air Resources Board (CARB or Board) will conduct a public meeting at the date and time noted below to consider approval of California's Regional Haze State Implementation Plan.

Date: June 23, 2022

Time: 9:00 A.M.

In-Person Location:

California Air Resources Board  
Byron Sher Auditorium  
1001 I Street, Sacramento, California 95814

Remote Option:

Zoom

This public meeting may continue at 8:30 a.m. on June 24, 2022. Please consult the public agenda, which will be posted ten days before the June 23, 2022, Board Meeting, for important details, including the day on which this item will be considered and how the public can participate via Zoom, if they choose to be remote.

### Background

In 1977, the U.S. Congress amended the federal Clean Air Act to include a national goal to remedy existing visibility impairment and prevent any future visibility degradation in large national parks and federal wilderness areas. These wilderness areas and national parks afforded visibility protection under the Clean Air Act are known as Class 1 areas. Twenty-nine Class 1 areas are located in California.

To ensure progress towards meeting the national goal, the U.S. Environmental Protection Agency (U.S. EPA) promulgated visibility protection rules that established state implementation plan requirements to address sources of visibility impairment and restore visibility to natural conditions by 2064. By federal rule, CARB is required to develop and submit a Regional Haze State Implementation Plan (Plan) every ten years that details a long-term strategy and establishes interim goals to ensure progress is made towards restoring natural conditions by 2064.

This proposed Plan builds on California's first Plan, adopted by the Board in 2009 and approved by U.S. EPA in 2011. The long-term strategy detailed in California's first Plan focused on emission reductions associated with CARB's mobile source control strategy that

targeted oxides of nitrogen (NO<sub>x</sub>) and oxides of sulfur (SO<sub>x</sub>) emissions and the required best available retrofit technology (BART) analyses, which required states to evaluate larger, older sources from 26 categories during the first planning round to determine whether emission controls should be installed to improve visibility at Class 1 areas. One facility was identified during the BART analyses and needed to install BART-level SO<sub>x</sub> controls. NO<sub>x</sub> and SO<sub>x</sub> serve as precursors to the haze pollutants ammonium nitrate and ammonium sulfate, respectively. As a result of the implementation of the statewide mobile source control measures and the installation of controls at the facility identified during the BART analyses, NO<sub>x</sub> and SO<sub>x</sub> emissions declined significantly and the amount of visibility impairment resulting from ammonium nitrate and ammonium sulfate decreased at Class 1 areas in California.

Revisions to the federal Regional Haze Rule were promulgated by U.S. EPA in 2017 and delayed the submittal of the second round of Plans. This Plan covers all 29 Class 1 areas in California and includes the following key elements:

- Baseline, current, and natural visibility conditions;
- Consideration of emission reduction measures to make reasonable progress;
- A long-term strategy that includes emission reductions that are key to reducing haze;
- The technical basis for the long-term strategy;
- Reasonable progress goals for 2028; and
- Consultation with states and federal land managers.

For this second regional haze planning period, ammonium nitrate remains an important component of haze. The technical analyses used to support the development of this Regional Haze Plan indicate that most visibility impairment from ammonium sulfate is attributable to natural and international anthropogenic sources, sources that cannot be directly controlled by State actions. Reducing NO<sub>x</sub> emissions will be the most impactful means to reduce the formation of ammonium nitrate. The portion of statewide NO<sub>x</sub> emissions notably overwhelms that of SO<sub>x</sub> emissions, and emissions from mobile sources account for nearly 80 percent of statewide NO<sub>x</sub> emissions. Thus, the data and technical analyses indicate that further reductions in NO<sub>x</sub> are needed in this planning period to meaningfully improve visibility.

California's proposed long-term strategy for this planning period is focused on efforts to reduce NO<sub>x</sub> emissions from mobile sources. Implementation of measures that were already adopted at the time the inventory was being developed for this plan is expected to reduce statewide NO<sub>x</sub> emissions by more than 400 tons per day by 2028. CARB is further committing to achieve a reduction of an additional 40 tons of NO<sub>x</sub> per day by 2028 through the adoption and implementation of its Heavy-Duty Omnibus Regulation, Advanced Clean Trucks Regulation, Heavy Duty Inspection and Maintenance Program, and the Advanced Clean Cars II Regulations. Projections indicate that reductions from the implementation of existing mobile source control measures and CARB's emission reduction commitment will reduce visibility impairment in California's Class 1 areas and keep these areas on track to reach natural conditions by 2064.

In accordance with the federal Clean Air Act, CARB consulted with federal land managers during the development of this Plan. Following the formal consultation period, CARB received written comments on the proposed Plan from the National Park Service (NPS) and the U.S. Forest Service (USFS). The full text of these comments is provided in Appendix I of

the Plan. As required by the federal Clean Air Act, a summary of the conclusions and recommendations received from federal land managers is provided in this notice.

In summary, NPS appreciates that CARB's mobile source emission reduction measures will reduce pollutants that contribute to haze and emission reductions from point sources achieved through other pollution control programs will have co-benefits of reducing haze pollutants. NPS recommends that CARB further assess opportunities to control emissions of NO<sub>x</sub> and sulfur dioxide from stationary sources. NPS expressed concern that if CARB did not consider stationary source emissions controls, then NPS would be removed from its once-in-a-decade chance to contribute their expertise. The USFS is largely satisfied with CARB's plan and agrees that NO<sub>x</sub> emissions are extremely important and warrant extensive analyses. They suggest that CARB include SO<sub>x</sub> emissions in the Plan and recommend that CARB consider using the alternative 2064 glidepath adjustments to account for impacts of prescribed fire that were developed by the USFS, given the importance of restoring fire on the landscape to reduce smoke impacts from mega-fires.

CARB has appreciated the engagement with federal land managers throughout the development of this Plan. CARB's responses to the comments received from federal land managers following the formal consultation period are provided in Appendix I of the Plan. California's efforts to reduce emissions that diminish air quality are ongoing and will continue beyond this regional haze planning period. These efforts do include the consideration of control strategies for stationary sources. Strategy and rule development by all air agencies in California follows a public process and engagement from all stakeholders, including federal land managers, is encouraged and valued.

For this regional haze planning period, data show that reducing NO<sub>x</sub> emissions from mobile sources will be the most effective strategy for improving visibility in Class 1 areas impacted by emissions from anthropogenic sources in California. Currently, anthropogenic sources of SO<sub>x</sub> emissions in California comprise a small fraction of visibility-reducing pollutants. Because regional haze planning is an iterative process to return to natural visibility conditions by 2064, CARB will again take a fresh look at visibility conditions in the next planning period to evaluate whether progress is still on track to meet the 2064 natural visibility goal and whether additional controls are needed. As California continues to reduce emissions from mobile sources and the resulting impact of ammonium nitrate on visibility decreases, other haze pollutants may become more prominent. In alignment with the iterative planning process for regional haze, following future assessments, California will make any needed adjustments to the State's long-term strategy, including the pollutants and sources to target, to ensure visibility continues to improve.

Emissions from wildfires contribute to haze and diminish air quality in communities and Class 1 areas throughout California. CARB is supportive of efforts to increase fuel treatment projects to mitigate the risk of catastrophic wildfire. For this Plan, CARB has proposed adjusting the 2064 glidepath to account for the impacts of prescribed fire. The proposed adjustment follows the guidance developed by U.S. EPA. Detailed explanations of California's efforts to mitigate catastrophic wildfire risks and account for potential haze impacts of prescribed fire in the visibility tracking metrics for regional haze planning purposes are included in Chapter 7 and Chapter 8 of the Plan, respectively.

CARB has prepared this Regional Haze Plan to meet applicable federal requirements. Staff are recommending that the Board approve California's Regional Haze State Implementation Plan and direct staff to forward the Plan to U.S. EPA.

## Proposed Action

CARB staff will present a summary of the proposed Regional Haze State Implementation Plan in an oral presentation at the meeting. Copies of the proposed Regional Haze State Implementation Plan may be obtained from CARB's website at <https://ww2.arb.ca.gov/our-work/programs/california-state-implementation-plans/statewide-efforts/regional-haze>. Please contact Chris Hopkins, Regulations Coordinator, at [Chris.Hopkins@arb.ca.gov](mailto:Chris.Hopkins@arb.ca.gov) or (279) 208-7347 if you need physical copies of the documents.

Interested members of the public may present comments orally or in writing during the meeting and may provide comments by postal mail or by electronic submittal before the meeting. To be considered by the Board, written comments not submitted during the meeting, must be received **no later than June 13, 2022**, and addressed to the following:

Postal mail: Clerks' Office, California Air Resources Board  
1001 I Street, Sacramento, California 95814

*Electronic submittal:* <http://www.arb.ca.gov/lispub/comm/bclist.php>

Please note that under the California Public Records Act (Government Code section 6250 et seq.), your written and oral comments, attachments, and associated contact information (e.g., your address, phone, email, etc.) become part of the public record and can be released to the public upon request.

Further inquiries regarding this matter should be directed to Rebekka Fine, Air Pollution Specialist, Central Valley Air Quality Planning Section, at (279) 208-7694 or by email at [Rebekka.Fine@arb.ca.gov](mailto:Rebekka.Fine@arb.ca.gov) or Ali Adams, Manager, Central Valley Air Quality Planning Section, at (279) 208-7154 or by email at [Alicia.Adams@arb.ca.gov](mailto:Alicia.Adams@arb.ca.gov).

## Environmental Analysis

CARB, as the lead agency under the California Environmental Quality Act (CEQA), has reviewed the proposed Regional Haze State Implementation Plan and concluded that it is exempt pursuant to CEQA Guidelines §15061(b)(3) because it can be seen with certainty that there is no possibility that the proposed action may result in significant adverse impact on the environment. A brief explanation of the basis for reaching this conclusion is included in Appendix A of the Regional Haze State Implementation Plan.

## Special Accommodation Request

Consistent with California Government Code section 7296.2, special accommodation or language needs may be provided for any of the following:

- An interpreter to be available at the hearing;
- Documents made available in an alternate format or another language; and
- A disability-related reasonable accommodation.

To request these special accommodations or language needs, please contact the Clerks' Office at [cotb@arb.ca.gov](mailto:cotb@arb.ca.gov) or (916) 322-5594 as soon as possible, but no later than ten business days before the scheduled Board hearing. TTY/TDD/Speech to Speech users may dial 711 for the California Relay Service.

Consecuente con la sección 7296.2 del Código de Gobierno de California, una acomodación especial o necesidades lingüísticas pueden ser suministradas para cualquiera de los siguientes:

- Un intérprete que esté disponible en la audiencia;
- Documentos disponibles en un formato alterno u otro idioma; y
- Una acomodación razonable relacionados con una incapacidad.

Para solicitar estas comodidades especiales o necesidades de otro idioma, por favor llame a la oficina del Consejo al [cotb@arb.ca.gov](mailto:cotb@arb.ca.gov) o (916) 322-5594 lo más pronto posible, pero no menos de 10 días de trabajo antes del día programado para la audiencia del Consejo. TTY/TDD/Personas que necesiten este servicio pueden marcar el 711 para el Servicio de Retransmisión de Mensajes de California.

California Air Resources Board

  
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Edie Chang  
Deputy Executive Officer

Date: May 13, 2022

*The energy challenge facing California is real. Every Californian needs to take immediate action to reduce energy consumption. For a list of simple ways you can reduce demand and cut your energy costs, see [CARB's website](http://www.arb.ca.gov) (www.arb.ca.gov).*