

**State of California**  
**Air Resources Board**  
**Board Item Summary**

**Item # 22-15-1    Public Meeting to Consider the Coachella Valley  
75 ppb 8-Hour Ozone Reasonable Further  
Progress State Implementation Plan**

**Staff Recommendation:**

CARB staff recommends that the Board adopt the *Request to Reclassify Coachella Valley for the 2008 8-Hour Ozone Standard and the Updated Motor Vehicle Emissions Budgets* (Coachella Valley 75 ppb Extreme RFP Plan) and direct staff to submit it to U.S. Environmental Protection Agency (U.S. EPA) as a revision to the California State Implementation Plan (SIP).

**Discussion:**

On July 20, 2012, the Coachella Valley ozone nonattainment area (Coachella Valley) was designated nonattainment for the 75 parts per billion (ppb) 8-hour ozone national ambient air quality standard (75 ppb ozone standard) with a classification of Severe. To meet Clean Air Act (Act) requirements for the Coachella Valley, the District together with CARB developed the Coachella Valley 75 ppb Severe ozone State Implementation Plan (Severe SIP), included within the District's 2016 Air Quality Management Plan (2016 AQMP). CARB updated the reasonable further progress (RFP) demonstration and conformity budgets in the 2018 Updates to the California State Implementation Plan (2018 SIP Update). The Severe SIP along with the 2018 SIP Update fulfilled requirements of the Act for a Severe ozone nonattainment area including an attainment demonstration, emissions inventories, reasonable further progress (RFP) demonstration, and corresponding motor vehicle emission budgets (MVEB). U.S. EPA approved the Severe SIP including the Coachella Valley portion of the 2018 SIP Update on October 16, 2020.

MVEBs are required by the Act and are established in SIPs to ensure future transportation activities in the region, such as Regional Transportation Plans, do not interfere with attainment or maintenance of air quality standards. To facilitate this, MVEBs set a cap on future emissions from on-road vehicles. The MVEBs for the 75 ppb ozone standard were developed using CARB's on-road mobile source emissions factor model, EMFAC2014. CARB's latest mobile emission inventory model, EMFAC2017, approved by U.S. EPA for use on August 15, 2019, includes updated activity levels and emission rates for on road heavy-duty vehicles and other mobile sources. Due to updated emissions rates identified through CARB testing, EMFAC2017 reflects higher emissions from heavy-duty trucks. Because of this, despite vehicle miles traveled remaining the same, estimated future year on-road mobile emissions are higher than those estimated in EMFAC2014 in many areas of the state, including Coachella Valley.

Since future transportation plans are required to estimate emissions using EMFAC2017, demonstrating conformity to the Severe SIP as the most recently approved SIP and budgets is no longer possible and, as such, the Southern California region is currently in a conformity lockdown. To update the MVEBs with EMFAC2017 and also be consistent with the Coachella Valley 80 ppb ozone classification of Extreme, the District is requesting that the Coachella Valley be classified as Extreme for the 75 ppb ozone standard. The new classification requires that the District develop a new SIP that demonstrates attainment by the Extreme deadline of July 20, 2032 and addresses other requirements of the Act such as an RFP demonstration and corresponding MVEBs. While the district will develop the attainment demonstration later in 2023, to stop the conformity lockdown and allow new transportation plans to be developed in the Coachella Valley, the District adopted the Coachella Valley 75 ppb Extreme RFP Plan on November 4, 2022. The Coachella Valley 75 ppb Extreme RFP Plan demonstrates that the Coachella Valley meets the emissions inventory and RFP requirements of the Act as an Extreme area for the 75 ppb ozone standard and includes updated corresponding MVEBs developed using EMFAC2017.

### **Summary and Impacts:**

CARB staff has reviewed the Coachella Valley 75 ppb Extreme RFP Plan and has concluded that it meets the requirements of the Act. Furthermore, the MVEBs in the RFP plan are consistent with the RFP demonstration and built upon projections from the latest motor vehicle model, EMFAC2017, such that they will allow transportation agencies to develop plans that conform to the SIP and end the conformity lockdown. If adopted, CARB will submit the Coachella Valley 75 ppb Extreme RFP Plan to the U.S. EPA as a revision to the California SIP.