

State of California Air Resources Board

Board Item Summary

Item # 24-4-1: Public Meeting to Consider Proposed Transport State Implementation Plan

Staff Recommendation:

Staff recommends the California Air Resources Board (CARB or Board) approve the proposed 2024 California Good Neighbor (for Interstate Transport) State Implementation Plan (SIP).

Discussion:

In 2018, CARB submitted California's Infrastructure SIP revision for the 0.070 parts per million (ppm) (or 70 parts per billion) 8-hour ozone national ambient air quality standard. The U.S. Environmental Protection Agency (U.S. EPA) approved California's 2018 Infrastructure SIP on March 30, 2021, and deferred action on the Good Neighbor or interstate transport portion for air pollution that crosses state lines. On February 13, 2023, U.S. EPA disapproved the Good Neighbor portion of California's 2018 Infrastructure SIP. Soon after, on June 5, 2023, U.S. EPA finalized an Interstate Transport Federal Implementation Plan for California and other states across the country.

The 2024 Good Neighbor SIP was prepared to resolve the disapproval and replace the Interstate Transport Federal Implementation Plan for California for the 0.070 ppm 8-hour ozone national ambient air quality standard. This 2024 Good Neighbor SIP submission addresses the deficiencies outlined by U.S. EPA in its disapproval. Further, the 2024 Good Neighbor SIP ensures that the emission reductions outlined in the Interstate Transport Federal Implementation Plan, approximately 10 tons per day (tpd) of oxides of nitrogen (NO_x) are adequately addressed. The 2024 Good Neighbor SIP includes approximately 65 tpd of NO_x emission reductions statewide in 2026 from CARB's recently adopted Clean Truck Check Program. This SIP revision is critical to address interstate transport of ozone-forming pollutants. If adopted, CARB will submit the 2024 Good Neighbor SIP to U.S. EPA for inclusion into the California SIP to resolve both the disapproval and the Interstate Transport Federal Implementation Plan.

Over the past year, several states have initiated litigation against U.S. EPA to pause implementation of the Federal Implementation Plan for the Good Neighbor Provisions. Perhaps most visibly, on June 27, 2024, the U.S. Supreme Court granted a stay, or pause, of the Federal Implementation Plan for several states while litigation continues in *Ohio v. U.S. EPA*. This and other stays do not apply to California, as California is not involved in these lawsuits. Because of this, CARB is moving forward with these proposed 2024 updates to the Good Neighbor SIP as the most clear and efficient approach to address regulatory requirements and improve air quality in California and downwind states as required by the Clean Air Act.

Summary and Impacts:

This 2024 Good Neighbor SIP replaces the previously submitted Good Neighbor portion of California's 2018 Infrastructure SIP that was disapproved by U.S. EPA and will address the emissions reductions that were outlined in the proposed Interstate Transport Federal Implementation Plan along with outlining additional emissions reductions to ensure impact to downwind impacted states from air pollution in California is minimized. This will ensure California meets its obligation of addressing our impact on any downwind maintenance or nonattainment sites for the 0.070 ppm 8-hour ozone standard.