

State of California Air Resources Board

Board Item Summary

Item # 25-2-1: Public Meeting to Consider the 2025 Updates to Motor Vehicle Emissions Budgets for California Ozone State Implementation Plans

Staff Recommendation:

CARB staff recommends that the Board adopt the 2025 Updates to Motor Vehicle Emissions Budgets for California Ozone State Implementation Plans (2025 Ozone Budget Update) including the updated motor vehicle emissions budgets (budgets) for San Diego County for the 75 and 70 parts per billion 8-hour ozone standards and the San Joaquin Valley for the 75 parts per billion 8-hour ozone standard. CARB staff also recommends the Board direct staff to submit the 2025 Ozone Budget Update to the U.S. Environmental Protection Agency as a revision to the California State Implementation Plan.

Discussion:

Section 176(c) of the federal Clean Air Act establishes transportation conformity requirements that are intended to ensure that transportation activities do not interfere with air quality progress in meeting the national ambient air quality standards.¹ Transportation conformity links and coordinates the transportation and air quality planning through budgets established in the State Implementation Plans. For the 75 and 70 parts per billion 8-hour ozone standards, CARB worked with the San Diego County Air Pollution Control District to prepare and submit the *2020 Plan for Attaining the National Ambient Air Quality Standards for Ozone in San Diego County* (2020 San Diego Plan) to the U.S. Environmental Protection Agency. The 2020 San Diego Plan included budgets developed using the California on-road mobile source model, EMFAC2017. For the 75 parts per billion 8-hour ozone standard, CARB worked with the San Joaquin Valley Air Pollution Control District to submit the *San Joaquin Valley 2016 Plan for the 2008 8-Hour Ozone Standard* and the *2018 Updates to the California State Implementation Plan* to the U.S. Environmental Protection Agency that included budgets developed using the California on-road mobile source

¹ 42 U.S.C. § 7506(c).

model, EMFAC2014. Both EMFAC2014 and EMFAC2017 utilized the latest data and emissions factors available at the time of development.

In 2021, California released a new version of the on-road mobile source model, EMFAC2021, which used updated data and methodologies, including new and revised regulations to reflect CARB's latest understanding of statewide and regional vehicle emissions. Due to the updated data and methodologies, EMFAC2021 estimates higher overall emissions of ozone precursor pollutants from the on-road vehicle population in many areas of the State compared to EMFAC2014 and EMFAC2017. As such, in using EMFAC2021, the metropolitan planning organizations in San Diego County and in the San Joaquin Valley are not currently able to demonstrate conformity against emissions budgets established using EMFAC2014 or EMFAC2017 in the State Implementation Plans for the 75 and 70 parts per billion 8-hour ozone standards.

To align the budgets in the 75 and 70 part per billion ozone standard State Implementation Plans with EMFAC2021, CARB staff is proposing updated budgets developed using EMFAC2021 to replace the emissions budgets originally included in the approved ozone State Implementation Plans for San Diego County and the San Joaquin Valley.

Summary and Impacts:

Transportation plans and programs developed by transportation planning agencies must demonstrate that the emissions from the proposed plan, program, or project do not exceed the emissions budgets established in applicable State Implementation Plans, and thus that they "conform" to the State Implementation Plans. To do this, transportation agencies are required to use the model that is currently effective based on approval by U.S. Environmental Protection Agency, which now is EMFAC2021.

The updated budgets for the 75 and 70 parts per billion 8-hour ozone standards in San Diego and the 75 parts per billion ozone standard in the Valley were developed using EMFAC2021; once approved by U.S. Environmental Protection Agency, the updated budgets will allow future conformity determinations to be made using EMFAC2021.