

# State of California Air Resources Board

## Board Item Summary

### Item # 26-2-1: Public Meeting to Consider the 2026 Updates to Motor Vehicle Emissions Budgets for the San Joaquin Valley 75 parts per billion Ozone State Implementation Plan

#### Staff Recommendation:

California Air Resources Board (CARB) staff recommends that the Board adopt the 2026 Updates to Motor Vehicle Emissions Budgets for the San Joaquin Valley 75 parts per billion 8-hour ozone standard. CARB staff also recommends the Board direct staff to submit the 2026 Updates to Motor Vehicle Emissions Budgets to the U.S. Environmental Protection Agency (U.S. EPA) 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 national ambient air quality standards. Transportation conformity links transportation and air quality planning through motor vehicle emissions budgets (Budgets) established in the State Implementation Plans. Once approved by the U.S. EPA, Metropolitan Planning Organizations are required to demonstrate that emissions from any new or revised transportation plan do not exceed the Budgets set in the State Implementation Plans.

For the 75 parts per billion 8-hour ozone standard (75 ppb ozone standard) in the San Joaquin Valley (Valley), CARB submitted the 2016 Ozone Plan for 2008 8-Hour Ozone Standard (Valley 75 ppb Ozone Plan) to the U.S. EPA that included Budgets developed using the transportation emissions model, EMFAC2014 which utilized the latest emissions factors available at the time and the latest activity data provided by the Metropolitan Planning Organizations with jurisdiction over the Valley. In 2018, CARB updated the post-2020 Budgets for the Valley to include a safety margin that allowed for increases in projected emissions estimated by the updated model, EMFAC2017. U.S. EPA approved the 75 ppb Ozone Plan including updated post-2020 Budgets on April 24, 2019.

In 2021, California released a new version of its transportation model, EMFAC2021, which included reductions from new and revised regulations, such as the Advanced Clean Truck regulation and the Heavy-Duty Omnibus regulation. Due to the updated data and methodologies, EMFAC2021 estimates higher overall emissions from the on-road vehicle population. Because of the increased emissions in the model, the Metropolitan Planning Organizations in the Valley may not be able to demonstrate transportation conformity against Budgets established using EMFAC2017. To align the Budgets with EMFAC2021, on March 27, 2025, CARB revised the Budgets in the Valley 75 ppb Ozone Plan.

Following the March 2025 update to the Budgets, the federal government took several actions affecting the emissions reductions accounted for in the Budgets. In June of 2025, the current federal administration adopted illegal congressional resolutions that purported to revoke California's clean air waivers, including those needed to enforce regulations accounted for in EMFAC2021, the Advanced Clean Truck and the Heavy-Duty Vehicle Omnibus regulations.

### **Summary and Impacts:**

In response to federal actions and to ensure that transportation plans and programs produced by Metropolitan Planning Organizations in the Valley can meet the Clean Air Act requirement for transportation conformity, CARB is proposing to further update the Budgets for the Valley 75 ppb Ozone Plan. The updates to the Budgets include the removal of the emissions reduction benefits from the Advanced Clean Truck and Heavy-Duty Omnibus regulations.