

Proposed

State of California
Air Resources Board

**2026 State Implementation Plan Revisions for the
California Extreme Ozone Nonattainment Areas**

Resolution 26-5

July 23, 2026

Agenda Item No.: 26-5-2

Whereas, sections 39600 and 39601 of the Health and Safety Code authorize the California Air Resources Board (CARB or Board) to adopt standards, rules and regulations and to do such acts as may be necessary for the proper execution of the powers and duties granted to and imposed upon the Board by law;

Whereas, the California Legislature in Health and Safety Code section 39602 has designated CARB as the air pollution control agency for all purposes set forth in federal law;

Whereas, CARB is responsible for preparing the State Implementation Plan (SIP) for attaining and maintaining the National Ambient Air Quality Standards (NAAQS or standards) as required by the federal Clean Air Act (Act) (42 U.S.C. § 7401 et seq.), and to this end is directed by Health and Safety Code section 39602 to coordinate the activities of all local and regional air pollution control and air quality management districts (districts) necessary to comply with the Act;

Whereas, CARB has primary responsibility for the control of air pollution from vehicular sources, including motor vehicle fuels, as specified in Health and Safety Code sections 39002, 39500, and Division 26, Part 5, and for ensuring that the districts meet their responsibilities under the applicable laws pursuant to Health and Safety Code sections 39002, 39500, 39602, 41650, and 41652;

Whereas, CARB is authorized by Health and Safety Code section 39600 to perform such acts as may be necessary for the proper execution of its powers and duties;

Whereas, Health and Safety Code section 39602 also provides that the SIP shall include only those provisions necessary to meet the requirements of the Act;

Whereas, the local districts have primary responsibility for the control of air pollution from non-vehicular sources and for adopting control measures, rules, and regulations to attain the NAAQS within their boundaries pursuant to Health and Safety Code sections 39002, 40000, 40001, 40701, 40702, and 41650;

Whereas, CARB has responsibility for ensuring that the districts meet their responsibilities under the Act pursuant to Health and Safety Code sections 39002, 39500, 39602, and 41650;

Whereas, Health and Safety Code sections 39515 and 39516 provide that any power, duty, purpose, function, or jurisdiction of the Board may be delegated to the CARB Executive Officer as the Board deems appropriate, and is presumed delegated unless it has been specifically reserved;

Whereas, the South Coast Air Basin (South Coast) includes Orange County, the southwestern two-thirds of Los Angeles County, southwestern San Bernardino County, and western Riverside County;

Whereas, the Coachella Valley is the Riverside County portion of the Salton Sea Air Basin;

Whereas, the South Coast Air Quality Management District (SCAQMD) was established under section 40410 of the Health and Safety Code as the regional air district for carrying out responsibilities in the South Coast and Coachella Valley;

Whereas, the Southern California Association of Governments (SCAG) is the regional transportation agency for the South Coast and Coachella Valley and has responsibility for preparing and implementing transportation control measures to reduce vehicle trips, vehicle use, vehicle miles traveled, vehicle idling and traffic congestion for the purpose of reducing motor vehicle emissions pursuant to Health and Safety Code sections 40460(b) and 40465;

Whereas, the San Joaquin Valley Air Basin (San Joaquin Valley) includes Fresno, Kings, Madera, Merced, San Joaquin, Stanislaus, Tulare, and western Kern Counties;

Whereas, the San Joaquin Valley Air Pollution Control District (SJVAPCD) was established under section 40600 of the Health and Safety Code as the unified air pollution control district responsible for carrying out air quality responsibilities in the San Joaquin Valley;

Whereas, each county in the San Joaquin Valley has a metropolitan planning organization (collectively referred to as the Valley MPOs) that serves as the regional transportation agency and has responsibility for preparing and implementing transportation control measures to reduce vehicle trips, vehicle use, vehicle miles traveled, vehicle idling, and traffic congestion for the purpose of reducing motor vehicle emissions pursuant to Health and Safety Code sections 40460(b) and 40465;

Whereas, on October 26, 2015, the U.S. Environmental Protection Agency (U.S. EPA) promulgated an 8-hour ozone NAAQS of 70 parts per billion (ppb) (70 ppb ozone standard);¹

Whereas, effective August 3, 2018, U.S. EPA designated the South Coast and San Joaquin Valley as Extreme nonattainment areas for the 70 ppb ozone standard with an August 3, 2038 attainment deadline, and Coachella Valley as a Severe nonattainment area for the 70 ppb ozone standard with an August 3, 2033 attainment deadline;

Whereas, effective February 4, 2019, U.S. EPA published the rule *Implementation of the 2015 National Ambient Air Quality Standards for Ozone: Nonattainment Area State Implementation Plan Requirements*, (Ozone Implementation Rule) that established the planning requirements for the 70 ppb ozone standard;

¹ 80 Fed. Reg. 65,292 (Oct. 26, 2015).

Whereas, the Act and the Ozone Implementation Rule require that Severe and Extreme ozone nonattainment area SIPs include: an emissions inventory for ozone precursors, specifically oxides of nitrogen (NO_x) and reactive organic gases (ROG); an attainment demonstration; reasonably available control measures (RACM); reasonable further progress (RFP) demonstration and corresponding motor vehicle emission budgets (MVEBs), contingency measures; and a vehicle miles travelled (VMT) offset demonstration;

Whereas, the SCAQMD developed the *2022 Air Quality Management Plan* (2022 AQMP) to meet nonattainment area planning requirements for emissions inventories, attainment demonstration, RACM, RFP demonstration and corresponding MVEBs, discussion of contingency measures, and a VMT offset demonstration for the 70 ppb ozone standard in the South Coast and Coachella Valley;

Whereas, during development of the 2022 AQMP, the SCAQMD determined that the Coachella Valley could not attain the 70 ppb ozone standard by the Severe attainment deadline and requested in the 2022 AQMP that the Coachella Valley be reclassified to Extreme;

Whereas, the SJVAPCD developed the *2022 Plan for the 2015 8-Hour Ozone Standard* (2022 Ozone Plan) to meet nonattainment area planning requirements for emissions inventories, attainment demonstration, RACM, RFP demonstration and corresponding MVEBs, discussion of contingency measures, and a VMT offset demonstration for the 70 ppb ozone standard in the San Joaquin Valley;

Whereas, the *2022 State Strategy for the State Implementation Plan* (2022 State SIP Strategy) was developed to identify control measures to provide the emissions reductions necessary from State-regulated sources to support attainment of the 70 ppb ozone standard across California including in the South Coast, San Joaquin Valley, and Coachella Valley;

Whereas, the 2022 State SIP Strategy was adopted by the Board on September 22, 2022, and set forth a commitment to pursue the proposed SIP measures or otherwise address each measure as described in the 2022 State SIP Strategy;

Whereas, commitments in the 2022 State SIP Strategy were relied upon within attainment demonstrations and other SIP elements submitted to U.S. EPA in 2023 to meet requirements for the 70 ppb ozone standard;

Whereas, sources primarily regulated at the federal and international levels, including aircraft, locomotives, and ocean-going vessels, contribute a substantial portion of NO_x emissions in California and are expected to in the coming years account for twice the amount of NO_x emissions from mobile sources primarily regulated at the State level;

Whereas, significant reductions from sources primarily regulated at the federal and international levels are needed to protect public health and to support attainment of the 70 ppb ozone standard in the South Coast by the Extreme area deadline;

Whereas, section 182(e)(5) of the Act provides that SIPs for Extreme ozone nonattainment areas may rely in part upon provisions that anticipate the development of new control techniques or the improvement of existing control technologies;

Whereas, the 2022 State SIP Strategy identified potential federal control measures as federal actions needed, and actions to continue to develop new control techniques and deploy advanced control technologies to fulfill in part the aggregate emissions reduction SIP commitment relevant to the South Coast pursuant to section 182(e)(5) of the Act;

Whereas, the 2022 AQMP attainment demonstration for the 70 ppb ozone standard in the South Coast and Coachella Valley relied on adopted State and SCAQMD regulations, new SCAQMD measures, and measures and federal actions identified in the 2022 State SIP Strategy;

Whereas, the 2022 Ozone Plan attainment demonstration for the 70 ppb ozone standard in the San Joaquin Valley relied on adopted State and SJVAPCD regulations, and measures identified in the 2022 State SIP Strategy;

Whereas, the 2022 State SIP Strategy, 2022 AQMP, and 2022 Ozone Plan were submitted to U.S. EPA as revisions to the California SIP in 2023;

Whereas, the current federal administration took several actions over the last year that negatively impact California's ability to achieve and credit emissions reductions from CARB programs originally included in the 2022 State SIP Strategy and related attainment plans;

Whereas, U.S. EPA has not acted on the 2022 AQMP or 2022 Ozone Plan for the 70 ppb ozone standard submitted in 2023, and elements within these plans now require revisions in order to be approvable under the Act;

Whereas, on April 17, 2026, CARB published the *2026 State Implementation Plan Revisions for the California Extreme Ozone Nonattainment Areas* (2026 Extreme Ozone SIP Revision) to address the impacts of these federal actions and support the approval of plans submitted to U.S. EPA for the 70 ppb ozone standard;

Whereas, the 2026 Extreme Ozone SIP Revision revises certain CARB commitments to pursue measures originally in the 2022 State SIP Strategy and otherwise retains the remaining measures originally in the 2022 State SIP Strategy, including those previously identified as federal actions needed for which CARB requested approval pursuant to section 182(e)(5) of the Act;

Whereas, the 2026 Extreme Ozone SIP Revision also revises the aggregate emissions reductions commitments including subsets for which CARB requests approval under the 182(e)(5) provision of the Act, planning emissions inventories, RFP demonstrations, and MVEBs as needed for the South Coast, San Joaquin Valley, and Coachella Valley nonattainment areas;

Whereas, consistent with section 182(e)(5) of the Act, the 2026 Extreme Ozone SIP Revision identifies the federal actions needed and actions to continue to develop new control techniques and deploy advanced control technologies to the level required, and CARB will fulfill all requirements to further identify and define measures to achieve the commitments under section 182(e)(5) no later than 3 years before implementation;

Whereas, the proposed commitments for emission reductions are for total aggregate emissions reductions that may be achieved through the measures identified in the 2026

Extreme Ozone SIP Revision or the 2022 State SIP Strategy, alternative measures, incentive programs, and actual emission decreases;

Whereas, consistent with section 172(c)(3) of the Act, the 2026 Extreme Ozone SIP Revision includes comprehensive, accurate, and current inventories of emissions data of ozone precursors, NOx, and ROG;

Whereas, consistent with sections 172(c)(2) and 182(c)(2) of the Act, the 2026 Extreme Ozone SIP Revision demonstrates that South Coast, San Joaquin Valley, and Coachella Valley meet ozone RFP targets in all the required milestone years through the attainment year;

Whereas, consistent with section 176 of the Act, the 2026 Extreme Ozone SIP Revision establishes MVEBs for South Coast and Coachella Valley, developed in consultation with SCAQMD and SCAG, that are consistent with the attainment and RFP demonstrations;

Whereas, consistent with section 176 of the Act, the 2026 Extreme Ozone SIP Revision establishes MVEBs for the San Joaquin Valley, developed in consultation with SJVAPCD and the Valley MPOs, that are consistent with the attainment and RFP demonstrations;

Whereas, consistent with sections 181(a) and 182(c)(2) of the Act, the 2026 Extreme Ozone SIP Revision shows that, with the updated emissions reductions commitments, reductions as originally included in the attainment demonstrations are maintained such that the South Coast, San Joaquin Valley, and Coachella Valley will attain the 70 ppb ozone standard as expeditiously as practicable and no later than the Extreme area deadline of August 3, 2038;

Whereas, the 2026 Extreme Ozone SIP Revision retains the federal actions needed from the 2022 State SIP Strategy and includes actions to continue to develop new control techniques and deploy advanced control technologies to fulfill in part the proposed aggregate emissions reduction SIP commitment relevant to the South Coast, San Joaquin Valley, and Coachella Valley pursuant to section 182(e)(5) of the Act;

Whereas, CARB has submitted several regulations to U.S. EPA as revisions to the California SIP in recent years including the Innovative Clean Transit Regulation (as adopted in 2018), Small Off-Road Engines Regulations (as amended in 2021), the Ocean-Going Vessels At-Berth Regulation (as amended in 2020), the Certification of Vapor Recovery Systems for Cargo Tanks Regulation (as amended in 2023), and several other regulations that account for emissions reductions in future years, some of which U.S. EPA has approved as revisions to the SIP;

Whereas, certain regulations that are pending before U.S. EPA for approval into the California SIP had already been adopted at the time of plan development and thus the emissions reductions from these programs were included in the planning emissions inventories, RFP demonstrations, and related elements;

Whereas, because regulations must be approved into the SIP in order for U.S. EPA to approve the SIP emissions inventories that rely upon them, it is possible that U.S. EPA's failure to act on some regulations will impact the approvability of the revised planning emissions inventories included in the 2026 Extreme Ozone SIP Revision;

Whereas, to alleviate this impact, the 2026 Extreme Ozone SIP Revision proposes that the

Board direct the Executive Officer to take appropriate action to resolve any completeness or approvability issues that may arise regarding the SIP submission, including to revise the commitment to use section 182(e)(5) of the Act to address a deficit in accounting for the reductions needed to demonstration attainment, RFP, or other SIP elements;

Whereas, CARB staff have concluded that, together with the 2022 AQMP, the 2026 Extreme Ozone SIP Revision meets the requirements of the Act for the 70 ppb ozone standard for the South Coast and Coachella Valley;

Whereas, CARB staff have concluded that, together with the 2022 Ozone Plan, the 2026 Extreme Ozone SIP Revision meets the requirements of the Act for the 70 ppb ozone standard for the San Joaquin Valley;

Whereas, federal law set forth in section 110(a)(1) of the Act and Title 40, Code of Federal Regulations (CFR), section 51.102, requires that one or more public hearings, preceded by at least 30 days notice and opportunity for public review, must be conducted prior to adopting and submitting any SIP revision to U.S. EPA;

Whereas, CARB staff prepared the 2026 Extreme Ozone SIP Revision, containing revised State commitments to pursue measures, aggregate emission reduction commitments, planning emissions inventories, RFP demonstrations, and MVEBs and released it to the public on April 17, 2026, for a 30-day public review prior to the May Board hearing;

Whereas, the 2026 Extreme Ozone SIP Revision was subsequently continued to the June Board hearing, and later re-noticed on June 12, 2026 for additional 30-day public review prior to the July Board hearing;

Whereas, CARB's regulatory program that involves the adoption, approval, amendment, or repeal of standards, rules, regulations, or plans has been certified by the Secretary for Natural Resources under Public Resources Code section 21080.5 of the California Environmental Quality Act (CEQA; California Code of Regulations, title 14, section 15251(d)), and CARB conducts its CEQA review according to this certified program (California Code of Regulations, title 17, sections 60000-60008);

Whereas, CARB determined that for the 2026 Extreme Ozone SIP Revision, CARB can rely on the environmental analysis prepared under its certified regulatory program included in the Final Environmental Analysis for the proposed 2022 State SIP Strategy for the State Implementation Plan (Final EA), dated September 16, 2022, certified in Resolution 22-14, and the Board has considered the prior environmental analysis and the addendum prepared thereto. As explained in the addendum-equivalent chapter in the 2026 Extreme Ozone SIP Revision, no additional environmental review is required because the record evidence shows that the 2026 Extreme Ozone SIP Revision will not result in new significant adverse environmental impacts or a substantial increase in severity of previously identified significant adverse impacts, as described in Chapter 6 of the 2026 Extreme Ozone SIP Revision;

Whereas, the Board finds that:

The 2026 Extreme Ozone SIP Revision, including the aggregate emissions reduction commitments for South Coast, San Joaquin Valley, and Coachella Valley in 2037; the

planning emissions inventories; the RFP demonstrations for South Coast, San Joaquin Valley, and Coachella Valley using a 2017 baseline year and in-area emissions; and MVEBs, meets the requirements of the Act for the South Coast, San Joaquin Valley, and Coachella Valley as Extreme ozone nonattainment areas for the 70 ppb ozone standard.

Implementation of the 2026 Extreme Ozone SIP Revision along with current and new SCAQMD control programs documented in the 2022 AQMP provide the emission reductions needed to support attainment in the South Coast and Coachella Valley of the 70 ppb ozone standard by the attainment deadline.

Implementation of the 2026 Extreme Ozone SIP Revision along with current and new SJVAPCD control programs documented in the 2022 Ozone Plan provide the emission reductions needed to support attainment in the San Joaquin Valley of the 70 ppb ozone standard by the attainment deadline.

The 2026 Extreme Ozone SIP Revision does not present any of the circumstances requiring further environmental review because there are no changes that involve new significant environmental effects, or a substantial increase in severity of previously identified significant effects, or any other circumstances requiring further environmental review beyond what was analyzed and disclosed in the Final EA certified in September 2022.

Now, therefore, be it resolved that the Board hereby adopts the 2026 Extreme Ozone SIP Revision as a revision to the California SIP including the revised State commitments to pursue measures, aggregate emission reduction commitments, planning emission inventories, RFP demonstrations and MVEBs as specified below.

Be it further resolved the Board hereby adopts the State commitment to pursue certain SIP measures or otherwise address each measure as described in Table 1 of the 2026 Extreme Ozone SIP Revision by the dates specified.

Be it further resolved that the Board hereby adopts the State commitment to achieve aggregate emissions reductions of 106.8 tons per day (tpd) of NO_x and 18.4 tpd of ROG in the South Coast by 2037, including a subset for which CARB requests approval under the section 182(e)(5) provision of the Act of 78.4 tpd of NO_x and 4.5 tpd of ROG, based on measures identified in the 2026 Extreme Ozone SIP Revision or the 2022 State SIP Strategy.

Be it further resolved that for the South Coast, the Board hereby adopts the planning emissions inventory as set forth in pages A-3 to A-6, the RFP demonstration as set forth in Table 7, and the MVEBs as set forth in Table 8 in the 2026 Extreme Ozone SIP Revision.

Be it further resolved that the Board hereby adopts the State commitment to achieve aggregate emissions reductions of 36.9 tpd of NO_x and 4.7 tpd of ROG in the San Joaquin Valley by 2037, including a subset for which CARB requests approval under the section 182(e)(5) provision of the Act of 24.3 tpd of NO_x and 1.8 tpd of ROG, based on measures identified in the 2026 Extreme Ozone SIP Revision or the 2022 State SIP Strategy.

Be it further resolved that for the San Joaquin Valley, the Board hereby adopts the planning

emissions inventory as set forth in pages A-11 to A-14, the RFP demonstration as set forth in Table 15, and the MVEBs as set forth in Table 17 in the 2026 Extreme Ozone SIP Revision.

Be it further resolved that the Board hereby adopts the State commitment to achieve aggregate emissions reductions of 7.1 tpd of NO_x and 0.6 tpd of ROG in the Coachella Valley by 2037, including a subset for which CARB requests approval under the 182(e)(5) provision of the Act of 5.1 tpd NO_x and 0.3 tpd ROG, and a subset to support RFP for which CARB requests approval under section 182(e)(5) of the Act of 0.78 tpd of NO_x in 2037 and 0.01 tpd of NO_x in 2035, based on measures identified in the 2026 Extreme Ozone SIP Revision or the 2022 State SIP Strategy.

Be it further resolved that for the Coachella Valley, the Board hereby adopts the planning emissions inventory as set forth in pages A-7 to A-10, the RFP demonstration as set forth in Table 24, and the MVEBs as set forth in Table 25 in the 2026 Extreme Ozone SIP Revision.

Be it further resolved that, insofar as the revisions in this Resolution rely upon section 182(e)(5), CARB commits to meeting the applicable requirements for utilization of that subdivision as set out in the Clean Air Act, including to submit requisite measures to the administrator no later than 3 years before proposed implementation of the plan provisions to be implemented if the anticipated technologies do not achieve planned reductions.

Be it further resolved that if U.S. EPA fails to take timely or appropriate actions on any of the CARB regulations currently pending before it for approval into the California SIP, including as needed to meet requirements for RFP, emissions inventories, or other plan elements, then CARB commits to achieve the emissions reductions associated with these programs as a part of the CARB aggregate emissions reduction commitment for the relevant area and year(s), even as CARB continues to implement its regulations as allowed by law.

Be it further resolved that the Board hereby directs the Executive Officer to submit the 2026 Extreme Ozone SIP Revision to U.S. EPA for inclusion in the California SIP to be effective, for purposes of federal law, upon approval by U.S. EPA.

Be it further resolved that the Board hereby certifies that the 2026 Extreme Ozone SIP Revision was adopted after notice and public hearing as required by section 110(a)(1) of the Act and 40 C.F.R. section 51.102.

Be it further resolved that the Board directs the Executive Officer to work with the districts and U.S. EPA and take appropriate action to resolve any completeness or approvability issues that may arise regarding the SIP submission, including to revise the commitments to utilize section 182(e)(5) of the Clean Air Act to address any deficit in the reductions needed to demonstrate attainment, RFP, or other SIP elements.

Be it further resolved that the Board authorizes the Executive Officer to include in the SIP submittal any technical corrections, clarifications, or additions that may be necessary to secure U.S. EPA approval.