

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

**Item # 21-9-3 Public Meeting to Hear an Update on the 2018
PM2.5 State Implementation Plan for the
San Joaquin Valley and Consider a State
Implementation Plan Revision for the 15 µg/m³
Annual PM2.5 Standard**

Staff Recommendation:

California Air Resources Board (CARB or Board) staff recommends that the Board adopt the proposed State Implementation Plan (SIP) revision for the 15 microgram per cubic meter (µg/m³) annual PM2.5 standard, including the CARB 2023 aggregate emission reduction commitment for the San Joaquin Valley (Valley) and the precursor demonstration, and direct staff to submit it to the United States Environmental Protection Agency (U.S. EPA) as a revision to the California SIP.

Discussion:

The Board will hear an update on implementation of the 2018 Plan for the 1997, 2006, and 2012 PM2.5 Standards (2018 PM2.5 Plan) for the Valley including an update on phasing out agricultural burning in the Valley. In addition, the Board will consider approval of a SIP revision for the 15 µg/m³ annual PM2.5 standard as detailed below.

The 2018 PM2.5 Plan was developed jointly by CARB and the San Joaquin Valley Air Pollution Control District (District) to address four PM2.5 standards: 15 µg/m³ annual, 65 µg/m³ 24-hour, 35 µg/m³ 24-hour, and 12 µg/m³ annual standards. The 2018 PM2.5 Plan specified a 2020 attainment date for the 15 µg/m³ annual and 65 µg/m³ 24-hour PM2.5 standards. With the exclusion of the recent wildfires, CARB and the District have demonstrated that the Valley met the 65 µg/m³ 24-hour PM2.5 standard in 2020. However, for the annual PM2.5 standard, one site, Bakersfield Planz, recorded a value over the 15 µg/m³ annual PM2.5 standard in 2020 when wildfire days were excluded. Since the 2020 attainment date was no longer approvable, U.S. EPA recently proposed to disapprove the portions of the 2018 PM2.5 Plan pertaining to the 15 µg/m³ annual standard attainment demonstration.

CARB and the District have worked together to develop this SIP revision for the 15 µg/m³ PM2.5 standard portions of the 2018 PM2.5 SIP with the goal of bringing the Valley into attainment. The SIP revision demonstrates that the Valley can meet the standard in 2023 with implementation of adopted new measures including the Amended Warranty Requirements for Heavy-Duty Vehicles, Lower Opacity Limits for Heavy-Duty Vehicles and the District's Residential Wood Burning Strategy that were included in the 2018 PM2.5 Plan strategy and

CARB's aggregate emission reduction commitment. The CARB 2023 aggregate emission reduction commitment is 3.0 tons per day (tpd) of oxides of nitrogen and 0.04 tpd of PM_{2.5} from CARB's Heavy-Duty Inspection and Maintenance Program commitment. Accelerated turnover of agricultural equipment will provide additional reductions beyond what is needed to demonstrate attainment. The District Governing Board approved the SIP revision on August 19, 2021.

Summary and Impacts:

U.S. EPA's disapproval of the 15 µg/m³ PM_{2.5} standard portions of the 2018 PM_{2.5} SIP will trigger an immediate conformity freeze and start sanctions clocks. Submittal of this SIP will provide U.S. EPA the documentation needed to address the conformity freeze and sanctions clocks.

Under a conformity freeze, Metropolitan Planning Organizations (MPO) cannot develop new regional transportation plans (RTP), transportation improvement programs (TIP), or amendments. The eight San Joaquin Valley MPOs are developing their RTP/TIP and planning to adopt it in the Summer of 2022. The conformity freeze is lifted when U.S. EPA determines that the motor vehicle budgets are adequate, which typically happens within 90 days of SIP submittal. Delays in the adoption and submittal of this SIP would extend the conformity freeze, which would delay the adoption of RTP/TIP (a 12-month grace period will start and then lapse). In addition, this would also affect the San Joaquin Valley MPOs' submission of the new transportation project list for 2023 FSTIP (Federal Statewide Transportation Improvement Program) funds due in September 2022.

The disapproval also starts an 18-month clock for offset sanctions and a 24-month clock for highway funding sanctions. The offset sanction would require that for new or modified major stationary sources in the area, the ratio of emission reductions to increased emissions shall be at least 2 to 1. The highway funding sanctions would withhold highway funding in the area six months after the offset sanction is imposed. The sanctions clocks are turned off when U.S. EPA approves SIP revisions meeting the applicable CAA requirements prior to the implementation of the sanctions.