BOARD MEETING DATE: June 5, 2015 AGENDA NO. 21

REPORT: Mobile Source Committee

SYNOPSIS: The Mobile Source Committee met on Friday, May 15, 2015. Following is a summary of that meeting. The next Mobile Source Committee meeting is scheduled for Friday, June 19, 2015 at 9:00 a.m.

RECOMMENDED ACTION:
Receive and file.

Dr. Clark E. Parker, Sr., Chair
Mobile Source Committee

EC: PMF: afm

Attendance
Committee Chair Dr. Clark E. Parker, Sr. attended via teleconference; Committee Members Ben Benoit and Judith Mitchell attended via videoconference. Dr. Parker called the meeting to order at 9:05 a.m.

The following items were presented.

ACTION ITEM:

1) **Withdrawal of South Coast Air Basin Transportation Conformity SIP Submittals**
Mr. Joe Cassmassi, Planning and Rules Director, provided a brief summary of the proposed request to CARB to withdraw the outdated Transportation Conformity SIP and associated interagency Memorandum of Understanding (MOU) between the SCAQMD, the local transportation agencies and SCAG from the California State Implementation Plan. The SCAQMD Transportation Conformity Plan was last amended by the Board in 1998 and then forwarded to CARB to submit to U.S. EPA as part of the California SIP. The plan was submitted to U.S. EPA but was not acted upon and has since become obsolete, not addressing the current conformity regulations and appropriate air contaminants. U.S. EPA has stated that the SIP is un-approvable in its current form. Discussions between CARB, U.S. EPA and

SCAQMD staff concurred that the appropriate approach to the issue would be to withdraw the submittal. Staff will evaluate amending Rule 1902, which defines the Transportation Conformity Plan commitment and associated MOU.

Dr. Parker asked for a brief summary of Rule 1902 and how it would affect the SIP. Mr. Cassmassi responded that only the SCAQMD's Transportation Conformity Plan submittal would be impacted. Chief Deputy Counsel Barbara Baird added that without the SIP the SCAQMD would continue to be covered under the federal transportation conformity rule and that SCAG and U.S. EPA would be able to make conformity findings under that rule.

Councilmember Mitchell asked why the Transportation Conformity SIP was not acted on in a timely manner by U.S. EPA. Mr. Cassmassi pointed out that the last amendment to Rule 1902 was in 1998, and Ms. Baird added that federal changes to the program as well as PM2.5 replacing PM10 as the focus of particulate pollution may have contributed to the delay in review. Dr. Parker also asked if long delays in rule and plan reviews by U.S. EPA occurred elsewhere. Mr. Cassmassi noted that prior to amending Rule 701 several years ago, the prior rule language had not been evaluated for more than 10 years under similar circumstances where the California air pollution episodes program was in place.

Moved by Mitchell; seconded by Benoit; unanimously approved.

INFORMATIONAL ITEMS:

2) Update on the 2016 AQMP Emissions Inventory and Modeling

Mr. Joe Cassmassi provided an update on the emissions inventory and ongoing regional modeling analyses conducted by staff as part of the development of the 2016 Air Quality Management Plan (AQMP). Mr. Cassmassi described the extent of computation needed to develop an ozone isopleth diagram, which is used to determine the air basin's emissions carrying capacity. He outlined the emissions and modeling platforms that will impact the 2031 Basin ozone carrying capacity. The first element that was discussed was the update to the 2012 baseline emissions and initial growth estimate provided by CARB's EMFAC emissions model and SCAG's transportation and demographics analyses. In general, the 2012 base year emissions are in-line with the projections made for 2012 from the previous AQMP. NOx and VOC emissions were projected to be reduced while SOx and PM2.5 varied marginally. Ammonia emissions were expected to increase; however, the final totals were still being evaluated. Mr. Cassmassi also described the SCAQMD's move to use real-time traffic data in the modeling emissions inventory for the simulations.

Mr. Cassmassi discussed the revisions to the meteorological, chemical and dispersion modeling software and their expected impact on the future attainment

analyses. The revisions to the modeling components represent the state-of-the-art in air quality modeling. He pointed out that staff are awaiting updates from CARB to the boundary conditions that provide estimates of long range pollutant transport. The most notable change to the modeling platform comes from U.S. EPA's revisions to the relative response function calculation that is used to scale the modeling attainment demonstrations. The revised RRF procedure focuses on the top ten highest concentration simulation days where the impact of emissions reductions are most responsive. Also, the analysis will benefit from the improvement in the most current air quality design value concentrations.

Overall, the changes to the modeling system may result in a higher VOC and/or NOx carrying capacity. Further simulation analyses and emissions control scenarios will be conducted to develop preliminary carrying capacities for both ozone and PM2.5 attainment in future years.

3) Report on 2016 AQMP Off-Road Equipment White Paper Development

Mr. Henry Hogo, Assistant Deputy Executive Officer/Science & Technology Advancement, provided an update on the development of the Off-Road Equipment White Paper, which is one of the ten white papers designed to inform the 2016 AQMP. The white papers will provide factual background information and discuss major policy issues to help frame the discussions on the development of the 2016 AQMP. A working group comprising members from the 2016 AQMP Advisory Group and other interested parties, was formed to provide input and comments on the development of this white paper. To-date, there have been three meetings of the working group.

An outline for the white paper was presented to the working group for input and comments. Mr. Hogo provided an overview of the history of regulatory programs and strategies that have led to emission reductions in the off-road equipment categories including current CARB regulations that apply to almost all of the various off-road emissions source categories. Mr. Hogo discussed the development of two emission reduction scenarios to illustrate the need to further reduce emissions in this sector to attain the ozone air quality standards. Further emission reductions will require advancement of technologies that have a zero- or near-zero emissions level. Many of the smaller equipment have commercially available products that are zero-emissions or operate on alternative fuels. In addition, there is a need to establish new exhaust emission standards significantly below current levels.

Mr. Hogo provided a summary of the initial assessment based on the emission reduction scenarios. Some emission sources may not be able to reach the "equal share" level. As such, there is a need for other sources to further reduce their emissions. There is the potential for sources to go beyond the "equal share" level with greater penetration of zero- and near-zero emission technologies. Therefore,

there is a need to accelerate commercialization and deployment of zero- and near-zero emission technologies. In addition to greater advanced technology deployment, operational strategies that are being implemented for fuel savings have the potential to provide additional emission reductions.

Mr. Hogo concluded with next steps in the white paper development process. Staff is drafting the early chapters of the documents and will release them to the working group for their comments in the next couple of weeks.

Dr. Parker asked whether staff has analyzed how the overall emission reduction target will be achieved given that not all sources will be able to reach their equal share reduction and what staff believes will most likely occur. Mr. Hogo indicated that the specific analysis of control strategies for each of the emission source categories will be done as part of the 2016 AQMP development, and that several of the emissions categories have commercially available zero-emission technologies; he provided examples for each of the source categories. For larger equipment such as construction and mining equipment, the operators indicated that they need more time to recoup their investments in newer equipment since the equipment have longer useful lives. As such, programs such as the SOON program, along with new emission standards that U.S. EPA can establish, can help accelerate the development of new engines that are cleaner than current emission standards and accelerate the acquisition of the cleaner equipment by offsetting the capital cost for the equipment.

WRITTEN REPORTS:

4) **Rule 2202 Activity Report**
The report was received as submitted.

5) **Monthly Report on Environmental Justice Initiatives – CEQA Document Commenting Update**
The report was received as submitted.

OTHER BUSINESS:
None

PUBLIC COMMENT:
None

The meeting was adjourned at 10:03 a.m.

Attachment
Attendance Roster

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
MOBILE SOURCE COMMITTEE MEETING
Attendance Roster- May 15, 2015

NAME		AFFILIATION
Dr. Clark E. Parker, Sr.		SCAQMD Governing Board *(via teleconference)*
Mayor Ben Benoit		SCAQMD Governing Board *(via videoconference)*
Councilmember Judith Mitchell		SCAQMD Governing Board *(via videoconference)*
Board Consultant Chung Liu		SCAQMD Governing Board (Mitchell)
Curtis Coleman		SoCal Air Quality Alliance
Angela Driscoll		Cal CIMA
Sue Gornick		WSPA
David Rothbart		Los Angeles County Sanitation Districts
Susan Stark		Tesoro
Christine Truong		LADWP
Lee Wallace		SoCal Gas
Philip Fine		SCAQMD Staff
Barbara Baird		SCAQMD Staff
Kurt Wiese		SCAQMD Staff
Matt Miyasato		SCAQMD Staff
Henry Hogo		SCAQMD Staff
Laki Tisopulos		SCAQMD Staff
Joe Cassmassi		SCAQMD Staff
Adewale Oshinuga		SCAQMD Staff
Richard Carlson		SCAQMD Staff
Tina Cox		SCAQMD Staff
Carol Gomez		SCAQMD Staff
Tracy Goss		SCAQMD Staff
Bayron Gilchrist		SCAQMD Staff
Sang-Mi Lee		SCAQMD Staff
Ian MacMillan		SCAQMD Staff
Chris Marlia		SCAQMD Staff
Randall Pasek		SCAQMD Staff
Kim White		SCAQMD Staff
Patti Whiting		SCAQMD Staff