

BOARD MEETING DATE: September 4, 2015

AGENDA NO. 30

REPORT: Mobile Source Committee

SYNOPSIS: The Mobile Source Committee met on Friday, July 24, 2015. Following is a summary of that meeting. The next Mobile Source Committee meeting is scheduled for Friday, September 18, 2015 at 9:00 a.m.

RECOMMENDED ACTION:
Receive and file.

Dr. Joseph K. Lyou, Vice Chair
Mobile Source Committee

PMF: afm

Attendance

Committee Vice-Chair Dr. Joseph K. Lyou and Committee Member Judith Mitchell attended at SCAQMD headquarters. Committee Chair Dr. Clark E. Parker, Sr., and Committee Members Ben Benoit and Shawn Nelson were absent. Dr. Lyou chaired the meeting in the absence of Dr. Parker and called the meeting to order at 9:00 a.m.

The following item was presented:

INFORMATIONAL ITEM:

1) 2016 AQMP Development Update

Dr. Philip Fine, Deputy Executive Officer/Planning, Rule Development and Area Sources, discussed the conceptual framework on which the staff hopes to develop the 2016 Air Quality Management Plan (AQMP or Plan), including defining an attainment pathway that eliminates reliance on Clean Air Act (CAA) Section 182(e)(5) measures (future technologies, referred to as the “black box”). Because such measures anticipate future “new control technologies or improvement of existing control technologies,” reliance is not preferred since the ozone attainment deadlines of 2022 and 2023 are approaching quickly. However, some control

measures identified in the Plan may not qualify as SIP commitments so the U.S. EPA could classify such as Section 182(e)(5) measures. Staff is seeking federal source emission reductions as part of the control strategy as well as significant funding to incentivize early deployment of zero- and near-zero technologies. Such incentives could originate from the state's Greenhouse Gas (GHG) reduction fund (cap-and-trade) or from smart investments in technologies that meet multiple goals for local air quality, climate, toxics and/or energy efficiencies. Other framework elements were highlighted such as selecting the most efficient and cost-effective attainment path, taking credit for co-benefits, prioritizing non-regulatory "win-win" approaches, accounting for international transport of emissions, and enhancing analysis of potential economic impacts.

Dr. Fine outlined the key CAA requirements for the AQMP and the five air quality standards that will be addressed in the 2016 AQMP along with the year of attainment for each standard. He noted how staff is working with U.S. EPA to clarify the differences between best available control technology/measures (BACT/BACM) and reasonably available control technology/measures (RACT/RACM) to ensure compliance with CAA requirements. He also showed the general 'glide path' to be taken to meet all the existing standards with various concentration limits for different pollutants as well as the proposed 8-hour ozone standard at a range of 65-70 ppb. He noted that meeting the more imminent standards assists in meeting the later standards.

Dr. Fine defined the base year emission inventory and listed the sources of the future year growth factors applied to baseline emission inventory. He provided the annual average emissions for 2012 as well as the projected baseline emissions in 2023. He also highlighted the on-road and off-road mobile source categories that should provide significant NO_x reductions primarily due to fleet turnover and the latest vehicle emissions standards.

Dr. Joseph Lyou questioned why the point source emissions increase over time. Dr. Fine explained that the increase was primarily due to population and/or industry growth without consideration of control measures or future stationary source regulations to offset the increase.

Dr. Fine provided a bar chart of the annual average baseline emissions for the base year 2012 and the future years of 2023 and 2031, which are the ozone attainment demonstration years. He also listed the action items and estimated milestone dates in the Plan development schedule, including the release of documents and sequential agency approvals.

Dr. Lyou inquired on the possibility of bringing the Draft Plan to the full Board before the final consideration in Spring 2016. Councilmember Judith Mitchell

agreed on this being preferable and suggested possible scheduling near the release of the revised Draft Plan. Dr. Fine noted that he intended to report progress and findings of Plan development at future Board meetings and clarified that such reports would not seek an approval decision. The Board members noted that Plan updates would allow the full Board to discuss and provide input during the development as opposed to deciding only on the final product.

Dr. Fine discussed the draft release of eight White Papers with final versions intended to be received and filed to the Board in September; and two remaining White Papers, Energy Outlook and Facility Modernization, to follow. He noted that the White Papers are not consensus documents but do provide issues raised by the working group participants for consideration.

Critical actions recommended to be taken by the U.S. EPA and CARB were discussed, including lowering of the NO_x emission standard to 0.02 g/bhp-hr and deployment of zero emission trucks. Dr. Lyou questioned the availability in large numbers of battery electric trucks and zero emission drayage trucks; Councilmember Mitchell inquired about the near-term accessible quantity of such trucks. Staff acknowledged that ready commercial availability for some uses has not been achieved since such vehicles are still in the demonstration phase, but was optimistic that availability would occur within a couple of years.

Dr. Fine showed a graph depicting dramatically greater air quality improvement stemming from a lower NO_x emission standard of 0.02 g/bhp-hr if required by the U.S. EPA as opposed to being required by CARB. He reminded the audience that clean mobile source technologies such as electric passenger vehicles and hybrid medium-duty trucks, needed to attain the standards, are being manufactured and available. Other mobile source technologies, such as an overhead catenary for zero emission corridors and longer-haul heavy-duty electric trucks are still in the demonstration phase.

Councilmember Mitchell and Dr. Lyou requested that staff consider petitioning to the federal government to pursue separate rulemaking for a lower NO_x standard for heavy-duty truck engines. Dr. Fine suggested the strategy could be a control measure in the 2016 AQMP albeit it is not certain U.S. EPA would accept this as a SIP commitment.

Dr. Lyou questioned the staff comment seeking additional authority to be provided to the states. Dr. Fine clarified that CARB was looking into actions that can be taken without requiring federal consent. Dr. Lyou suggested consideration of more than one pathway for attainment of the standards and Dr. Fine responded that choices are available in determining the range of emission reductions for each of the proposed control measures.

Dr. Lyou raised the potential of an eventual need to provide specific direction as to new technology, such as electric or fuel cells, etc., even though the existing policy is to remain fuel neutral. He also believes the conversation regarding options of funding sources should begin regardless if it is an “uncomfortable subject” for some to discuss.

Finally, Dr. Lyou stressed that more emphasis should be placed on reductions achieved by transportation control measures (TCM) in the 2016-2040 Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) and that the difference in population growth may not correlate linearly to an increase in air emissions. In the future, the population might be driving less due to an increase in the elderly population, fewer working people, increase in public transit options, and a positive shift in the use of public transit. Dr. Fine noted that impacts from TCMs are included in the baseline inventory in the Plan and underscored the diminishing return in vehicle miles traveled (VMT) when the cars are emitting less, if any, air pollution. He mentioned the likelihood that leaps in technology advancement produce the real emission reduction and not necessarily from a decrease in VMT. Dr. Lyou agreed and noted that because decreased VMT would assist in reducing congestion, the best option was cleaner vehicles and transport, plus increased use of good, and effective public transit.

WRITTEN REPORTS:

2) Rule 2202 Activity Report

The report was received as submitted.

3) 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 9:51 a.m.

Attachment

Attendance Roster

**SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
MOBILE SOURCE COMMITTEE MEETING
Attendance Roster - July 24, 2015**

NAME	AFFILIATION
Dr. Joseph Lyou	SCAQMD Governing Board
Councilmember Judith Mitchell	SCAQMD Governing Board
Board Consultant Mark Abramowitz	SCAQMD Governing Board (Lyou)
Board Consultant Andrew Silva	SCAQMD Governing Board (Rutherford)
Curtis Coleman	SoCal Air Quality Alliance
Sue Gornick	Western States Petroleum Association
Susan Stark	Tesoro
Philip Fine	SCAQMD Staff
Jill Whynot	SCAQMD Staff
Joe Cassmassi	SCAQMD Staff
Barbara Baird	SCAQMD Staff
Matt Miyasato	SCAQMD Staff
Kurt Wiese	SCAQMD Staff
Sam Atwood	SCAQMD Staff
Carol Gomez	SCAQMD Staff
Mark Henninger	SCAQMD Staff
Michael Krause	SCAQMD Staff
Ian MacMillan	SCAQMD Staff
Jean Ospital	SCAQMD Staff
Dean Saito	SCAQMD Staff
Patti Whiting	SCAQMD Staff