

BOARD MEETING DATE: September 7, 2018

AGENDA NO. 23

REPORT: Mobile Source Committee

SYNOPSIS: The Mobile Source Committee held a meeting on Friday, July 20, 2018. The following is a summary of the meeting.

RECOMMENDED ACTION:  
Receive and file.

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

PMF:AF

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### **Committee Members**

Present: Dr. Clark E. Parker, Sr./Chair (videoconference), Dr. Joseph Lyou/Vice Chair (arrived at 9:14 a.m.), Mayor Pro Tem Judith Mitchell, and Supervisor Hilda L. Solis (videoconference)

Absent: Supervisor Marion Ashley, Mayor Larry McCallon

### **Call to Order**

Chair Dr. Parker called the meeting to order at 9:00 a.m.

### **ACTION ITEM:**

#### **1. Appropriate Funds, and Issue RFP to Assess Potential Cost and Economic Impacts of Proposed Facility-Based Mobile Source Control Measures on Warehouses and Distribution Centers**

Dr. Sarah Rees, Assistant Deputy Executive Officer/Planning, Rule Development & Area Sources, gave a presentation on an RFP to conduct a study for potential economic impacts on rules for Facility-Based Mobile Source Measures on warehouses and distribution centers. In May 2018, the Board directed staff to pursue rulemaking for warehouses and conduct a study to help inform rulemaking and supplemental socioeconomic impact analysis conducted.

Moved by Solis; seconded by Mitchell; unanimously approved

Ayes: Mitchell, Parker and Solis  
Noes: None  
Absent: Ashley, Lyou and McCallon

**INFORMATIONAL ITEM:**

**2. Update on California Air Resources Board (CARB)'s Proposed Regulations for the Innovative Clean Transit and the Zero-Emission Airport Shuttle Bus**

CARB staff, Katherine Garrison, provided a status update on CARB's proposed regulations for Innovative Clean Transit (zero emission transit buses) and Zero-Emission Airport Shuttle Buses.

*[Dr. Lyou joined the meeting at 9:14 a.m.]*

Dr. Parker asked about the sources of incentive funding programs, including Carl Moyer, and whether funding will be available for zero emission buses (ZEB) after the first ten to twelve years (i.e., after full transition to ZEB). Ms. Garrison responded that there are many incentive funding programs available now and that these programs are designed to help with the early deployment of clean fuel and vehicle technologies. Since the cost of ZEBs is expected to decrease over time, the needs for incentive funding will substantially decrease in the future as well. Dr. Parker also asked how CARB defines "disadvantaged community" and whether communities next to freeways can be considered to be disadvantaged communities based on exposure to air pollution alone. CARB staff use CalEnviroScreen to identify disadvantaged communities. She also stated that CARB is well aware of exposure next to freeways and she indicated that SB375 – Smart Land Use Planning, is designed to reduce vehicle miles traveled by locating housing close to jobs, reducing freeway traffic. Last year, CARB published a document on proven strategies to reduce exposure from roadways. Mr. Nastri added that the disadvantaged community areas that are covered in today's presentation and in other work at SCAQMD are mainly based on CalEnviroScreen. He also added that extensive work is being done under AB 617 to define and select disadvantaged communities to ensure benefits to the most impacted communities.

Supervisor Solis commented that LA Metro has already started acquisition of near-zero buses. She emphasized that LA Metro is responsible for providing reliable services and they are trying to address some of these challenges with the new zero-emission buses. Ms. Garrison responded that transit agencies statewide have been leaders in adopting ZEBs and they are making commitments to purchase more

ZEBs. As the number of ZEBs increases, the technology will improve to reliably meet the needs of transit agencies. Supervisor Solis also commented that LA Metro is looking into building their own ZEBs instead of purchasing new buses from manufacturers. LA Metro is working closely with the Department of Energy and Department of Transportation to achieve this goal.

Mayor Pro Tem Mitchell asked if the proposed transit bus regulation applies to all fleets, regardless of size. Ms. Garrison responded that the proposed regulation applies to buses greater than 14,000 pounds gross vehicle weight and smaller fleets, defined as having fewer than 100 buses, have more time to phase in ZEB purchases than larger fleets. Mayor Pro Tem Mitchell also asked which vendors the Department of General Services will be working with to procure ZEBs. CARB staff responded that all eligible ZEB manufacturers will be invited to participate in the process. Mayor Pro Tem Mitchell emphasized the need to consider the availability of adequate funding for charging infrastructure for ZEBs during the proposed transit bus rulemaking process. She also mentioned that CARB should ensure that some of the infrastructure funding be allocated for hydrogen fueling stations for fuel-cell buses. Ms. Garrison mentioned that SB 350 will provide funding for charging stations and the new VW NOx mitigation funds can be applied toward ZEV and associated charging infrastructure. CEC has a funding program under AB 118 for hydrogen fueling stations. Mayor Pro Tem Mitchell also commented on the LAX plan to consolidate all rental car agencies into one location and the need for CARB to consider that in the proposed regulation.

Dr. Lyou commented that there is a fundamental difference between the two proposed regulations. While there is a turnover requirement for airport shuttle buses, the requirement under the transit bus regulation is only for new purchases which might create an inadvertent loophole. Dr. Lyou also mentioned a company in Riverside that refurbishes old buses into electric buses and asked whether the proposed regulation would allow credits for these refurbished buses. Ms. Garrison will check into this. Dr. Lyou suggested CARB work with utilities to provide reasonable electricity rates for transit agencies that will be subject to this regulation. Ms. Garrison mentioned that San Diego Gas & Electric includes special rates for ZEBs in its SB 350 proposal to the California Public Utilities Commission (CPUC) and that the CPUC has established a ZEV Rate Design Forum to consider these issues. She also mentioned that fleets have the ability to reduce cost by using smart charging software.

**WRITTEN REPORTS:**

**3. Rule 2202 Activity Report: Rule 2202 Summary Status Report**

This item was received and filed.

**4. Monthly Report on Environmental Justice Initiatives: CEQA Document Commenting Update**

This item was received and filed.

**OTHER MATTERS:**

**5. Other Business**

There was no other business.

**6. Public Comment Period**

There were no public comments.

**7. Next Meeting Date:**

The next regular Mobile Source Committee meeting is scheduled for Friday, September 21, 2018.

**Adjournment**

The meeting adjourned at 10:28 a.m.

**Attachments**

1. Attendance Record
2. Rule 2202 Activity Report – Written Report
3. Monthly Report on Environmental Justice Initiatives: CEQA Document Commenting Update – Written Report

# ATTACHMENT 1

## **SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT MOBILE SOURCE COMMITTEE MEETING Attendance – July 20, 2018**

Dr. Clark E. Parker, Sr. (Videoconference) .....	SCAQMD Board Member
Dr. Joseph Lyou .....	SCAQMD Board Member
Mayor Pro Tem Judith Mitchell.....	SCAQMD Board Member
Supervisor Hilda L. Solis (Videoconference).....	SCAQMD Board Member
Mark Abramowitz.....	Board Consultant (Lyou)
Ron Ketcham .....	Board Consultant (McCallon)
Marisa Perez.....	Board Assistant (Mitchell)
Curt Coleman.....	Southern CA Air Quality Alliance
Katherine Garrison.....	CARB
Bill LaMarr .....	California Small Business Alliance
Daniel McGivney.....	SoCalGas
Peter Whittingham .....	Whittingham Public Affairs Advisors (WPAA)
Sam Atwood.....	SCAQMD Staff
Barbara Baird.....	SCAQMD Staff
Brian Choe .....	SCAQMD Staff
Arlene Farol .....	SCAQMD Staff
Philip Fine.....	SCAQMD Staff
Carol Gomez .....	SCAQMD Staff
Erika Graham .....	SCAQMD Staff
Sang-Mi Lee.....	SCAQMD Staff
Megan Lorenz .....	SCAQMD Staff
Matt Miyasato .....	SCAQMD Staff
Wayne Nastri .....	SCAQMD Staff
Sarah Rees.....	SCAQMD Staff
Zorik Pirveysian.....	SCAQMD Staff
Veera Tyagi.....	SCAQMD Staff
Jill Whynot.....	SCAQMD Staff
Jillian Wong.....	SCAQMD Staff
Paul Wright .....	SCAQMD Staff
Andrew Yoon.....	SCAQMD Staff



# South Coast Air Quality Management District

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## Rule 2202 Summary Status Report Activity for January 1, 2018 to June 30, 2018

Employee Commute Reduction Program (ECRP)	
# of Submittals:	138

Emission Reduction Strategies (ERS)	
# of Submittals:	308

Air Quality Investment Program (AQIP) Exclusively		
County	# of Facilities	\$ Amount
Los Angeles	40	\$ 213,599
Orange	11	\$ 111,217
Riverside	0	\$ 0
San Bernardino	3	\$ 12,711
<b>TOTAL:</b>	<b>54</b>	<b>\$ 337,527</b>

ECRP w/AQIP Combination		
County	# of Facilities	\$ Amount
Los Angeles	3	\$ 11,028
Orange	0	\$ 0
Riverside	0	\$ 0
San Bernardino	1	\$ 9,253
<b>TOTAL:</b>	<b>4</b>	<b>\$ 20,281</b>

### Total Active Sites as of June 30, 2018

ECRP (AVR Surveys)			TOTAL Submittals w/Surveys	AQIP	ERS	TOTAL
ECRP <sup>1</sup>	AQIP <sup>2</sup>	ERS <sup>3</sup>				
497	16	13	526	104	731	1,361
36.52%	1.18%	0.96%	38.65%	7.64%	53.71%	100% <sup>4</sup>

### Total Peak Window Employees as of June 30, 2018

ECRP (AVR Surveys)			TOTAL Submittals w/Surveys	AQIP	ERS	TOTAL
ECRP <sup>1</sup>	AQIP <sup>2</sup>	ERS <sup>3</sup>				
372,249	5,574	11,268	389,091	15,599	328,120	732,810
50.8%	.76%	1.54%	53.1%	2.13%	44.78%	100% <sup>4</sup>

- Notes:**
1. ECRP Compliance Option.
  2. ECRP Offset (combines ECRP w/AQIP). AQIP funds are used to supplement the ECRP AVR survey shortfall.
  3. ERS with Employee Survey to get Trip Reduction credits. Emission/Trip Reduction Strategies are used to supplement the ECRP AVR survey shortfall.
  4. Totals may vary slightly due to rounding.

BOARD MEETING DATE: September 7, 2018

AGENDA NO.

REPORT: Lead Agency Projects and Environmental Documents Received By SCAQMD

SYNOPSIS: This report provides, for the Board's consideration, a listing of CEQA documents received by the SCAQMD between June 1, 2018 and June 30, 2018, and those projects for which the SCAQMD is acting as lead agency pursuant to CEQA.

COMMITTEE: The Mobile Source Committee, on July 20, 2018 reviewed the June 1 – June 30, 2018 portion of the report; while the July 1 – July 31 2018 portion has had no committee review.

RECOMMENDED ACTION:  
Receive and file.

Wayne Nastri  
Executive Officer

PF:SN:MK:DG:LW

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**CEQA Document Receipt and Review Logs (Attachments A and B)** – Each month, the SCAQMD receives numerous CEQA documents from other public agencies on projects that could adversely affect air quality. A listing of all documents received and reviewed during the reporting period June 1, 2018 through June 30, 2018 is included in Attachment A. A list of active projects from previous reporting periods for which SCAQMD staff is continuing to evaluate or has prepared comments is included in Attachment B. A total of 99 CEQA documents were received during this reporting period and 37 comment letters were sent. A notable project in this report is the Mount Vernon Avenue Bridge Project.

The Intergovernmental Review function, which consists of reviewing and commenting on the adequacy of the air quality analysis in CEQA documents prepared by other lead agencies, is consistent with the Board's 1997 Environmental Justice Guiding Principles and Environmental Justice Initiative #4. As required by the Environmental Justice Program Enhancements for FY 2002-03 approved by the Board in October 2002, each of

the attachments notes those proposed projects where the SCAQMD has been contacted regarding potential air quality-related environmental justice concerns. The SCAQMD has established an internal central contact to receive information on projects with potential air quality-related environmental justice concerns. The public may contact the SCAQMD about projects of concern by the following means: in writing via fax, email, or standard letters; through telephone communication; as part of oral comments at SCAQMD meetings or other meetings where SCAQMD staff is present; or by submitting newspaper articles. The attachments also identify for each project the dates of the public comment period and the public hearing date, if applicable, as reported at the time the CEQA document is received by the SCAQMD. Interested parties should rely on the lead agencies themselves for definitive information regarding public comment periods and hearings as these dates are occasionally modified by the lead agency.

At the January 6, 2006 Board meeting, the Board approved the Workplan for the Chairman's Clean Port Initiatives. One action item of the Chairman's Initiatives was to prepare a monthly report describing CEQA documents for projects related to goods movement and to make full use of the process to ensure the air quality impacts of such projects are thoroughly mitigated. In response to describing goods movement, CEQA documents (Attachments A and B) are organized to group projects of interest into the following categories: goods movement projects; schools; landfills and wastewater projects; airports; general land use projects, etc. In response to the mitigation component, guidance information on mitigation measures were compiled into a series of tables relative to: off-road engines; on-road engines; harbor craft; ocean-going vessels; locomotives; fugitive dust; and greenhouse gases. These mitigation measure tables are on the CEQA webpages portion of the SCAQMD's website at: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mitigation-measures-and-control-efficiencies>. Staff will continue compiling tables of mitigation measures for other emission sources, including airport ground support equipment and other sources.

As resources permit, staff focuses on reviewing and preparing comments for projects: where the SCAQMD is a responsible agency; that may have significant adverse regional air quality impacts (e.g., special event centers, landfills, goods movement, etc.); that may have localized or toxic air quality impacts (e.g., warehouse and distribution centers); where environmental justice concerns have been raised; and those projects for which a lead or responsible agency has specifically requested SCAQMD review. If staff provided written comments to the lead agency as noted in the column "Comment Status," there is a link to the "SCAQMD Letter" under the Project Description. In addition, if staff testified at a hearing for the proposed project, a notation is provided under the "Comment Status." If there is no notation, then staff did not provide testimony at a hearing for the proposed project.



During the period June 1, 2018 through June 30, 2018, the SCAQMD received 99 CEQA documents. Of the total of 120 documents\* listed in Attachments A and B:

- 37 comment letters were sent;
- 35 documents were reviewed, but no comments were made;
- 25 documents are currently under review;
- 15 documents did not require comments (e.g., public notices);
- 0 documents were not reviewed; and
- 8 documents were screened without additional review.

\* These statistics are from June 1, 2018 to June 30, 2018 and may not include the most recent “Comment Status” updates in Attachments A and B.

Copies of all comment letters sent to lead agencies can be found on the SCAQMD’s CEQA webpage at the following internet address:

<http://www.aqmd.gov/home/regulations/ceqa/commenting-agency>.

**SCAQMD Lead Agency Projects (Attachment C)** – Pursuant to CEQA, the SCAQMD periodically acts as lead agency for stationary source permit projects. Under CEQA, the lead agency is responsible for determining the type of CEQA document to be prepared if the proposal is considered to be a “project” as defined by CEQA. For example, an Environmental Impact Report (EIR) is prepared when the SCAQMD, as lead agency, finds substantial evidence that the proposed project may have significant adverse effects on the environment. Similarly, a Negative Declaration (ND) or Mitigated Negative Declaration (MND) may be prepared if the SCAQMD determines that the proposed project will not generate significant adverse environmental impacts, or the impacts can be mitigated to less than significance. The ND and MND are written statements describing the reasons why proposed projects will not have a significant adverse effect on the environment and, therefore, do not require the preparation of an EIR.

Attachment C to this report summarizes the active projects for which the SCAQMD is lead agency and is currently preparing or has prepared environmental documentation. As noted in Attachment C, the SCAQMD continued working on the CEQA documents for four active projects during June.

### **Attachments**

- A. Incoming CEQA Documents Log
- B. Ongoing Active Projects for Which SCAQMD Has or Will Conduct a CEQA Review
- C. Active SCAQMD Lead Agency Projects