Airports MOU
Working Group Meeting #1

Thursday, February 28\textsuperscript{th}, 2019
1:30 p.m. - 3:30 p.m.
Today’s Agenda

1. Introductions
2. SCAQMD’s Update on Airports MOU Development
3. Airports Update on AQIP/MOU Development
4. Next Meeting – April 26, 2019
Facility Based Mobile Source Measures (FBMSM)

15 SCAQMD Mobile Source Measures in 2016 AQMP*

- Emissions Growth Management
  - EGM-01 New Development and Redevelopment
- Facility-Based
  - MOB-01 Commercial and Marine Ports
  - MOB-02 Rail Yards and Intermodal Facilities
- On-Road
  - MOB-03 Warehouse Distribution Centers
- Off-Road
  - MOB-04 Commercial Airports
- Incentives

* 2016 Air Quality Management Plan was adopted in March 2017
<table>
<thead>
<tr>
<th>Sector</th>
<th>Direction</th>
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<tr>
<td>Airports</td>
<td>Pursue MOUs to implement airport clean air action plans (non-aircraft airport sources)</td>
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<td>Ports</td>
<td>Pursue MOUs to implement specific CAAP measures; Pursue introduction of cleaner vessels</td>
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<td>New/Redevelopment</td>
<td>Continue to work with stakeholders to develop rule concepts and preliminary costs/benefits</td>
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<td>Warehouses</td>
<td>Develop rule concept; Conduct economic impacts study to inform rule concept</td>
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<td>Rail yards</td>
<td>Pursue rulemaking; Explore potential for new agreements/MOU beyond the 1998 and 2005 agreements</td>
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Memorandum of Understating (MOU)

• Voluntary agreement between SCAQMD and each individual commercial airport to achieve emission reductions
  – MOU reductions form the basis for SCAQMD making commitments to EPA

• Five commercial airports in SCAB (current consideration)
SCAQMD-Airports MOU Approach

- Each airport develops an air quality improvement plan
- AQIPs include strategies to reduce emissions from airport sources

MOU

- AQMD develops a voluntary agreement with each airport to reduce emissions
- MOU is based on the AQIP elements

AQIP

- AQMD works with EPA to get SIP credits for MOU emission reductions
- If emission reductions not fully achieved, AQMD covers the shortfall

SIP Credits
SCAQMD – Airports MOU Process

- AQIP development and adoption by each respective airport authority through its own public process

- MOU development through SCAQMD public process
  - Working group meetings
  - Updates to SCAQMD’s Mobile Source Committee/Governing Board
  - Public workshop/consultation meeting

Each MOU subject to approval by the airport authority and SCAQMD Governing Board
MOU Key Principles

- Prospective SIP creditable measures
- Measures are technically and economically feasible
- Measures are more stringent than existing regulations
- Performance targets for MOU measures
- Metrics to track implementation and progress
- Maintain ability to obtain incentive funding
- Public review and input process
SIP Creditable Emission Reductions

• Significant emission reductions needed for attainment demonstration of federal Ozone and PM2.5 standards

• MOU reductions to be “SIP” creditable toward attainment demonstration must satisfy EPA’s requirements
  – Integrity elements
    • Permanent, quantifiable, surplus, and enforceable
  – Enforceable commitment (to ensure reductions are achieved)
  – Technical analysis
  – Tracking/reporting requirements
  – Public involvement
MOU Framework: Commitments

**Airports**
- Implementing and enforcing AQIP/MOU measures and initiatives
- Emission reduction or performance targets for AQIP/MOU measures
- Tracking/Monitoring progress of AQIP implementation
- Reporting requirements

**SCAQMD**
- Quantify SIP creditable emission reductions (2023, 2031)
- Enforceable commitments for reductions (address any potential shortfalls through collaborative process)
- Establish metrics to track implementation progress
- Public access and disclosure
AQIP Emissions Inventory

• Non-aircraft mobile source emissions associated with airport operations which are under direct or indirect airport control
  
  – Ground support equipment (GSE)
  
  – On-road vehicles (i.e., trucks, shuttles, buses, passenger cars)
  
  – Off-road equipment/vehicles

• Aircraft emissions can also be quantified to present a complete picture of airports’ overall operations (optional)
AQIP Measures

- Airports encouraged to evaluate and develop programs and strategies for reducing emissions from all their AQIP sources

- Potential AQIP/MOU Measures
  - Specific requirements for sources under airport’s direct control
  - Voluntary incentive programs to accelerate turn over of vehicles and equipment
  - Infrastructure improvement projects
  - Others
SCAQMD’s Airports Emission Reduction Program

• SCAQMD’s staff report for submittal to EPA through CARB

• Based on Airports MOUs
  – SIP creditable AQIP measures agreed to in the MOUs

• Include necessary documentation to satisfy EPA’s requirements
  – Quantification of SIP credits in 2023 and 2031
  – Integrity Elements
  – AQMD’s enforceable commitment
  – Implementation tracking process
  – Public disclosure mechanism
Status Update

• All five commercial airports committed to MOU approach

• Preliminary discussions and meetings with representatives from five commercial airports and California Airports Council (CAC) on MOU framework and emission calculation methodologies

• Airports in the process of developing respective Air Quality Improvement Plans (AQIPs)
Upcoming CARB Regulations Affecting Airports

Proposed Zero-Emission Airport Shuttle Regulation
- Requires zero-emission airport shuttles beginning in 2027 (33%) to 2035 (100%)
- First Public Hearing: February 21, 2019
- Second Public Hearing: May 2019

Zero-Emission Airport Ground Support Equipment (GSE)
- Goal of 100% ZE GSE by 2032
- Proposed requirement still under discussion among stakeholders
- Public Hearing: to be determined
## Overall Timeline

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<th>Item</th>
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<th>2019</th>
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<tr>
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<td>Jan</td>
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<tr>
<td>Airports AQIP/MOU Development and Adoption</td>
<td>May 2018 - Nov 2019</td>
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<td>SCAQMD Mobile Source Committee</td>
<td>February 15, 2019</td>
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<tr>
<td>Airports MOU Working Group Meeting #1</td>
<td>February 28, 2019</td>
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<td>Airports MOU Working Group Meeting #2</td>
<td>April 26, 2019</td>
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<td>SCAQMD Mobile Source Committee</td>
<td>June 21, 2019</td>
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<td>Airports MOU Working Group Meeting #3</td>
<td>June 19, 2019</td>
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<td>Draft SCAQMD's Airports Emission Reduction Program Staff Report*</td>
<td>July 2019</td>
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<td>SCAQMD Airports MOU Public Consultation Meeting</td>
<td>August 22, 2019</td>
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<td>AQIP/MOU Adoption by each Airport’s Board</td>
<td>August/September 2019</td>
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<td>Airports MOU Working Group Meeting #4</td>
<td>September 25, 2019</td>
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<td>SCAQMD Governing Board - Set Hearing</td>
<td>October 4, 2019</td>
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<td>SCAQMD Mobile Source Committee</td>
<td>October 18, 2019</td>
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<td>SCAQMD Governing Board - Public Hearing and Adoption</td>
<td>November 1, 2019</td>
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<td>CARB Governing Board Adoption &amp; Submittal to EPA</td>
<td>December 2019</td>
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* with draft MOUs attached.
Next Steps

- Airports continue working on their respective AQIPs
- SCAQMD staff available to assist airports with AQIP developments (emissions inventory and measures) and meet with all stakeholders
- Draft MOU template being developed
- Next working group meeting on April 26, 2019
  - Updates from airports on AQIP developments
  - Draft MOU language