



South Coast Air Quality Management District

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DRAFT AIR QUALITY MANAGEMENT PLAN ADVISORY GROUP MEETING MINUTES

Thursday July 13, 2023

1:00 p.m.

1. Welcome, Introductions, and Approval of Minutes

Ian MacMillan, Assistant Deputy Executive Officer, Planning, Rule Development and Implementation (PRDI), welcomed all participants. South Coast AQMD staff and AQMP Advisory Group members were introduced. Since a quorum of AQMP Advisory Group members was not present, the minutes from the May 25, 2023 meeting could not be approved.

Comments from Advisory Group and Staff Responses:

No comments from the Advisory Group members on this agenda item.

Comments from Public and Staff Responses:

No comments from the Public on this agenda item.

2. Emissions Inventory and Air Quality Modeling

Sang-Mi Lee, Planning and Rules Manager, PRDI, presented on the emissions inventory and air quality modeling.

Comments from the Advisory Group and Staff Responses:

Bill La Marr asked about future PM_{2.5} emission increases in relation to economic growth. Dr. Lee noted that PM_{2.5} emissions in future years reflect growth forecasts provided by Southern California Association of Governments (SCAG) which consider economic growth, vehicle miles traveled (VMT), and population. Rongsheng Luo, Manager, SCAG, noted that growth forecasts project a population increase of 15% from 2020 to 2045. For additional details, refer to the [Webcast](#) beginning at 17:31.

Bill La Marr asked whether the emissions inventory for this plan has been updated to reflect the impact of recent regulations and growth projections. Dr. Lee responded that the latest socioeconomic forecast and the latest activity data, based on SCAG's 2020 Regional Transportation Plan (RTP), are reflected in the inventory for this plan. Dr. Lee also responded that the impact of recently adopted regulations is reflected in the baseline and control strategy reductions are reflected in the attainment demonstration. Mr. MacMillan further clarified that the inventory captures all interim actions taken since the 2018 base year and until the 2030 attainment year. For additional details, refer to the [Webcast](#) beginning at 20:31.

Dan McGivney asked for clarification on the emission categories labeled "rest" and "cooking." Dr. Lee responded that "rest" includes all other emission categories not explicitly included in the graph. Dr. Lee further clarified that anything related to fuel combustion (e.g., commercial baking ovens) is reflected in the commercial/industrial

combustion category, while particles related to food processing (e.g., deep frying, grilling) are part of the cooking category. For additional details, refer to the [Webcast](#) beginning at 27:16.

Adrian Martinez asked about emission reduction shortfalls and consequences. Dr. Lee responded that substitute measures, such as incentive programs and contingency measures, would be explored if the aggregate emission reduction commitment was not achieved. Mr. Martinez clarified that his comment was specifically about increases in shipping emissions during the pandemic. Thomas Jelenić mentioned that vessel emissions are 4.7% below 2018 levels and 6.2% above 2006 levels, indicating no overestimation in annual growth. Mr. MacMillan noted overly optimistic growth projections and decreases in shipping activity compared to the peak experienced during the pandemic. For additional details, refer to the [Webcast](#) beginning at 28:34.

Adrian Martinez inquired about high PM2.5 levels at the Ontario near-road monitor. Dr. Lee explained that one-third of the PM2.5 emissions in the Basin come from direct PM2.5 sources while two-thirds is from secondary reactions of precursors. There are no chemical speciation data available at the Ontario monitor, but staff is considering special studies. PM2.5 levels at the Ontario monitor have declined more rapidly compared to the neighboring Mira Loma monitor, reflecting improvement in exhaust emissions. For additional details, refer to the [Webcast](#) beginning at 37:06.

David Pettit inquired about the effectiveness of mobile source regulations and Indirect Source Rules (ISRs) by 2030 and the uncertainties associated with pending litigation. Dr. Lee clarified that the ISR reductions are quantified retrospectively and are not currently considered in the inventory. CARB staff confirmed that adopted regulations are considered in the baseline for on-road sources. Dr. Lee further clarified that staff will revisit and make necessary revisions in the State Implementation Plan (SIP) if litigation affects the implementation of measures. For additional details, refer to the [Webcast](#) beginning at 39:46.

Comments from the Public and Staff Responses:

Bonnie Nixon inquired about detailed reports on other pollutant emissions besides NOx and PM2.5. Dr. Lee stated that staff will provide a comprehensive presentation on the top 10 source categories and a breakdown of various pollutants at the August 3rd Scientific, Technical, Modeling, and Peer-Review (STMPR) Advisory Group meeting. The detailed emissions inventory will also be made available to the public 72 hours before the meeting. For additional details, refer to the [Webcast](#) beginning at 45:00.

Bonnie Nixon also inquired about the location of monitoring stations in the Basin. Mr. MacMillan pointed to the Air Quality Monitoring Network Plan located on the South Coast AQMD website as a helpful resource. For additional details, refer to the [Webcast](#) beginning at 46:58.

3. Stationary Source Best Available Control Measures (BACM) and Most Stringent Measures (MSM) Control Strategy Analyses

Eric Praske, Program Supervisor, PRDI, presented an overview of the potential measures identified as part of the stationary source Best Available Control Measures and Most Stringent Measures analyses.

Comments from the Advisory Group and Staff Responses:

Adrian Martinez asked about the time period for providing comments on the slides. Dr. Lee replied that while there is no formal public comment period, providing comments early is preferable. For additional details, refer to the [Webcast](#) beginning at 1:10:20.

Adrian Martinez asked about control concepts considered during Rule 1109.1 development which had cost-

effectiveness values above \$50,000 per ton of NO_x. Dr. Lee responded that the evaluation of technological and economic feasibility is ongoing, and staff is determining the necessary level of reductions for attainment and identifying feasible measures. For additional details, refer to the [Webcast](#) beginning at 1:11:32.

Rita Loof inquired about the industrial and commercial source category and whether coatings are included. Dr. Lee explained that the category refers to emissions from fuel combustion, while emissions from coatings fall under a different category. Dr. Lee also mentioned that the U.S. EPA's guidance recommends advanced PM control technologies for industrial and commercial processes and staff is assessing their feasibility as a potential measure. For additional details, refer to the [Webcast](#) beginning at 1:12:35.

Rita Loof inquired about incentives for businesses focused on pollution prevention rather than pollution control. Mr. MacMillan clarified that BACM and MSM is a limited portion of the overall control strategy and additional control measures, such as incentive measures, will be considered. For additional details, refer to the [Webcast](#) beginning at 1:15:20.

Mike Lewis inquired about paved road dust emissions, the unpaved road dust potential control measure in relation to the construction industry, and the PM_{2.5}/PM₁₀ fraction of emissions from unpaved road dust. Mr. MacMillan responded that this measure would be limited in scope since there are not many unpaved roads in the Basin. Dr. Praske clarified that there are two measures addressing road dust, which cover both paved and unpaved roads. Dr. Lee added that emissions from unpaved roads are primarily PM₁₀ emissions, with a smaller fraction representing PM_{2.5}. For additional details, refer to the [Webcast](#) beginning at 1:16:57.

Bill La Marr inquired about the cost-effectiveness thresholds for the PM_{2.5} Plan. Mr. MacMillan responded that the topic is currently being evaluated and will be revisited at the STMPR Advisory Group meeting. For additional details, refer to the [Webcast](#) beginning at 1:19:40

Ramine Cromartie asked for clarification on the distinction between adoption and implementation. Dr. Praske clarified that implementation timeline refers to the installation of additional controls at facilities to achieve emission reductions, which is distinct from the adoption timeframe. For additional details, refer to the [Webcast](#) beginning at 1:21:50.

Ramine Cromartie asked if the reduction tonnage is factored into the proposed measures. Dr. Lee confirmed that reductions will be accounted for while noting that staff is analyzing the amount of reductions needed to meet the standard. For additional details, refer to the [Webcast](#) beginning at 1:22:13.

Adrian Martinez inquired about the development of the control strategy and PM_{2.5} sensitivity to precursors. Dr. Lee responded that a chemical transport model is used, which accounts for precursors' impact on ambient PM levels, to estimate the reductions needed for attainment. Staff aims to identify co-benefits from existing strategies and develop the optimal attainment strategy. Mr. Martinez suggested comparing NO_x versus other precursors' reductions for specific strategies in the future. Staff acknowledged the comment. For additional details, refer to the [Webcast](#) beginning at 1:22:46.

Comments from the Public and Staff Responses:

Mark Abramowitz commented broadly on the exclusion of SO_x or VOCs, analyzing health effects and toxicity, evaluating Best Available Control Technology (BACT) requirements, New Source Review (NSR) as an attainment strategy, replacing afterburners with alternative UV/EV technology in auto body shops, revisiting Rule 1109.1 for stronger requirements, and exploring technologies from other countries. Mr. MacMillan acknowledged the comments and referred to future discussions on PM_{2.5} precursors. For additional details, refer to the [Webcast](#) beginning at 1:26:27.

4. Mobile Source Best Available Control Measures (BACM) and Most Stringent Measures (MSM) Control Strategy Analyses

Ariel Fideldy, manager of the South Coast Planning Section at CARB, provided an overview of CARB's MSM analysis.

Comments from the Advisory Group and Staff Responses:

Rita Loof asked about CARB's timeline for soliciting comments. Ms. Fideldy responded that CARB's timeline aligns with South Coast AQMD's timeline, and there will be a formal comment period when South Coast AQMD releases the draft plan. For additional details, refer to the [Webcast](#) beginning at 1:44:32.

Bill La Marr asked about the absence of CARB's clean off-road equipment regulation in the presentation. Ms. Fideldy clarified that the presentation only covered the BACM/MSM analysis, but the overall control strategy will cover all source categories under CARB's authority, including off-road equipment. For additional details, refer to the [Webcast](#) beginning at 1:52:17.

Comments from the Public and Staff Responses:

Mark Abramowitz asked if CARB has exhausted all possible measures and if there are any further actions they could take. Ms. Fideldy responded that CARB staff included numerous regulations in the State SIP Strategy as part of the 2022 AQMP, but remain open to public comments and suggestions. Michael Benjamin, Chief of the Air Quality Planning and Science Division, CARB, added that during the State SIP Strategy development, CARB staff thoroughly explored feasible measures and will continue to consider additional opportunities. For additional details, refer to the [Webcast](#) beginning at 1:45:40.

Heartland Ross asked about the necessity of South Coast AQMD's ISRs when CARB already has regulations in place. Mr. MacMillan responded that the ISRs were developed for ozone plans as a means to achieve reductions beyond CARB's regulations. For additional details, refer to the [Webcast](#) beginning at 1:49:13.

5. AQMP Advisory Group Membership

Ian MacMillan provided statistics on the current advisory group membership and discussed the need to update the membership.

Comments from the Advisory Group and Staff Responses:

Adrian Martinez inquired regarding staff expectations for plan development over the next four years and whether nominations are still being accepted. Dr. Lee responded that there will be a need for a new plan if U.S. EPA finalizes proposed revisions to the PM2.5 standard. Dr. Lee also noted that the Advisory Group oversees implementation of plans. Mr. MacMillan added that staff is still accepting nominations. For additional details, refer to the [Webcast](#) beginning at 1:56:53.

Curt Coleman emphasized that the Advisory Group should consist of experienced, competent, and knowledgeable individuals who represent a diverse range of community and industry types. Staff acknowledged the comment. For additional details, refer to the [Webcast](#) beginning at 1:57:55.

Comments from the Public and Staff Responses:

No comments from the public on this agenda item.

6. Other Business

No additional comments, announcements, or reports from the Advisory Group members.

7. Public Comment

No additional comments, announcements, or reports from the Public.

8. Next Meeting

No meeting was scheduled.

Members Present In-Person (15)

Adrian Martinez, Earthjustice
Andy Henderson, Building Industry Association
Bill La Marr, California Small Business Alliance
Chris Shimoda, California Trucking Association
Curtis Coleman, Southern California Air Quality Alliance
Dan McGivney, SoCalGas
David Pettit, Natural Resources Defense Council
Martha Masters, Riverside County Transportation Commission
Michael Lewis, Southern California Contractors Association
Michael Benjamin, CARB
Ramine Cromartie, Western States Petroleum Association
Rongsheng Luo, Southern California Association of Governments
Sharon Butler, Realtors Committee on Air Quality
Steve Smith, San Bernardino County Transportation Authority/San Bernardino Council of Governments
Thomas Jelenić, Pacific Merchant Shipping Association

Members Present Remotely – Listening Only (5)

Andrew Silva, City of San Bernardino
Ben Machol, U.S. EPA Region 9
Bill Quinn, California Council for Environmental and Economic Balance
Lakshmi Jayaram, Future Ports
Peter Okurowski, Association of American Railroads

Public Attendees and Interested Parties Present (47)

Ali Hahm
Ariel Fidely, CARB
B. Hernandez
Bonnie Nixon
Bridget McCann
Chad

Draft Air Quality Management Plan Advisory Group Minutes for July 13, 2023

Craig Sakamoto
Daniel
Don Nguyen, OC Sanitation
Elizabeth John, CEC
Frances Keeler
Frank Huang
Gary Jones, Printing United Alliance
H Ross
Hsuan-Shan Wang
Jackie Romero
James Perez
Jeremy Gilbride, CDM Smith
Jerker Samuelsson
John Pehrson, CDM Smith
Jun Park, AQPSD
Karin Fickerson
Katrina Fritz, CA Hydrogen Business Council
Kevin Shin
Kirsten Cayabyab
Kris Flaig, LASAN & Environment
Leela Rao
Lijin Sun, SCAG
Lisa McGhee
Mark Abramowitz
Marshall Waller, Phillips 66
Megna Murali
Molly Boyett
Morgan Caswell, Port of Long Beach
MS Weaver
Nicole Greenwood, City of Riverside
RCONDENSA
Rick Briscoe
Scott King, CARB
Shayla Funk, Caliber Strategies
Steve Brett
Sylvia Vanderspek, CARB
Teja Ganapa, LADWP
Tim French
VDOCARMO
Wilson Wong
Winnie Woo

South Coast AQMD Staff Present (26)

Arlene Farol Saria
Barbara Baird
Brandee Keith

Draft Air Quality Management Plan Advisory Group Minutes for July 13, 2023

Cui Ge
De Groeneveld
Elham Baranizadeh
Emily Bian
Eric Praske
Heather Farr
Henry Pourzand
Ian MacMillan
Jen Vinh
Jong Hoon Lee
Kathryn Roberts
Michael Krause
Michael Morris
Nico Shulte
Paul Wright
Rainbow Yeung
Rosalee Mason
Rui Zhang
Sang-Mi Lee
Scott Epstein
Xiang Li
Yunnie Osias
Zoya Banan