



South Coast Air Quality Management District

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AIR QUALITY MANAGEMENT PLAN ADVISORY GROUP MEETING MINUTES

**Thursday November 21, 2019
10:30 a.m. to 12:30 p.m.**

1. Welcome, Introductions, Approval of Minutes, and Updates

Dr. Philip Fine, Deputy Executive Officer of South Coast Air Quality Management District's (South Coast AQMD) Planning, Rule Development, and Area Sources Division, called the meeting to order at 10:35 a.m. Following self-introductions of the Air Quality Management Plan (AQMP) Advisory Group members present, Dr. Fine asked if there were any edits to the previous meeting's minutes which there were none. Dr. Fine then provided an update on the 2016 AQMP, including the federal standards which were addressed in the 2016 AQMP and the subsequent U.S. Environmental Protection Agency (EPA) actions.

2. Contingency Measure Plan for 1997 8-Hour Ozone Standard

Dr. Sarah Rees, Assistant Deputy Executive Officer of South Coast AQMD's Planning, Rule Development, and Area Sources Division, presented the Draft Contingency Measure Plan to address the requirements under section 182(e)(5) of the federal Clean Air Act (CAA). Dr. Rees provided background information regarding the emissions and air quality trends as well as the attainment strategy in the 2016 AQMP which was based on both defined measures and implementation of "Further Deployment of Cleaner Technologies" measures. She also discussed the provisions of CAA section 182(e)(5) which requires contingency measures to address the emission reductions associated with the Further Deployment measures three years prior to the 2023 attainment year. Dr. Rees then presented the proposed Draft Contingency Measure Plan, which was developed in collaboration with California Air Resources Board (CARB), and discussed its three components: 1) identified emission reduction strategies, 2) additional incentive funding, and 3) federal measures/responsibilities.

3. Southern California Association of Governments Overview of 2020 Regional Transportation Plan

Mr. Rongsheng Luo, Program Manager of Southern California Association of Governments (SCAG) Department of Compliance and Performance Monitoring presented an overview of the Draft Connect SoCal - 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The presentation included background, key plan strategies, performance outcomes, and next steps. The draft RTP/SCS plan is open for public review and comment until January 24, 2020. Regional Council adoption is anticipated for early April 2020 with federal approval by June 1, 2020 to address transportation conformity requirements.

Additional details were provided by Mr. Rongsheng Luo on the Safe, Affordable, Fuel Efficient (SAFE) Vehicle Rule which includes a roll back of the Corporate Average Fuel Economy (CAFÉ) fuel efficiency standards and greenhouse gas (GHG) standards for vehicle model years 2021 to 2026. In August 2019, the federal government (U.S. EPA and National Highway Traffic Safety Administration) announced a new rule to address the same.

Administration) finalized the first part of the SAFE Vehicle Rule which withdraws CAA waiver for CARB to set more stringent vehicle standards in the State of California. The SAFE Vehicle Rule affected several items including CARB's emissions inventory model (EMFAC). Changes to the EMFAC emission factors will affect the RTP and project conformity analysis. SCAG will implement a short-term solution for RTP by including adjustment factors to account for the rollback. This SAFE Vehicle Rule became effective on November 26, 2019.

Sylvia Vanderspek, Branch Manager of CARB's Air Quality Planning and Science Division highlighted that in Part 1 of the SAFE Vehicle Rule, EMFAC was not mentioned and adjustment factors provide a way for agencies in California to continue to do conformity analysis and move through the process. Once Part 2 of the SAFE Vehicle Rule is available, there might be further implications. Amy Zimpfer, Associate Air Division Director of U.S. EPA Region 9, clarified that in the U.S. EPA's proposed rule, the impact of the SAFE rule was evaluated and that the impacts were small enough to move forward on the approval.

Comments/Questions from AQMP Advisory Group and Staff Responses

Advisory Group members asked questions in the following areas:

The timing for compliance with the contingency measure plan and when specific measures would be implemented. Staff clarified that the contingency measures are proposed based on the determination that the 182(e)(5) measures in the 2016 AQMP may not achieve the intended reductions and will be implemented in the event that those reductions are not achieved. The contingency measures are presumably to be implemented in the attainment year which reductions should be achieved (i.e., by 2023).

Whether sanctions, specifically the offset ratio, would apply to the Priority Reserve and the timing that section 185 fee penalty would be triggered. Also expressed concern that meeting the 2023 attainment deadline is rather challenging and whether Rule 317 offered a fix so that stationary sources would not be penalized. Staff clarified that the offset ratio would change from 1.2:1 to 2:1 for the Priority Reserve. Stationary sources would be subject to section 185 fees based on the formula in CAA. Rule 317 currently takes credit for surplus emission reductions from mobile source incentive projects (for 1-hour ozone standard). However, the 2016 AQMP relies significantly on the emission reductions from mobile source incentive programs and there may not be much of any surplus reductions left for Rule 317.

The schedule for releasing the Net Emissions Analysis Tool (NEAT) and whether staff has read the article in the Science Journal showing that NOx persistence in Los Angeles area and how it may affect the AQMP modeling. Staff responded that the NEAT working group is currently beta testing the tool. Staff also clarified that they are speaking with the authors of the article on their findings and the potential impacts on AQMP modeling. The recent air quality observations seem to be consistent with the AQMP modeling but staff will continue evaluating.

What support South Coast AQMD or SCAG could provide to local cities developing climate and energy action plans. Staff clarified that South Coast AQMD provides technical resources to cities and counties, and funds including 2766 and MSRC programs. South Coast AQMD does not always review local climate action plans to determine potential excess emission reductions. As for the

possible opportunities with land use authority which cities and local government have, there could be more collaborations and a great topic to explore during the upcoming AQMP development.

Whether South Coast AQMD would still need \$14 billion over 14 years if the federal and state governments would take affirmative actions to reduce emissions from the sources under their control. And if not, how much additional funding would South Coast AQMD need. Staff clarified that the \$14 billion was estimated based on the incentive programs to be implemented through 2031. However, staff recognizes that regulatory actions at state and federal level could achieve emission reductions and lessen the \$14 billion needed. Staff cautioned that this estimate is already 3 years old and additional refinement of these estimates are underway.

Whether it is reasonable for the State or South Coast AQMD to file a lawsuit against the U.S. EPA's lack of actions to control emissions under its control. Staff responded that a challenge was filed for the ramification of the waiver for greenhouse gas and zero emission vehicles, and also with the Department of Transportation on the regulation stating that greenhouse gases standards and the zero emission vehicles requirements are preempted by the Energy Policy and Conservation Act. Staff is actively considering all possible options.

The amount of NOx emission contributions from federal sources and the amount of possible NOx emission reduction from these sources. Staff responded that the federal sources have not achieved any significant emission reductions and additional emission reductions from these sources are desperately needed.

To elaborate on the specifics of the reform of parking requirements in SCAG's presentation. SCAG staff responded that reducing parking requirements in certain areas could help the housing supply.

Whether SCAG has considered establishing a Clean Air Zone and a pricing structure based on fuel type, and also whether non-vehicular technologies are being considered for goods movement or transportation, such as drones or hyperlink. SCAG staff mentioned that all options are explored, and one of the key strategies is to discourage solo driving. The objective of Go Zone is to reduce congestion and generate additional revenues that might be needed to implement some of the other strategies that were discussed. Regarding the use of non-vehicular technologies, staff responded that these options are under consideration, but they are in early stage of development.

The Interstate 710 road widening project which the U.S. EPA has conformity concerns about, and how road widening is considered a strategy. SCAG staff clarified that even though roadway expansion does not usually provide air quality emission benefits, but in certain situations such as port networks, this approach can relieve congestions which could provide air quality benefits.

4. Other Business

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

5. Public Comments

A member of the public commented that SCAG's presentation shows a region of 19 million people and he provided an anecdote of working on a group project. The member of the public expressed

concern that the federal government is clearly not doing enough even though they account for 36% of emissions and what that means going forward. Staff mentioned that South Coast AQMD is very concerned with meeting the federal standards and will be presenting this information to the Governing Board. Staff also expressed its understanding and appreciation of the commenter's perspective and also reiterated that staff is looking into how to address this issue fairly and aggressively.

A member of the public commented about the increase of methane in the atmosphere and its impact on climate change and expressed concerns regarding the global warming potential factors used in International Panel of Climate Change guidelines.

Amy Zimpfer of the U.S. EPA Region 9 announced that the U.S. EPA is planning to issue an advance notice of proposed rulemaking on the low NOx clean truck initiative in December 2019 and suggested speaking about that at the next meeting.

6. Next Meeting tentatively planned for February/March 2020

Members Present (26)

Alexander Fung, San Gabriel Valley Council of Governments (SGVCOG)
Alyssa Beltran, Los Angeles County Department of Public Health
Amy Zimpfer, United States Environmental Protection Agency (U.S. EPA), Region 9
Andy Silva, County of San Bernardino
Bridget McCann, Western States Petroleum Association (WSPA)
Council of Governments (SBCOG)
Curtis Coleman, Southern California Air Quality Alliance
David Rothbart, Southern California Alliance of Publicly Owned Treatment Works (SCAP)
Dawn Fenton, Volvo
Duane Baker, San Bernardino County Transportation Authority (SBCTA)/San Bernardino
Greg Osterman, Jet Propulsion Laboratory/NASA
John Ungvarsky, U.S. EPA (teleconference)
Kendal Asuncion, Los Angeles Area Chamber of Commerce
Kim Fuentes, South Bay Cities Council of Governments
Lakshmi Jayaram, Future Ports
Lori Huddleston, Los Angeles County Metropolitan Transportation Authority (LA Metro)
Marc Carrel, Breathe LA
Martha Masters, Riverside County Transportation Commission (RCTC)
Otis Greer, County of San Bernardino
Peter Herzog, NAIOP, Commercial Real Estate Development Association, SoCal Chapter
Peter Okurowski, Association of American Railroads
Richard Parks, Redeemer Community Partnership
Rita Loof, RadTech
Rongsheng Luo, Southern California Association of Governments
Sarah Wiltfong, BizFed
Sylvia Vanderspek, California Air Resources Board
Tammy Yamasaki, Southern California Edison (SCE)

Public Attendees and Interested Parties

Alan Bailey, Tri Cascade Inc.
Mark C. Li, Tri Cascade Inc.
Harvey Edar, Public Solar Power Coalition
John Heintz, Lathan and Watkins

South Coast AQMD Staff Present

Barbara Baird, Chief Deputy Counsel
Barbara Radlein, Program Supervisor
Brian Choe, Program Supervisor
Britney Gallivan, Air Quality Specialist
Carol Gomez, Planning and Rules Manager
Eric Praske, Ph.D., Air Quality Specialist
Jeff Inabinet, Senior Staff Specialist
Kalam Cheung, Ph.D., Program Supervisor
Kelly Trainor Gamino, Air Quality Specialist
Matt Miyasato, Ph.D., Deputy Executive Officer
Megan Lorenz, Principal Deputy District Counsel
Naveen Berry, Assistant Deputy Executive Officer
Paul Wright, Information Technology Specialist II
Philip Fine, Ph.D., Deputy Executive Officer
Rosalee Mason, Secretary
Rui Zhang, Ph.D., Air Quality Specialist
Sang-Mi Lee, Ph.D., Program Supervisor
Sarah Rees, Ph.D., Assistant Deputy Executive Officer
Wayne Natri, Executive Officer
Xinqiu Zhang, Ph.D., Senior Staff Specialist
Zorik Pirveysian, Planning and Rules Manager