



South Coast Air Quality Management District

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DRAFT AIR QUALITY MANAGEMENT PLAN ADVISORY GROUP MEETING MINUTES

Tuesday May 18, 2021

1:00 p.m.

1. Welcome, Introductions, Approval of Minutes, and 2016 AQMP Updates

Dr. Sarah Rees, Deputy Executive Officer of South Coast AQMD's Planning, Rule Development, and Area Sources Division, called the virtual meeting to order at 1:00 pm, welcomed all participants and introduced South Coast AQMD staff present. Dr. Rees asked if there were any comments on the previous meeting's minutes. Since there were no comments, the minutes were approved. Dr. Rees then provided an update on the 2016 AQMP implementation including several regulatory actions adopted by South Coast AQMD and the California Air Resources Board (CARB).

Comments from Advisory Group and Staff Responses:

Inquiry on whether South Coast AQMD will attain the 2023 ozone standard, and if South Coast AQMD or CARB is responsible for attainment; stationary sources should not be penalized for nonattainment attributable to small reductions from mobile sources. Staff responded that it would be challenging to meet the 2023 standard based on the level of reductions needed for attainment. South Coast AQMD and CARB share this obligation. Section 185 fee requirement for major stationary sources is part of the federal Clean Air Act (CAA) provisions for not attaining the NAAQS.

Comments from Public and Staff Responses:

No comments from the Public on this agenda item.

2. Certification of Nonattainment New Source Review and Clean Fuels for Boilers Compliance Demonstration

Dr. Kalam Cheung, Program Supervisor of Policy, Climate, Energy, and Incentives provided an update on the specific SIP requirements for the 2015 8-hour ozone standard (70 ppb) for the South Coast Air Basin (Extreme nonattainment) and Coachella Valley (Severe nonattainment) related to Nonattainment New Source Review (NSR) and Clean Fuels for Boilers. Under NSR requirements, new sources must install the lowest achievable emission rate (LAER), offset emissions increases from new or modified sources, and have public participation in the permitting process. Based on staff's evaluation, the South Coast AQMD's NSR program is at least as stringent as the CAA requirements. In January 2021, the D.C. Circuit Court of Appeals ruled that Interpollutant Trading violates the CAA. As such, South Coast AQMD certifies not to use the IPT provision in the NSR program and commits to remove the IPT provision from Rule 1309 in a future rule amendment. The Clean Fuels for Boilers SIP element requires the use of clean fuels or advanced control technologies for electric utility and industrial and commercial boilers that emit more than 25 tons/year of NO_x in extreme nonattainment areas. South Coast AQMD meets this requirement through Rules 1146, 2002, 2004, and 1303. A certification was prepared to demonstrate that South Coast AQMD's rules and regulations meet the CAA requirements for Nonattainment NSR and Clean Fuels for Boilers for the 2015 8-hour ozone NAAQS. The Draft Final

Certification was released on May 4th and will be presented to the South Coast AQMD Governing Board on June 4th for approval and submission to U.S. EPA through CARB.

Comments from Advisory Group and Staff Responses:

Inquiry on what Reasonably Available Control Measures (RACM) process entails. Staff responded that RACM is due to the U.S. EPA in August 2022, and the evaluation will be included as part of the 2022 AQMP. RACM applies to both stationary and mobile sources. In general, RACM analysis includes an evaluation of rules and regulations from other agencies as well as the latest technologies that are available, feasible, and cost effective. More details will be provided in the next two Advisory Group meetings.

Comments from Public and Staff Responses:

No comments from the Public on this agenda item.

3. Update on 2022 AQMP Emissions Inventory

Dr. Sang-Mi Lee, Program Supervisor of Air Quality Modeling and Emissions Inventory Development provided updates on the preliminary emissions inventory for the 2018 base year and future attainment years' emissions. Emissions inventory is categorized into point, area, on-road mobile and off-road mobile sources, each developed with category-specific methodologies. While total NO_x continues to decrease over time, the preliminary 2022 AQMP NO_x inventory is higher in future years (2023 and 2031) compared to the 2016 AQMP inventory. Stationary point and area source emissions are estimated to be lower than the 2016 inventory, while off-road emissions are higher in the 2022 update. Both plans indicate stationary sources are the major contributor of VOCs, increasing in future years due to population and economic growth. Travel activity data and vehicle emissions rates are the main inputs to determine on-road emissions. The 2022 AQMP inventory uses travel activity data from the 2020 Regional Transportation Plan for on-road emissions, resulting in a slower rate of increase for Heavy Duty vehicles' Vehicle Miles Traveled (VMT) compared to the 2016 AQMP. The use of EMFAC 2017 in 2022 AQMP results in higher NO_x (lower VOC) vehicle emissions rates and increased NO_x (decreased VOC) emissions relative to EMFAC 2014. The slower VMT growth and higher NO_x emissions rate offset each other and resulted in the 2022 AQMP on-road NO_x emissions similar to the 2016 AQMP inventory. VOC emissions from on-road mobile sources are slightly lower in the 2022 AQMP inventory. Several off-road mobile source categories are still under development and will be updated in the near future.

Comments from Advisory Group and Staff Responses:

Inquiry on the cause of increase in VOCs from stationary sources. Staff responded that most of the increase is due to area source categories, which are linked to population growth, industry growth, and economic growth. A significant portion of the increase in VOCs is from consumer products such as hairsprays and cleaning detergents.

Inquiry on what category construction equipment emissions fall under. Staff responded that construction equipment is included in the off-road mobile source category. This category is currently being updated and there will be more information at future AQMP Advisory Group meetings.

Inquiry on why the 2018 Emissions Inventory uses EMFAC2017 instead of EMFAC2021. Staff responded that South Coast AQMD must use the U.S. EPA-approved version of EMFAC, which is

EMFAC2017. Impacts from regulations adopted since EMFAC2017 are accounted for through external adjustment factors.

Comments from Public and Staff Responses:

No comments from the Public on this agenda item.

4. Update on 2022 AQMP Working Groups

Mr. Zorik Pirveysian, Planning and Rules Manager of South Coast AQMD's Planning, Rule Development, and Area Sources Division, introduced the five Working Groups established to identify specific strategies for the 2022 AQMP attainment demonstration. These Working Groups are Residential and Commercial Buildings, Heavy-Duty Trucks, Construction and Industrial Equipment, Ocean-Going Vessels, and Aircraft. Other mobile sources not covered in these groups are going through their own public processes by South Coast AQMD and CARB. Mr. Michael Krause, Planning and Rules Manager of South Coast AQMD's Planning, Rule Development, and Area Sources Division provided an update on the Residential and Commercial Buildings Working Group. Mr. Pirveysian continued the presentation on current and proposed regulations as well as potential strategies for the heavy-duty trucks, construction and industrial equipment, ocean-going vessels, and aircraft. The next series of working group meetings are planned for June to continue evaluation of control strategies.

Comments from Advisory Group and Staff Responses:

Inquiry on reductions for adopted regulations for heavy duty trucks. Staff responded that emission reductions for CARB's adopted regulations were provided by CARB staff.

Inquiry on the process of translating concepts into actual proposals for OGVs. Staff responded that the purpose of working groups is to work with all stakeholders to define specific strategies for different categories for the 2022 AQMP, including OGVs.

Comment that reductions from Advanced Clean Trucks (ACT) regulation and reductions from Advanced Clean Fleet (ACF)/Zero Emissions Drayage regulation appear to be double counted. CARB staff responded that ACT requires manufacturers to sell a certain percentage of ZE trucks starting from model year 2024, while ACF is a regulation for fleet owners. Emissions reductions from ACF above and beyond ACT are due to additional ZEVs. The reductions are still preliminary and will continue to be refined.

Inquiry on if there will be a technical report for mobile source strategy to understand how numbers were derived and what assumptions were made, and if there was any analysis on feasibility. Staff responded that the CARB's Mobile Source Strategy is the basis for developing the State SIP strategy which will have more specific strategies and targets as a part of the 2022 AQMP. CARB staff responded that the Mobile Source Strategy is more of a long-term scoping document. It provides the potential pathways forward while considering feasibility to balance long-term air quality and climate goals with the state of technology. Over the next few months, CARB will identify the elements of the Mobile Source Strategy to be incorporated into the 2022 AQMP and State SIP Strategy as specific control measures for mobile sources.

Inquiry if specific components of various aspirational future scenarios will be in SIP Strategy or are emissions reductions changes anticipated from each individual element. CARB staff responded that it

can be a combination of both as plans are developed. The broader vision of Mobile Source Strategy will be captured and reflected in these more specific planning documents. South Coast AQMD staff added that over the next few months, the emissions inventory and forecast will be updated, and modeling will be conducted to determine preliminary carrying capacity and the needed emission reductions by 2037. Significant NO_x reductions will likely be required for attainment demonstration similar to the results in the 2016 AQMP.

Inquiry about CEQA implications and what impacts electrification could have on electrical transmission requirements, mining lithium or rare earths, outsource mining, and who is responsible for assessing these impacts. Staff responded that electrification impacts were considered and estimated in the 2016 AQMP. A CEQA analysis and an Environmental Impact Report (EIR) will be done for the 2022 AQMP. CARB staff also responded that a CEQA analysis is done for all air quality planning documents, including the 2022 State SIP Strategy and Mobile Source Strategy. There are also federal regulations on mining critical minerals and rare earths.

Comments from Public and Staff Responses:

No comments from the Public on this agenda item.

5. South Coast Air Basin PM₁₀ Maintenance Plan for 1987 24-hour PM₁₀ Standard

Dr. Scott Epstein, Program Supervisor of Air Quality Assessment, presented the PM₁₀ Maintenance Plan for the 1987 24-hour PM₁₀ Standard. In July 2013, South Coast Air Basin attained the PM₁₀ standard and has been in attainment since then. The Maintenance Plan, due to EPA in July 2021, demonstrates how South Coast AQMD will continue to attain through two successive parts. The first part of the Plan covers 2013-2023, and the second part covers 2023-2035. The Plan addresses 5 key elements including meteorology and air quality technical analysis, a Maintenance Demonstration to show continued attainment, a commitment to maintain future monitoring network, a commitment to verify continued attainment, and establishment of a contingency plan. South Coast Air Basin has maintained attainment of the PM₁₀ Standard in the first period, after the exclusion of exceptional events. Road dust and construction and demolition are the most significant direct sources of PM₁₀, while NO_x and VOCs are precursors and indirect sources of PM. South Coast Air Basin is expected to maintain attainment through 2035. The Contingency Plan will be activated if the standard is exceeded, with exclusion of exceptional events. The Final Draft Maintenance Plan was released on May 4th and will be presented to the South Coast AQMD Governing Board on June 4th for approval and submission to U.S. EPA through CARB.

Comments from Advisory Group and Staff Responses:

Inquiry on whether drought is considered an exceptional event. Staff responded that drought is explicitly not considered an exceptional event. The most common exceptional event for PM₁₀ is high winds. If the soil becomes dry from drought, high PM₁₀ episodes are more likely to occur with high winds.

Comments from Public and Staff Responses:

Inquiry on whether South Coast AQMD models future PM₁₀ emissions from the operation of newly installed SCRs under Rule 1109.1. Staff responded that while installing new SCRs under 1109.1 may increase PM emissions, this type of modeling was not done specifically for the PM₁₀ Maintenance Plan. Emissions from major facilities are required to be reported to South Coast AQMD through Annual Emissions Reporting (AER) and these reported emissions are included in the PM₁₀ Maintenance Plan.

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Regulations on PM precursors have created a large margin in the emissions inventory to maintain PM10 attainment. So even if there is an increase in PM10, and more likely PM2.5 from the use of SCRs, it will not interfere with the maintenance attainment status. Any potential increase in newly installed SCRs will be reported in AER and accounted for in the inventory.

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 tentatively planned for July/August 2021

Members Present (23)

Bill LaMarr, California Small Business Alliance
Bridget McCann, Western States Petroleum Association
Christopher Chavez, Coalition for Clean Air
Chris Shimoda, California Trucking Association
Curtis Coleman, Southern California Air Quality Alliance
Dan McGivney, Southern California Gas
David Rothbart, Southern California Alliance of Publicly Owned Treatment Works
Dawn Fenton, Volvo
Frances Keeler, California Council for Environmental and Economic Balance
Greg Osterman, Jet Propulsion Laboratory/NASA
Jeremy Avisa, California Air Resources Board
Marc Carrel, Breathe LA
Martha Masters, Riverside County Transportation Commission
Marcos Holguin, International Longshore and Warehouse Union
Michael Benjamin, California Air Resources Board
Paul Ryan, California Refuse Recycling Council
Peter Herzog, NAIOP, Commercial Real Estate Development Association, SoCal Chapter
Peter Okurowski, Association of American Railroads
Rita Loof, RadTech
Tammy Yamaski, Southern California Edison
Teresa Pisano, Port of Los Angeles
Thomas Jelenic, Pacific Merchant Shipping Association
Tim DeMoss, Port of Los Angeles

Public Attendees and Interested Parties (54)

Abas Goodarzi, US Hybrid
Alan De Salvio
Alison Torres
Allison Skidd
Andy Henderson

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Annaleigh Ekman
Archana
Ariel Fideldy
Ben Leers
Bernadette Shahin
Bertrand Gaschot, MDAQMD
Billy Leung
Chenxia Cai
Christine Batikian
Cory Parmer, CARB
Craig Sakamoto
Duane Baker
Eric Anderson
Erin Berger, Southern California Gas
Fang Yan, CARB
Fernando Gaytan, Earth Justice
Greg Nord
Howard Berman
Hsi-Hwa Hu, SCAG
Jacqueline Moore
James Perez
Janet Whittick
Jennifer K
Julia Lester, Ramboll
Melissa McMeechan
Michael Corder
Michelle Zumwalt - MDAQMD
Kiersten Melville
Kim Fuentes
Leonardo Ramirez
Mana Sangkapichai, SCAG
Mark Abramowitz
Marshall Waller
Mathew Watson
Morgan Caswell
Nicole Sanoski
Robert Freeman
Ramine Cromartie
Rynda Kay
Scott King, Ph.D., CARB
Scott Weaver, Ramboll Environ
Shawn Tieu
Sheilla Hadayat
Stephanie Ng
Steven Wadding
Sylvia Vanderspek
Tim French

Tim Pohle, Airlines for America
Tyler Nguyen

South Coast AQMD Staff Present (31)

Anthony Tang, Information Technology Supervisor
Barbara Baird, Chief Deputy Counsel
Brian Choe, Program Supervisor
Cui Ge, Ph.D., AQ Specialist
Eric Praske, Ph.D., AQ Specialist
Gary Quinn, Program Supervisor
Ian MacMillan, Assistant Deputy Executive Officer
Jong Hoon Lee, Ph.D., AQ Specialist
Kalam Cheung, Ph.D., Program Supervisor
Kathryn Roberts, Deputy District Counsel II
Kayla Jordan, Assistant AQ Specialist
Lisa Tanaka O'Malley, Assistant Deputy Executive Officer
Marc Carreras-Sospedra, Ph.D., AQ Specialist
Mark Henninger, Information Technology Manager
Matt Miyasato, Ph.D., Deputy Executive Officer
Michael Krause, Planning and Rules Manager
Nico Schulte, Ph.D., AQ Specialist
Paul Stroik, Ph.D., AQ Specialist
Paul Wright, Senior Information Technology Specialist
Ricky Lai, AQ Specialist
Rosalee Mason, Secretary
Rui Zhang, Ph.D., AQ Specialist
Sang-Mi Lee, Ph.D., Program Supervisor
Sarah Rees, Ph.D., Deputy Executive Officer
Scott Epstein, Ph.D., Program Supervisor
Shah Dabirian, Ph.D., Program Supervisor
Veera Tyagi, Principal Deputy District Counsel
Vicki White, Technology Implementation Manager
Wei Li, Ph.D. AQ Specialist
Xinqiu Zhang, Ph.D., Senior Staff Specialist
Zorik Pirveysian, Planning and Rules Manager