



South Coast Air Quality Management District

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AIR QUALITY MANAGEMENT PLAN ADVISORY GROUP MEETING MINUTES

Thursday April 16, 2020
2:00 p.m. to 4:00 p.m.

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

Mr. Zorik Pirveysian, Planning and Rules Manager of South Coast Air Quality Management District's (South Coast AQMD) Planning, Rule Development, and Area Sources Division, called the Zoom videoconference meeting to order at 2:05 p.m. Dr. Philip Fine, Deputy Executive Officer of South Coast AQMD's Planning, Rule Development, and Area Sources Division, welcomed all participants. Self-introductions were skipped due to the Zoom videoconferencing. Dr. Fine asked if there were any comments on the previous meeting's minutes which there were none. Dr. Fine then provided an update on the 2016 AQMP related activities, including the U.S. EPA actions on the PM_{2.5} and Ozone State Implementation Plans (SIP) and Rule 445 amendments to address the contingency measure requirements for PM_{2.5} standards.

2. Upcoming State Implementation Plan Obligations

Dr. Sarah Rees, Assistant Deputy Executive Officer of South Coast AQMD's Planning, Rule Development, and Area Sources Division, provided updates on the attainment status of the 2006 24-hour PM_{2.5} standard for the South Coast Air Basin and the 1997 8-hour ozone standard for the Coachella Valley. Dr. Rees explained that based on the 2017–2019 monitoring data, the South Coast Air Basin did not attain the 24-hour PM_{2.5} standard by the 2019 attainment date. A SIP revision is due to the U.S. EPA by December 31, 2020. Elements of the SIP revision include emissions inventory update, attainment demonstration, five percent annual reductions of PM_{2.5} or PM_{2.5} precursors, additional feasible measures analysis, reasonable further progress (RFP), and contingency measures. A draft plan is scheduled to be released in fall 2020. Regarding the 1997 8-hour ozone standard in Coachella Valley, Dr. Rees mentioned that a request to reclassify the Coachella Valley from Severe to Extreme nonattainment was submitted in June 2019 which was subsequently approved by the U.S. EPA. The attainment date for the Coachella Valley as an Extreme nonattainment area is June 15, 2024. A SIP revision is due to the U.S. EPA by February 14, 2021. Key SIP elements include emissions inventory update, attainment demonstration, reasonably available control technology/measure (RACT/RACM), RFP, and contingency measures. Release of the draft plan is scheduled for fall 2020.

Comments from Advisory Group and Staff Responses:

Timing when the federal implementation plan (FIP) is triggered. Staff responded that the FIP would only be triggered upon a failure to submit a required SIP, or disapproval of a SIP submittal that was not remedied on time, or upon a failure to implement a SIP as approved.

3. 2022 AQMP Schedule and Overview

Mr. Pirveysian presented the SIP requirements for addressing the 2015 8-hour ozone standard (70 ppb) for the South Coast Air Basin (Extreme nonattainment) and Coachella Valley (Severe nonattainment) by the required deadlines. The key elements due to the U.S. EPA by August 2020 include an emissions statement certification, RACT demonstration, base year emissions inventory and vehicle miles traveled offset demonstration. The 2022 AQMP will be the next comprehensive plan which will address the other SIP requirements for the 2015 8-hour ozone standard including the attainment demonstration, RACM, RFP, transportation conformity budgets, and contingency measures. Mr. Pirveysian concluded his presentation with a draft schedule for the 2022 AQMP which is due to the U.S. EPA by August 2022.

Comments from Advisory Group and Staff Responses:

Whether the Scientific, Technical, and Modeling Peer Review (STMPR) meeting could occur earlier than June/July 2020 because baseline emissions inventory is scheduled to be submitted in August 2020. Staff responded that efforts are currently underway to prepare the updated 2017 base year inventory to meet the U.S. EPA's due date. However, staff will continue updating the emissions inventory for the base and the forecast years for the 2022 AQMP and will present the updated inventories to the STMPR and the AQMP Advisory Groups.

4. Reasonably Available Control Technology (RACT) Demonstration

Dr. Kalam Cheung, Program Supervisor of Policy/Climate/Energy/Incentives section of South Coast AQMD's Planning, Rule Development, and Area Sources Division, presented the analysis for the RACT Demonstration for the 2015 8-hour ozone standard. Dr. Cheung presented the regulatory history of RACT submittals, detailed approach for conducting the RACT Demonstration, and the summary of findings. Based on the RACT analysis, with the exception of Rule 1115 (Motor Vehicle Assembly Line Coating Operations), South Coast AQMD's current rules meet or exceed federal RACT requirements. Dr. Cheung also presented the public process and schedule for the RACT Demonstration.

Comments from Advisory Group and Staff Responses:

Assessment of economic impacts from Covid-19 pandemic on regulated community. Staff responded that it was too early to assess the corresponding economic impacts, but staff is looking at the economic outlook in terms of what it means for the regulated community and in terms of the assumptions used for future years inventory projections based on SCAG's Regional Transportation Plan (RTP). SCAG has the ability to amend their RTP after adoption.

5. 70 ppb 8-Hour Ozone Standard Baseline Inventory

Tiffany Be, Air Pollution Specialist in the Emissions Inventory Development Section of California Air Resources Board (CARB) presented the baseline emissions inventory for the 2015 8-hour ozone standard. Ms. Be went over the Clean Air Act (CAA) planning requirements for the baseline inventory for ozone nonattainment areas, the rationale for selecting 2017 as the baseline inventory year, and the major updates to the inventory including the 2013–2015 consumer and commercial product survey, EMFAC2017 on-road emissions, and off-road emissions updates. She then presented

the 2017 baseline inventory summary for the South Coast Air Basin and Coachella Valley and a comparison with the previous inventory.

Comments from Advisory Group and Staff Responses:

The impacts of Short-Lived Climate Pollutant Reduction Strategies (SB 1383) on VOC emissions from organic composting and whether there could be new standards or new technologies to reduce VOC emissions from this source category. Staff responded the implications of the changes in those regulations would be for both the control strategy and projected inventory in the future.

Inquiry on the old and new baseline NO_x inventories for South Coast Air Basin and Coachella Valley. The new inventory of the NO_x emissions in South Coast from on-road vehicles decreases, whereas NO_x emissions increases in the Coachella Valley. Staff clarified that there are differences in emissions between what was projected in the last AQMP and the updated emissions in 2017. Therefore, the changes are not necessarily an actual increase or decrease but emissions are updated based on the latest available information. CARB staff further explained that the changes in on-road emissions were based on the differences between EMFAC2014 used in the last plan and the new EMFAC2017 used for the 2017 baseline inventory.

6. VMT Emissions Offset Demonstration

Nesamani Kalandiyur, Manager of Transportation Analysis Section at CARB gave a presentation on Vehicle Miles Traveled (VMT) offset demonstration. He described the methodology and presented the results for the on-road VMT offset demonstration for the South Coast Air Basin and Coachella Valley. For the 2032 attainment year for Coachella Valley and the 2037 attainment year for South Coast Air Basin, VOC emissions with baseline controls and VMT growth are equal to or less than those with no new measures and no VMT growth. These results indicate that the CAA requirements for VMT emissions offset demonstrations are satisfied for both South Coast Air Basin and Coachella Valley.

Comments from Advisory Group and Staff Responses:

Clarification of control measures considered in Step 4 in the methodology of the VMT Offset Demonstration. CARB staff clarified that the control measures included all the regulations adopted by CARB as well as the Transportation Control Strategies (TCS) and Transportation Control Measures (TCM) measures adopted by SCAG as part of their RTP are reflected in the attainment years on-road emissions. CARB staff further explained that Part 1 of, SAFE Vehicle Rule, is also reflected in this calculation.

Whether the same analysis was done for NO_x on the VMT offset demonstration. CARB staff responded that per CAA requirements, the VMT offset demonstration is done only for VOC emissions.

7. Other Business

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

8. Public Comments

Municipalities in California are not taking any initiatives whether they operate the fleet of passenger cars or street sweepers or trash vehicles, and that it may be good to have a focus on the municipalities to do the same job as we expect from the rest of the industry. Staff responded that public fleets are subject to South Coast AQMD's fleet rules. Currently several categories of motor vehicles are subject to these fleet rules which are somewhat outdated. Staff is continuing to seek for additional legislative authority to be able to update these fleet rules to require the cleanest available technologies for the fleet vehicles.

9. Next Meeting tentatively planned for July/August 2020

Members Present (38)

Adrian Martinez, Earthjustice
Alexander Fung, San Gabriel Valley Council of Governments
Amy Zimpfer, United States Environmental Protection Agency (U.S. EPA), Region 9
Andy Silva, San Bernardino County Administrative Office
Bridget McCann, Western States Petroleum Association
Carlo De La Cruz, Sierra Club
Christopher Chavez, Coalition for Clean Air
Curtis Coleman, Southern California Air Quality Alliance
Dan McGivney, Southern California Gas
David Darling, American Coatings Association
David Rothbart, Southern California Alliance of Publicly Owned Treatment Works
Dawn Fenton, Volvo
Duane Baker, San Bernardino County Transportation Authority/San Bernardino Council of Governments
Frances Keeler, California Council for Environmental and Economic Balance
Greg Nord, Orange County Transportation Authority
Greg Osterman, Jet Propulsion Laboratory/NASA
John Ungvarsky, U.S. EPA
Kendal Asuncion, Los Angeles Area Chamber of Commerce
Lakshmi Jayaram, Future Ports
Lauren Nevitt, Southern California Gas
Lori Huddleston, Los Angeles County Metropolitan Transportation Authority
Lucetta Dunn, Orange County Business Council
Marc Carrel, Breathe LA
Marcos Holguin, International Longshore and Warehouse Union Locals 13, 63, and 94
Martha Masters, Riverside County Transportation Commission
Mike Carroll, Latham & Watkins
Patty Senecal, Western States Petroleum Association
Paul Ryan, California Refuse Recycling Council
Peter Okurowski, Association of American Railroads
Rhett Cash, American Coatings Association
Rita Loof, RadTech
Ryan Kenny, Clean Energy

Air Quality Management Plan Advisory Group Minutes for April 16, 2020

Sarah Wiltfong, BizFed
Stephanie Cadena, Gateway Cities Council of Governments
Thomas Jelenic, Pacific Merchant Shipping Association
Tim DeMoss, Port of Los Angeles
Todd Campbell, Clean Energy
William La Marr, California Small Business Alliance

Public Attendees and Interested Parties

Abas Goodarzi, US Hybrid
Alex Guenther, University of California, Irvine
Alyssa Rodriguez
Amy Jeffries
Bobby Gustafson
Cory Parmer, CARB
Carol Sutkus, CARB
Cynthia Pinto-Cabrera
Evelyn Kripal
Faisal Braish
Fang Yan, CARB
Francisco Donez, U.S. Environmental Protection Agency
Frank Forbes
Gabriele Pfister
Gary Fensel
Gideon Kracov, South Coast AQMD Governing Board
Greg Busch, Marathon Petroleum Corporation
Greg Roche, Clean Energy
Hao Jiang
Howard Berman
Jeff Serfass, California Hydrogen Business Council
Julia Lester, Ramboll
K Ni
Karen Calderon, Southern California Association of Governments
Lin Wang
Lisa Wunder, Port of Los Angeles
Mark Taylor
Morgan Caswell, Port of Long Beach
Nesamani Kalandiyur, CARB
Priscilla Hamilton, Southern California Gas Company
Ralph Morris, Ramboll Environ
Ross Zelen
Sam Emmerson
Scott King, Ph.D., CARB
Scott Weaver, Ramboll Environ
Sean Okamoto, Worley
Susan Collet, Toyota Motor North America, Inc.
Sylvia Vanderspek, CARB

Air Quality Management Plan Advisory Group Minutes for April 16, 2020

Tiffanie Be, CARB
Tim Pohle, Airlines for America
Yasaman Azar Houshang, Alta Environmental

South Coast AQMD Staff Present

Barbara Baird, Chief Deputy Counsel
Barbara Radlein, Program Supervisor
Brian Choe, Program Supervisor
Cristina Lopez, Sr. Public Information Specialist
Jeanette Short, Sr. Public Information Specialist
Jong Hoon Lee, Ph.D., AQ Specialist
Kalam Cheung, Ph.D., Program Supervisor
Leor Alpern, Sr. Public Information Specialist
Marc Carreras-Sospedra, Ph.D., AQ Specialist
Michael Morris, Planning and Rules Manager
Anthony Tang, Information Technology Specialist II
Philip Fine, Ph.D., Deputy Executive Officer
Rosalee Mason, Secretary
Sang-Mi Lee, Ph.D., Program Supervisor
Sarah Rees, Ph.D., Assistant Deputy Executive Officer
Scott Epstein, Ph.D., Program Supervisor
Tracy Goss, Planning and Rules Manager
Zorik Pirveysian, Planning and Rules Manager