



Minutes for the AQMP Advisory Group Meeting Wednesday, January 10, 2007

1. Welcome and Introduction

Dr. Elaine Chang, Deputy Executive Officer, Planning, Rule Development and Area Sources, called the meeting to order at 9 a.m. and presented a brief overview of the agenda for the meeting. Regarding the December 2006 minutes, there was a suggestion that staff should be more specific in recording questions raised and answers provided in the meeting. Dr. Chang indicated that District staff would make a better effort to highlight comments and suggestions made by the committee members.

2. AQMP Status and Update

Mr. Joe Cassmassi, Planning & Rules Manager, gave a summary on the development process of the AQMP which was focused in finalizing modeling analysis, control strategies, attainment demonstration, responding to comments received, preparing CEQA and Socio-Economic Analysis, and revising the draft 2007 AQMP. The changes in revised inventory and carrying capacities had small effect on PM_{2.5}, however higher VOC/NO_x reductions were found to be needed in future years for 8-hour ozone attainment. Staff also found that combined VOC/NO_x strategy was not as effective as NO_x-heavy controls, and the models under-predicted base year VOC inventory.

Mr. Cassmassi reported the emission reductions currently estimated by CARB for its proposed mobile source control strategies. Since PM_{2.5} plan was not due until April, 2008, CARB was considering a bifurcation of Ozone and PM_{2.5} plans to buy additional time for resolving the issues. CARB's current estimate of 516 tons per day NO_x carrying capacity would not bring the basin into attainment of PM_{2.5} by 2014. Staff's current estimate of 415 tons per day NO_x carrying capacity (additional 100 tons per day emission reductions for NO_x) would bring the basin into attainment of PM_{2.5} by 2014. Using EPA Guidelines and weight of evidence approach, at least an additional 58 tons per day of NO_x emission reductions is required to meet the 2014 PM_{2.5} attainment in 2014. Staff recommended to integrate the ozone and PM_{2.5} plans and focus on NO_x-heavy control strategy to attain ozone in 2023 (assuming a "bump-up"). With this NO_x-heavy control alternative, the black box would be reduced from 290 tons per day to 170 tons per day. Mr. Cassmassi provided an explanation on the vehicle miles traveled estimated by CARB and District, the 2005 blip in VMT estimated, and indicated that staff would try to reconcile its estimate with CARB before the board hearing in May 2007. At last, Mr. Cassmassi indicated that staff planned to release a policy paper in January 2007 and a final draft AQMP in early February 2007, conduct additional Public Workshops and a hearing in May 2007 for the 2007 AQMP. Staff received several questions from the audience, which were summarized below.

Q: What were the basis of the changes in CARB's estimated emission reductions (Jonathan Nadler)?

A: The NO_x emission reductions estimated from CARB were lowered from 135 tons per day to 131 tons per day and were due mainly to scaling back the control strategies for locomotives, marine vessels and commercial harbor crafts. The VOC emission reductions estimated from CARB were lowered from 65 tons per day to 48 tons per day and were due mainly to scaling back the turnover and control strategies for pleasure crafts and some off-road equipment categories.

Q: Would less emission reductions from CARB translate to more emission reductions needed from stationary sources (Bill Lamar)?

A: Staff would propose additional mobile source control strategies to obtain the difference in emission reductions. No additional emission reductions were expected to be put on stationary source side at this time.

Q: Please explain why staff now favor a strategy for heavy NO_x control over combined NO_x/VOC control (Greg Adams).

A: In order to attain PM_{2.5} standards in 2014, we need to focus in NO_x reductions. The combined NO_x/VOC reductions will be the strategy to attain ozone in 2020. In addition, technologies are more favorable in the area of reducing NO_x, whereas reformulation of fuels and solvents to reduce VOC are more difficult. Furthermore, in terms of NO_x emission reductions, the NO_x-heavy control strategy only calls for an additional 10% (60%-70%) over what a combined VOC/NO_x strategy calls for (60%).

Q: What are the differences between EPA and CARB requirements for locomotive (Don Blose)?

A: CARB goods movement requires 40% of locomotives to achieve Tier III standards by 2015. U.S. EPA does not yet have any requirements for Tier III standards, but is expected to require new locomotives to meet Tier III standards by 2011. Staff expects that 100% of locomotives traveling through the basin to meet Tier III standards by 2015 if technology is available.

Q: What control measures will provide 100 tons per day emission reductions difference between CARB and District (Carla Walecka)?

A: Three main mobile source control measures that can provide additional 100 tons per day reductions are the strategies which affect locomotives, construction off-road equipment, and accelerated turnover of heavy-heavy duty trucks.

3. Update on State's Mobile Source Control Strategy

Ms. Lucille Van Ommering, Staff Air Pollution Specialist and Mr. Kurt Karperos, Chief of Air Quality & Transportation Planning Branch of CARB provided an update on CARB's mobile source control strategies. Ms. Ommering indicated that CARB will continually refine the emission reductions estimated for the 2007 AQMP. The control strategies are basically complete; however CARB will continually refine the level of stringency required understanding that it will be difficult and unrealistic to require the turnover of all vehicles model year 1980-2000 for newer models. CARB will continue to meet and discuss with the District to understand the District's assumptions and the District proposed mobile source control strategies, and hope to reconcile the differences in the near future.

4. Summary of Comments Received on Draft 2007 AQMP

Mr. Ed Eckerle, Program Supervisor provided a summary on the comments received on the draft 2007 AQMP. Staff received about 41 letters and 430 individual comments, which are posted on the website. Key concerns raised were in the areas of District's legal authority to regulate mobile sources preempted under the Clean Air Act, impact of "bump-up" and the "black box", long-term measures not sufficiently defined, control measures lacks specificity and adequate economic analysis and the high costs of measures. Mr. Eckerle specifically explained the concerns for four control measures which received multiple comments. These included measures on: growth management, space heaters, natural gas specification, and facility modernization. He also summarized several control concepts suggested by the public such as control aircraft idling, further evaluating controls for fireworks and road flares, development of indirect source rule for construction equipment, "Green" contracting requirements for construction equipment, and use restriction for pleasure craft.

5. Proposed 2007 AQMP Policy Paper

Dr. Elaine Chang indicated that the Draft Final 2007 AQMP will be released by the end of February and staff will produce a Policy Paper in January 2007 which will provide a discussion on major issues faced in the 2007 AQMP such as uncertainties of the mobile source inventory, modeling, different approaches to reach clean air, and the pros and cons of each different path. The following summarizes several comments made by committee members:

Q: Will the policy paper include Socioeconomic analysis (Mike Wang)?

A: Staff will include costs and cost effectiveness information in the policy paper. However, the Socioeconomic and CEQA analyses will be released at a later date.

Q: Will the policy paper discuss the demand and supply of ERCs under the 2007 AQMP (Carla Walecka)?

A: Currently, staff does not plan to include this discussion.

Q: What is the result of the District challenge on the U.S. EPA's decision regarding the revoking of the basin 1-hour ozone standard (Mike Wang)?

A: The court of appeal decided that EPA did not violate the Clean Air Act by revoking the Basin 1-hour ozone standard, which means that legally the District does not need to show attainment to the 1-hour ozone standard. However, the court decided that the District must retain the two contingency measures mentioned in the 1999 AQMP 1-hour ozone plan. One of the control measures requires major sources of 10 tons of criteria pollutants or more to pay a fee of \$5,000 per ton, and staff will include this control measure in the 2007 8-hour Ozone AQMP.

6. Closing Remarks/Scheduling Next Meeting/Adjourn

There were no additional public comments. Dr. Chang indicated that the next meeting would be held on February 14, 2007 and adjourned the meeting at approximately 12:00 p.m.

January 10, 2007 AQMP Advisory Group Meeting

MEMBERS PRESENT

Greg Adams, Los Angeles County Sanitation District
Stacy Alameida, MTA
Don Blose, American Lung Association of Inland Counties
Shep Burton, Consultant
Mike Carroll, Latham & Watkins
Wook J. Cho, Korean Drycleaners-Laundry Association
Curtis Coleman, Southern California Air Quality Alliance
Diane Forte, Coalition for Clean Air/Environment Now
Kim Fuentes, South Bay Cities Council of Governments
Gretchen Hardison, City of Los Angeles
Bill LaMarr, California Small Business Alliance
Jonathan Nadler, SCAG
Rebecca Rosen, U.S. EPA
Paul Ryan, P.F. Ryan & Associates
Gary Stafford, Calif. Furniture Manufacturers Association
Lucille Van Ommering, California Air Resources Board
Carla Walecka, Realtors Committee on Air Quality
Mike Wang, Western States Petroleum Association

OTHERS PRESENT

JoAnn Armenta, The Partnership Clean Cities
Craig Chalfant, City of Long Beach
Lori Huddleston, MTA
Tom Ishi, SoCalGas
Rita Loof, RadTech
Dan Monette, Toyota USA
Ralph Morris, ENVIRON International Corp.
Dipak Patel, City of Los Angeles
Kevin Shea, SoCalGas
Ivan Tether, California Independent Petroleum Assn.

MEMBERS ABSENT

Ralph Appy, Port of Los Angeles
Ed Avol, University of Southern California
Howard Berman, Environmental Mediation
Gerry Bonetto, Printing Industries of California
Art Brown, City of Buena Park
Nathan DeBoom, Milk Producers Council
Bob Dulla, Sierra Research
Bahram Fazeli, Communities for a Better Environment
Vernon Hall, Clean Air Now
David Hayes-Bautista, Center for the Study of Latino Health
Joe Garcia, City of Monrovia
David Gutierrez, City of San Gabriel
Mee H. Lee, Lee Consulting Group
Steve Levy, Center for Continuing Study of CA Economy
Melissa Lin Perrella, Natural Resources Defense Council
Glenn Maddalon, American Lung Assn of Orange County
Anastacio Medina, American Lung Assn. of Los Angeles
Clayton Miller, Construction Industry Air Quality Coalition
Penny Newman, Center for Community Action and EJ
Peter Okurowski, Association of American Railroads
Ken Pulskamp, City of Santa Clarita
Bill Quinn, CCEEB
Ty Schuiling, San Bernardino Associated Governments
Jeb Stuart, Consultant
Lee Wallace, SoCal Gas Company
Monte Ward, Orange County Transportation Authority
John Wohlmuth, Coachella Valley Association of Govts

AQMD STAFF

Barbara Baird, Senior Deputy District Counsel
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Elaine Chang, Deputy Executive Officer
Ed Eckerle, Program Supervisor
Zorik Pirveysian, Manager
Gary Quinn, Program Supervisor
Ricardo Rivera, Air Quality Specialist
Steve Smith, Program Supervisor
Patti Whiting, Staff Specialist