



Date: February 13, 2007
To: Honorable Mayor and City Council
From: Councilmember Tonia Reyes Uranga, Chair, Environmental Committee
Subject: **ENVIRONMENTAL COMMITTEE REPORT: SOUTH COAST AIR QUALITY
MANAGEMENT DISTRICT'S DRAFT 2007 AIR QUALITY MANAGEMENT PLAN**

The Environmental Committee, at its meeting held February 1, 2007, considered communications relative to the above subject.

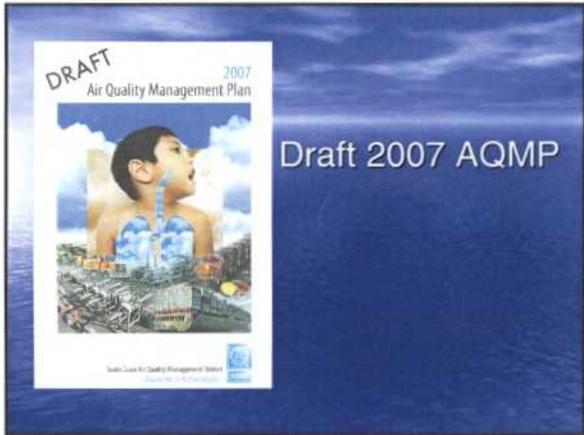
It is the recommendation of the Environmental Committee to the City Council that the South Coast Air Quality Management District's (SCAQMD) presentation on the Draft 2007 Air Quality Management Plan be received and filed; and,

Request the City Attorney to draft a resolution in support of the development of the SCAQMD's Draft 2007 Air Quality Management Plan.

Respectfully submitted,

ENVIRONMENTAL COMMITTEE

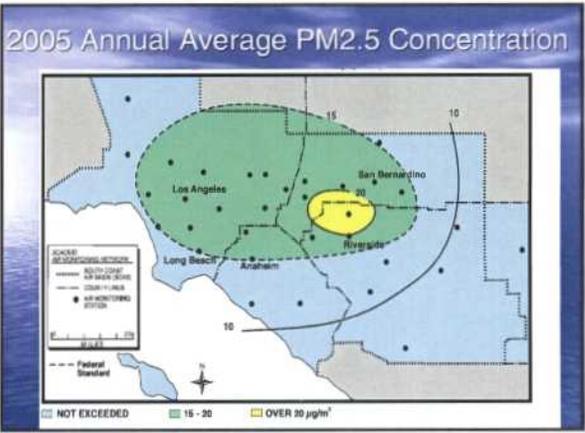
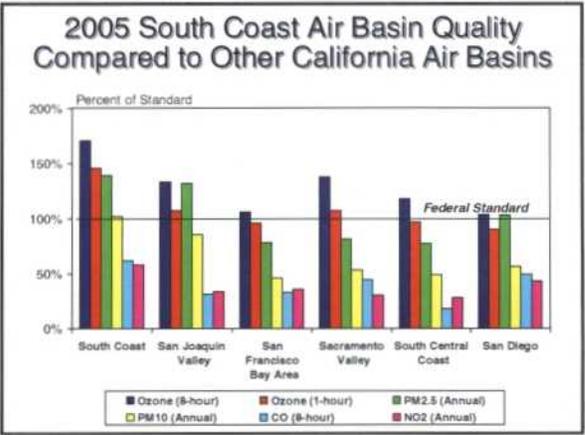
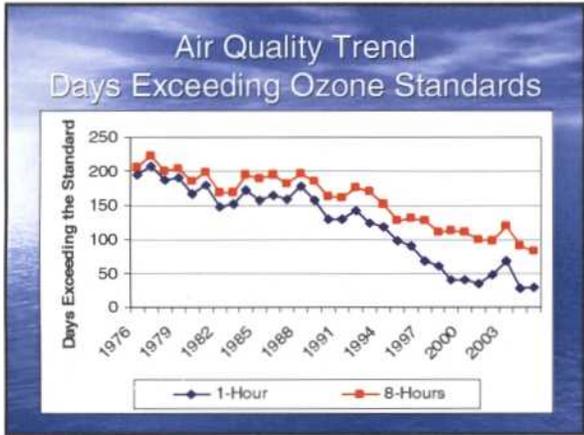
Councilmember Tonia Reyes Uranga, Chair

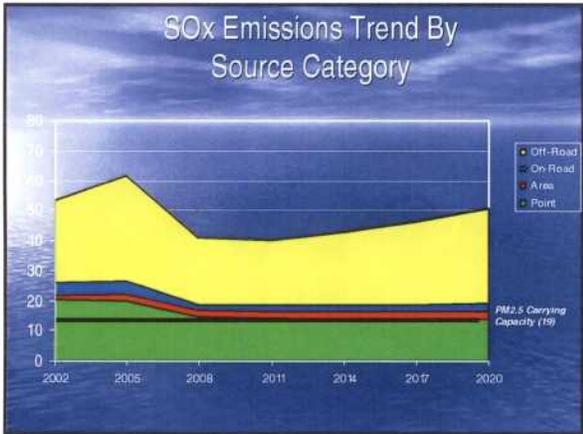
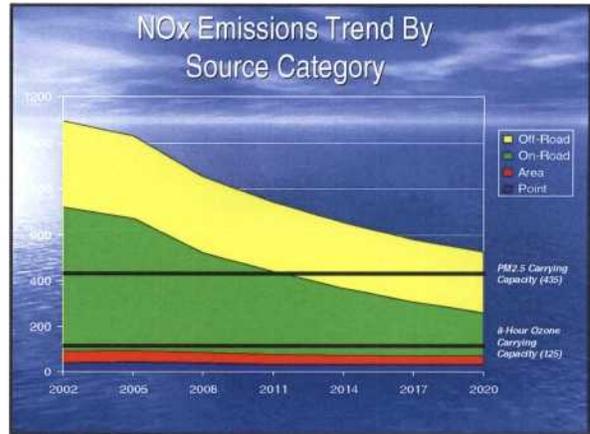
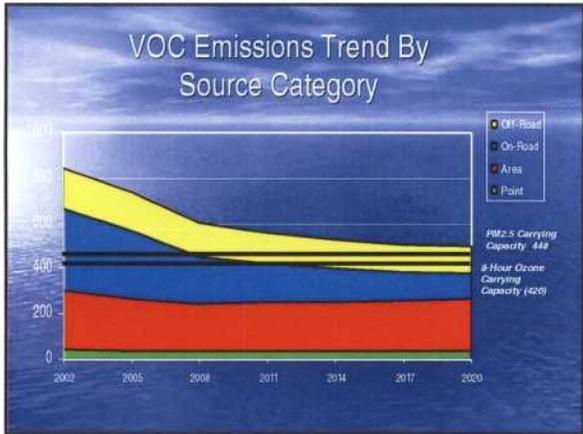


Recent CARB Health Impact Estimates

- 6,500 premature deaths / year
 - 2,400 from goods movement
- 9,000 hospitalizations / year
- 1.7 million cases respiratory illness / yr
- 1.3 million school absences
- 2.8 million lost workdays / year

Source: CARB January 2004, California Estimates

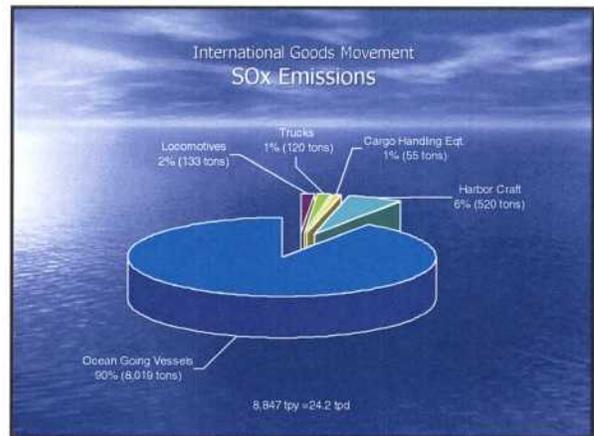
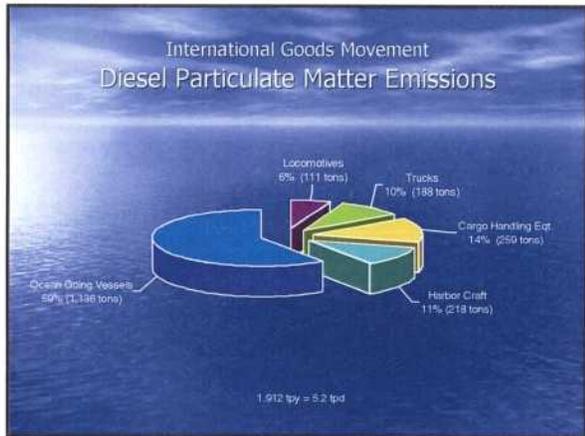




- ### The Challenge
- Significant reductions needed for attainment
 - Continued underestimation of mobile source inventories
 - Delayed mobile source controls
 - Goods movement growth
 - Only 7 years for PM2.5 attainment; no margin of error
 - Incentive/Grant funding
 - Actions needed [RDW](#)

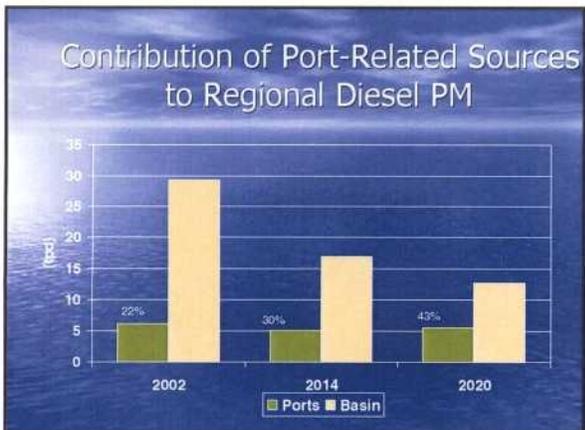
Needed Pollution Reduction (tons per day)

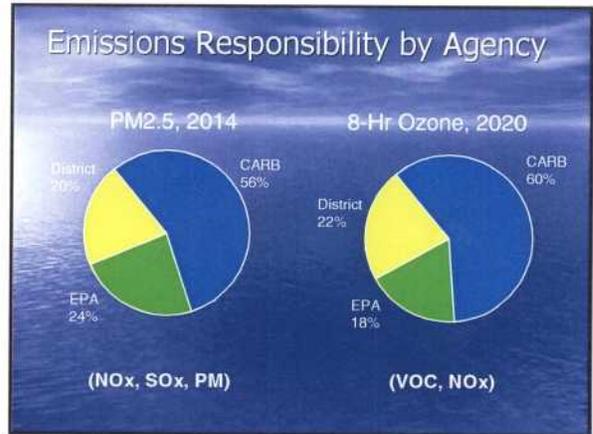
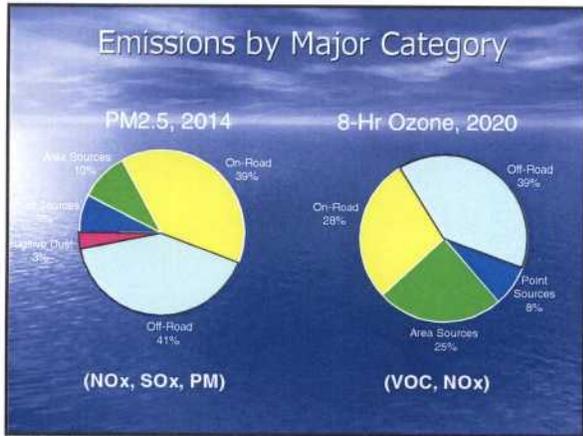
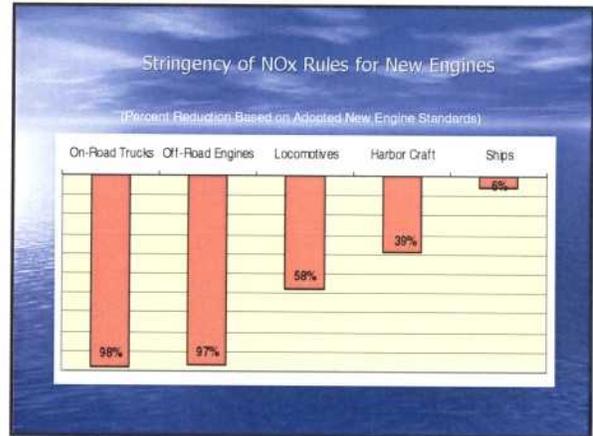
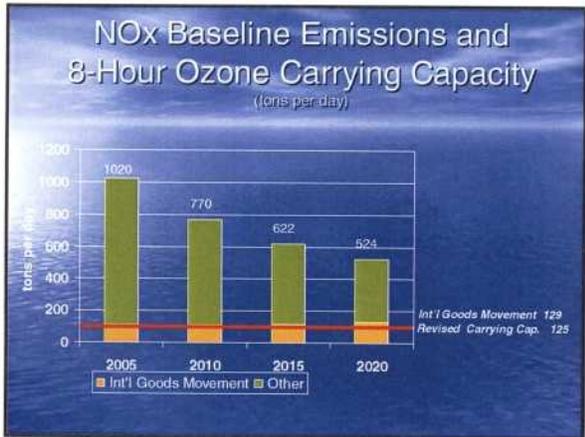
	2014	2023
NOx	220 (34%)	380 (75%)
VOC	80 (15%)	116 (22%)
SOx	21 (47%)	---
PM2.5	17 (17%)	---



Goods Movement Growth 2001-2020

- 300 % increase in cargo through the ports
- 170% increase in truck travel
- 150% increase in rail cargo





- ### Control Strategy Design
- Step I
 - Maximum controls of SOx and directly emitted PM2.5
 - Necessary NOx controls
 - Modest VOC controls to ensure progress toward ozone attainment
 - Step II
 - Continue NOx control programs
 - Necessary VOC reductions

- ### Final Draft 2007 AQMP Control Strategy
- District's Stationary and Mobile Source Control Measures
 - State and Federal Control Measures
 - CARB's Statewide Strategy
 - District Staff's Proposed Additional State and Federal Stationary and Mobile Source Control Measures
 - SCAG's RTP and TCMs
 - Long-Term Strategy

Stationary Source Control Strategy Approach

- Facility Modernization
- Energy Efficiency/Energy Conservation
- Good Management Practices
- Area Source Programs
- Emission Growth Management
- Economic Incentive Program

Highlights of Control Measures

- New Development and Re-Development Projects
- Consumer Products Certification and Use Restrictions
- Facility Modernization
- Backstop Rule for Ports and Port-Related Facilities

Mobile Source Control Approach

- Goods movement measures at ports
- Accelerate fleet turnover
 - Passenger vehicles
 - HHDT
 - Pleasure craft
- Fuel reformulation and fuel alternatives
- Exh/Evap. Stds for recreational vehicles and pleasure craft
- Retrofits (e.g., PM trap)

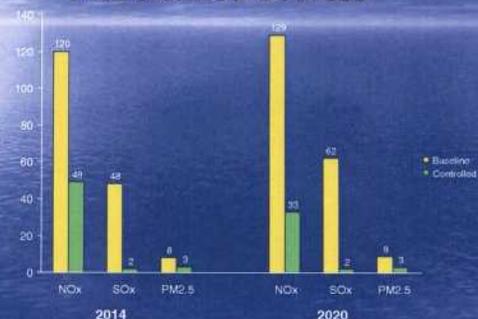
Goods Movement Measures

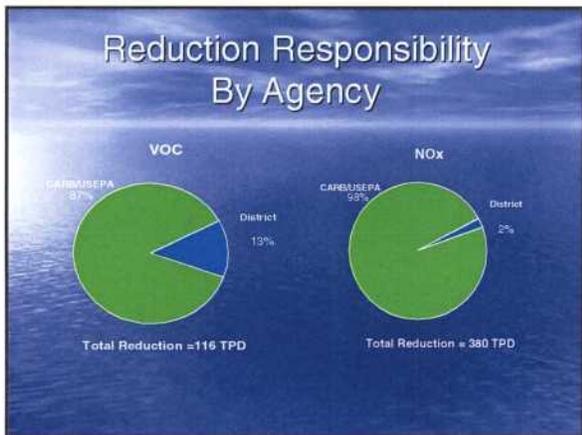
- CARB's Goods Movement Plan
 - Ocean-Going Vessels
 - Harbor Craft
- Clean Air Action Plan
 - Port Trucks
 - Locomotives
 - Cargo Handling Equipment

Goods Movement Measures (cont'd)

- Ocean-Going Vessels
 - Maine Engine Clean Fuel (0.1% S)
 - Hotelling Emission controls
 - Vessel Speed Reduction
 - Main engine Controls
- Port Truck Modernization
- Tier III Locomotives
- Cargo Handling Equipment Modernization

Reduction Targets for Port-Related Sources





- ### Key Issues
- Formulation of Final Control Strategy
 - State and federal measures
 - PM2.5 Attainment Demonstration
 - Fair Share Agency Responsibility
 - Significant reduction needed from mobile sources
 - Control of federal sources critical for attainment
 - "Bump-up" Request
 - Impact on local businesses
 - Extended attainment deadline

- ### Key Issues (cont'd)
- Public/Private Funding
 - Container fees for ports
 - Moyer program for stationary sources
 - Tax incentives for early equipment/engine replacement
 - Public engagement
 - Expanded public workshops and outreach

Proposed Additional Mobile Source Measures (NOx)

	AQMD	CARB
Light-Duty Vehicles	<ul style="list-style-type: none"> • 1 million ATPZEVs (by 2020; 100,000 by 2014) • AB 923 High-Emitter Identification Program • Greater Deployment of OBD III 	<ul style="list-style-type: none"> • Enhanced Smog Check; • Enhanced BAR Program
HD Truck Retrofits/Modernization	<ul style="list-style-type: none"> • ~ 45,000 HD Vehicles; • ~12,000 Port Trucks by 2012 as Provided in Ports Clean Air Action Plan 	<ul style="list-style-type: none"> • 38,000 HD Vehicles • 12,000 Port Trucks by 2017
Locomotives	100% Tier III (as Provided in Port Clean Air Action Plan)	40% Tier III

Proposed Additional Mobile Source Measures (NOx)

	AQMD	CARB
Construction/Industrial Equip.	Replace Tier 0 and 1 with Tier III or Better (2014)	Replace Tier 0 with Tier III or better (2014)
Cargo Handling Equipment	Additional Reductions as Identified in Ports Clean Air Action Plan	Adopted Rule
Truck Refrigeration Units	Additional Reductions Through NOx Retrofits	Adopted Rule (PM only)

Proposed Additional Mobile Source Measures (NOx)

	AQMD	CARB
Ground Support Equipment	Additional Reductions to Meet Original MOU and for GSE Not Covered by MOU or CARB Off-Road Rule Proposal	Adopted LSI Rule Add. Red. Under Off-Road Rule Proposal
Fuel Reformulation and Alternatives	More Stringent Gasoline and Diesel Specs; 10% Use of Diesel Alternatives	Mitigation of Gasoline Ethanol Impact

Proposed Additional Mobile Source Measures and Consumer Products (VOC)

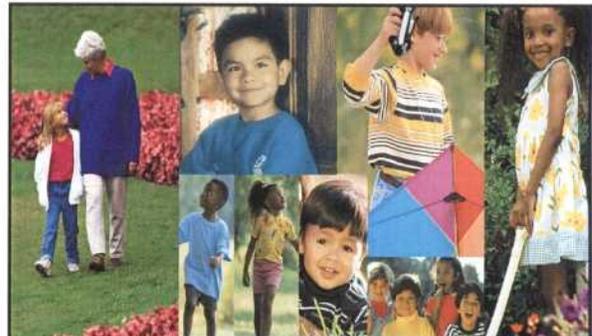
	AQMD	CARB
Measure Craft	Evap/Ex. Stds; Accelerated Turn-over	Evap/Exh. Stds
Consumer Products	30% Red. (by 2020)	10-15% Red.

Plan Submittal

- CARB Staff Considering
 - Bifurcation of Ozone and PM2.5 Plans
 - PM2.5 Plan not due Until April, 2008
 - Additional Time for Resolving Issues
- AQMD Staff Recommendation
 - Integrated Ozone/PM2.5 Plan Most Appropriate
 - Potential Lost Opportunity for Rule Development in 2007-2008

Next Steps

- Policy Paper – February 2007
- CARB Statewide Strategy and Attainment Demonstration – Early February 2007
- Final Draft AQMP – Mid - Feb 2007
- Additional Public Workshops – Feb - Mar 2007
- Regional Hearings – April 2007
- Adoption Hearing – April - May 2007
- CARB Hearing – May 2007
- Submittal to U.S. EPA – June 2007



Cleaning the air that we breathe.