

## Draft Final 2016 Air Quality Management Plan

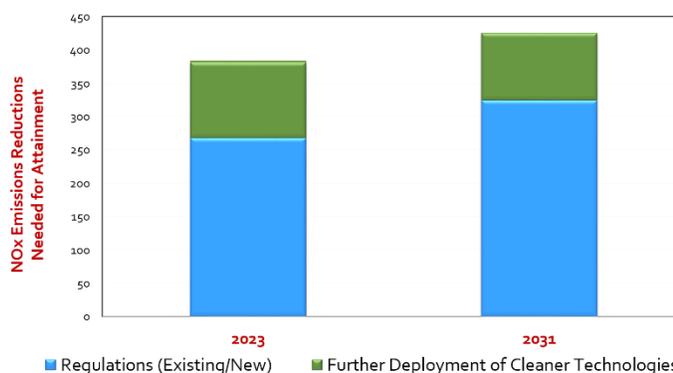
The 2016 Air Quality Management Plan (2016 AQMP or Plan) is a regional blueprint for achieving air quality standards and healthful air that proposes integrated control strategies and measures to meet the following national ambient air quality standards (NAAQS) in the South Coast Air Basin:

Standard	Concentration	Classification	Latest Attainment Year
2008 8-hour Ozone	75 ppb	Extreme	2031
2012 Annual PM2.5	12 µg/m <sup>3</sup>	Serious*	2025
2006 24-hour PM2.5	35 µg/m <sup>3</sup>	Serious	2019
1997 8-hour Ozone	80 ppb	Extreme	2023
1979 1-hour Ozone	120 ppb	Extreme	2022

\* The 2016 AQMP requests a reclassification from moderate to serious non-attainment for this standard

Regional air pollution is responsible for 4,000 premature deaths annually. The most effective way to reduce air pollution impacts on the health of our nearly 17 million residents, especially those concentrated along our transportation corridors and goods movement facilities, is to reduce emissions from mobile sources. For that reason, the SCAQMD is closely engaged with the California Air Resources Board (CARB) and the U.S. Environmental Protection Agency (U.S. EPA) who have primary responsibility for mobile sources, which contribute 88 percent of all NO<sub>x</sub> emissions.

After a thorough analysis of existing and potential new regulatory stationary and mobile source control options, the 2016 AQMP presents a series of stringent regulatory approaches for stationary and mobile sources with similar reduction as the past Plans, and includes available, proven, and cost-effective alternatives to traditional strategies, such as further deployment of cleaner technologies through incentives. Incentives make it more cost-effective to replace equipment, transition to zero or near-zero technologies, encourage early change-out of higher-emitting equipment, and drive technology development and cost reductions. One objective of the Plan was to specify the cleaner technologies formerly undefined as “long-term” measures.



### Key Challenge

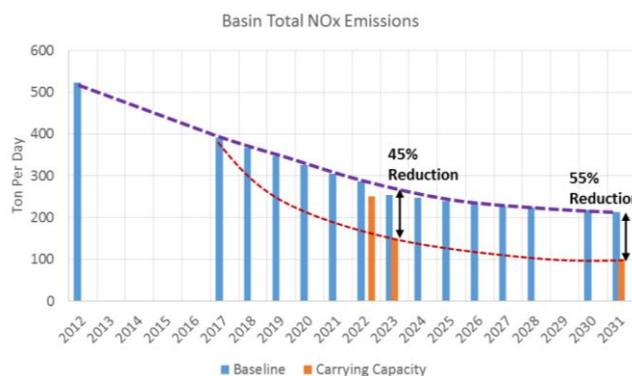
Significant additional NO<sub>x</sub> emission reductions are needed for ozone attainment (*orange bars*), beyond existing regulations (*blue bars*).

- 45% additional NO<sub>x</sub> reductions in 2023
- 55% additional NO<sub>x</sub> reductions in 2031

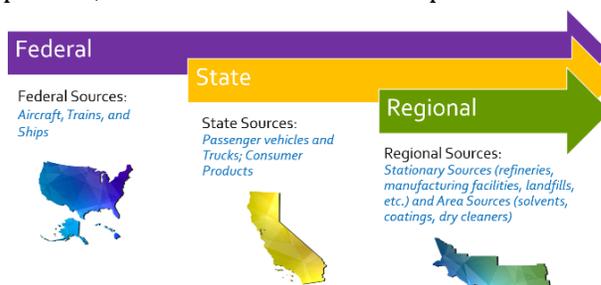
### Control Strategy Development Approach

The 2016 AQMP integrates a strategy of emission reductions at the federal, state, and local levels, including:

- CARB's State SIP Strategy (*including federal source reductions*)
- Southern California Association of Governments' (SCAG) 2016 Regional Transportation Plan/Sustainable Communities Strategy and Transportation Control Measures and
- SCAQMD's Control Strategy, which is composed of stationary and limited mobile source reductions.



Over the past three years, SCAQMD staff thoroughly evaluated all stationary source categories, detailed emission inventory, and various control options. The evaluation analyzed measures implemented throughout the country, hosted a Control Strategy Symposium, and met with interested parties such as working groups, Advisory Groups, and stakeholders in over 200 meetings. The Plan would prioritize maximizing emission reductions from zero-emitting technologies where cost-effective and feasible, and near-zero emission technologies in all other applications. A full life-cycle emissions analysis is proposed to assess the in-basin life-cycle criteria pollutant emissions related to energy use from technologies and/or other activities such as efficiency improvements. Incentive programs are being introduced for residential/small business sources to achieve cost-effective reductions from modernized equipment to expedite ozone attainment. An orderly sunseting of the RECLAIM program is considered in the Plan to create more regulatory certainty, reduce compliance burdens for smaller facilities, and achieve more SIP-creditable reductions. The Plan also includes a number of control measures that promote and integrate solar that can serve to make zero-emission technologies more cost-effective and feasible. The SCAQMD and CARB are proposing mobile source (*on-road vehicles and off-road equipment*) measures, including facility-based measures, to accelerate the early deployment of zero and near-zero technologies by using regulatory and incentive-based approaches. The estimated amount of incentive funding for mobile and stationary sources is approximately \$1 billion per year over the next 15 years. The Plan also relies on reductions from federal sources such as aircraft, locomotives and ocean-going vessels. Other control measures focus on outreach and education to bring about emission reductions through the voluntary participation and behavioral changes needed to complement regulations.



## Public Participation

The development of the 2016 AQMP has been a regional, collaborative multi-agency effort including the SCAQMD, CARB, SCAG, U.S. EPA, and other entities. A 2016 AQMP Advisory Group of over 50 stakeholders (businesses, government agencies, environmental/community groups, and academia) was formed to provide their feedback and recommendations on the Plan. The Advisory Group has met periodically for over three years of the AQMP development process and their meetings are open to the public. The SCAQMD also prepared 10 white papers on key topics to provide technical background, a policy framework for the AQMP, and better integration of major planning issues such as air quality, transportation, climate, energy, and business considerations. Six public workshops were held in July and four public hearings were held in November 2016 in the 4-county region. Staff prepared responses to all stakeholders' comments received on the 2016 AQMP. Information regarding all versions of the 2016 AQMP is available online (<http://www.aqmd.gov/home/library/clean-air-plans/air-quality-mgt-plan>).

## Schedule

- June/July 2016 – released Draft AQMP and conducted Public Workshops
- August/Sept 2016 – released cost and benefits of Plan/Draft Environmental Impact Report
- October 2016 – released Revised Draft AQMP
- December 2016 – released Draft Final AQMP (*for 60-day set hearing*)
- January 2017 – released Responses to Comments on the 2016 AQMP
- February 2017 – SCAQMD Governing Board considers adoption of the 2016 AQMP

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