

BOARD MEETING DATE: July 11, 2014

AGENDA NO. 31

REPORT: Mobile Source Committee

SYNOPSIS: The Mobile Source Committee met on Friday, June 20, 2014. Following is a summary of that meeting. The next Mobile Source Committee meeting is scheduled for Friday, July 25, 2014 at 9:00 a.m.

RECOMMENDED ACTION:
Receive and file.

Dr. Clark E. Parker, Sr., Chair
Mobile Source Committee

EC:fmt

Attendance

Committee Chair Dr. Clark E. Parker, Sr., Committee Members Mayor Judith Mitchell, Mayor Pro Tem Ben Benoit and Supervisor Shawn Nelson attended via videoconference. Committee Member Dr. Joseph Lyou was absent.

The following items were presented:

INFORMATIONAL ITEMS:

2) Rule 2449 – Control of Oxides of Nitrogen Emissions from Off-Road Diesel Vehicles

Dr. Randall Pasek, Planning and Rules Manager, provided an update on the implementation of the Surplus Off-road Opt-in for NO_x (SOON) Program and an overview of the proposed amendments to Rule 2449. The SOON Program is part of the Statewide In-Use Off-Road Diesel Fleet Regulation adopted by CARB in July 2007. The SCAQMD adopted Rule 2449 to implement the SOON Program in May 2008. CARB subsequently amended the Statewide Regulation in December 2011 with no changes to the SOON Program requirements, but revised the SOON Program section reference (to Section 2449.2 from Section 2449.3). CARB submitted the amended Statewide Regulation to U.S. EPA requesting a waiver under the Clean Air Act Section 209(e) authorizing the amended regulation. U.S. EPA granted a waiver

in 2013. U.S. EPA staff is currently reviewing SCAQMD Rule 2449 for approval into the SIP. In its review, U.S. EPA staff indicated that SCAQMD Rule 2449 be amended to reflect the appropriate reference to the SOON Program Section in the Statewide Rule.

The SOON Program is an innovative approach that requires fleets with 20,000 hp or more to submit off-road vehicles that are not needed to meet the statewide regulation into a funding program to further reduce NOx emissions. While not required to submit vehicles, fleets under 20,000 hp can voluntarily participate in the Program. If awarded, the fleet must complete the project. Typical projects are the repowering or replacement of Tier 0 and Tier 1 vehicles to cleaner Tier 3 and Tier 4 vehicles. Staff estimated that about \$120 million in funding would be needed to achieve 4 to 8 tons/day of NOx reductions depending on the pace of the economic recovery.

There are around 126 fleets statewide that are over 20,000 hp and could potentially be subject to the SOON Program requirements. Of the 126 fleet, 52 fleets operate in the SCAQMD and are subject to the rule. To date, ten fleets with over 20,000 hp have cost-effective projects and participated in the SOON Program. In addition, 37 fleets are voluntarily participating in the Program. There have been nine rounds of funding for the SOON Program and participating fleets have received over \$50 million for repower and replacement projects producing NOx emission reductions of 2.1 tons/day and concurrent reductions of 0.12 tons/day of PM emissions.

Staff conducted an extensive outreach to encourage fleets' participation. Over 25 public workshops have been held as well as meetings with industry associations. Additionally, approximately 10,000 mailings and e-mail notices were sent to licensed contractors throughout the state. A smaller list of fleets operating in the South Coast Air Basin was developed and each fleet is contacted each time a Program Announcement is released. Phone calls are placed to all fleets over 10,000 hp and face-to-face meetings were held with over 100 fleets.

Despite the extensive outreach efforts, participation in the Program is lower than anticipated. Conditions contributing to this include the impacts of the economic downturn, which make it difficult for fleets to meet the co-funding requirements. Also, the equipment activity (hours of operation) is down significantly and as the cost-effectiveness is directly related to equipment activity, fewer cost-effective projects are available for inclusion in the SOON program. Finally, the cleanest Tier 4 engines are more technically advanced than the earlier Tiers, but more difficult to repower, limiting their availability.

Staff believes that the participation rate will improve as indicated by the jump in applications for the most recent round of SOON funding and will continue to improve as the economy picks up. CARB has revised their Moyer Funding Guidelines to add

more flexibility to fleets to receive funding (Moyer funds are used in the SOON program). This increased flexibility will make projects available for the SOON Program. In addition, many projects now require equipment to meet minimum “green” standards to be used on the project and fleets are seeking methods and assistance in cleaning their fleets to be able to compete for these jobs. Finally, some fleets believe that the worst of the recession is over and are beginning to improve their equipment in anticipation of more work.

Staff is continuing its ongoing efforts to meet with fleets on a one-to-one basis and participate in industry association meetings. Staff indicated that they will continue to outreach to fleets through targeted e-mails and phone calls to increase participation in the SOON Program. As part of this effort, staff will also work with industry associations to post funding opportunities in newsletters and e-mails, as well as meet with associations and fleets to discuss how to improve the program so that more fleets will participate.

Dr. Pasek concluded with an overview of the proposed amendments to Rule 2449. The proposed amendment is administrative only and would revise the reference to the State Rule from Section 2449.3 to the appropriate reference - Section 2449.2. As the amendment is administrative only, it is ministerially exempt from CEQA and will have no socioeconomic impacts.

Dr. Parker asked what is the percentage of co-pay that fleets are required to pay to participate in the program and who are some of the largest fleets that have participated in the SOON program. Staff responded that fleets are required to pay at a minimum 15% of the cost of the project, but based on the cost effectiveness requirements, fleets may have to co-fund significantly more. Some of the very large fleets that are participating include Sukut, Coburn, and the Sanitation Districts of Los Angeles and Orange County. Staff indicated that rental companies have also participated to provide cleaner equipment since many of the construction companies have been downsizing their fleet with the economic downturn.

Dr. Parker also inquired if fleets working on the many government projects such as the I-405 widening project were required to use cleaner equipment, and if the SCAQMD could work with project sponsors to ensure that the contractors used clean construction equipment. Staff responded that many of the projects require fleets to meet green construction policies that mandate use of the cleanest Tier 3 and Tier 4 equipment to qualify to bid on the projects. The Los Angeles County Metropolitan Transit Authority (LACMTA) established a “Green Construction” Policy to require prospective bidders on construction projects to use the cleanest equipment. Staff worked closely with LACMTA during the development of the Policy and continues to work with LACMTA in its implementation of the Policy.

Dr. Parker mentioned that tunneling operations are about to begin along Crenshaw Blvd. in south Los Angeles to the airport, and he asked that staff request that LACMTA ensure that the equipment are retrofitted. Staff indicated that a follow-up will be made with LACMTA staff to see if the construction fleets are using the cleanest equipment on the project.

Mayor Mitchell asked whether any requirements are in place to ensure that the bid awardees use the cleanest construction equipment, since most government funded projects are put out to competitive bid and are awarded to the lowest bidder. Staff responded that many project solicitations do require fleets to use the cleanest construction equipment to be considered for an award.

Mayor Mitchell asked if the SCAQMD has any influence over Caltrans projects. Staff indicated that historically, staff has been commenting under CEQA regarding the need to use the cleanest construction equipment. Staff has been commenting on the development of the I-710 Freeway Expansion Project Environmental Assessment indicating that any construction would need to be with cleanest equipment available. To the extent that LACMTA is the lead agency and a “Green Construction” Policy is in place, there is some assurance that the cleanest equipment will be used.

In closing, Dr. Parker expressed some concern that Rule 2449 is designed to benefit the contractors in terms of their minimal financial contribution for the cleaner equipment. However, what are the disincentives if the contractors do not participate in the program given the limited ability to require the use of cleaner equipment. With future expansion such as the high-speed rail, there will be increased construction that will result in greater construction emissions that the region will have to mitigate. Dr. Parker indicated that staff needs to look at how our programs can be made more effective to ensure that emissions are mitigated or reduced to the greatest extent possible and how public funding is best expended.

ACTION ITEM:

1) Issue Program Announcement for Low-Emission Leaf Blower Vendors

Mr. Shashi Singeetham, Air Quality Specialist, provided a brief summary of the Leaf Blower Exchange Program since its inception, a recap of the 2013 Leaf Blower Exchange Program, and a brief summary of the Proposed 2014 events. Mr. Singeetham presented the requirements of the Program Announcement, the project selection criteria and the formulas to calculate the cost-effectiveness of proposals and staff recommendation for the approval of the release of the Program Announcement.

Dr. Parker asked if 1,500 blowers was the maximum limit and if the program was oversubscribed. Mr. Singeetham responded that the number of the blowers to be

exchanged was limited only by the funds available under Air Quality Investment Program (AQIP). Dr. Parker asked why the same vendor has been used over the years. Mr. Singeetham responded that the Stihl Company had the cleanest CARB-certified blower in the market. In addition, Mr. Singeetham stated that the German designed blower was the only known blower that was manufactured in the United States.

Mayor Pro Tem Benoit asked whether the proposal was technology neutral and if electric blowers would also be considered. Mr. Singeetham commented that the program was open to any technology, but at this time the electric versions were about three times the cost of the blower being used. Dr. Matt Miyasato, Deputy Executive Officer/Science & Technology Advancement, added that another RFP is being released that would cover the prototype zero- emission blowers and other commercial garden equipment. He also stated that the SCAQMD would like to test the durability and reliability of the commercial equipment prior to offering incentives. Mayor Mitchell then asked whether this was an annual program and if the blowers had to be CARB-certified. Dr. Miyasato responded that it was an annual program and that the blowers had to be CARB-certified. Mayor Mitchell asked if the least expensive model was chosen. Dr. Elaine Chang, Deputy Executive Officer/Planning, Rule Development & Area Sources, responded that being the least expensive was not the criteria, but that the Rule 2202 AQIP requires that certain emission reduction targets be met.

Moved by Benoit; seconded by Mitchell; and unanimously approved

INFORMATIONAL ITEMS:

3) Health Studies Update

Dr. Jean Ospital, Health Effects Officer, presented a brief overview of a recently completed study on a health assessment of residential proximity to a railyard in San Bernardino. There were three components in the study report. A survey of respiratory health among children going to a nearby school was compared to those going to a school several miles distance. It was reported that the children from the nearby school showed elevated levels for a number of respiratory effects, including lower lung function, cough and wheeze. A survey of households in the vicinity of the railyard found that in adults there appeared to be a trend of increased respiratory effects with increased proximity of the residence to the railyard, however these were not statistically significant differences. An analysis of cancer incidence was conducted using data from the regional California Cancer Registry. Incidence was compared to the expected number of cancers based on the overall incidence in the region standardized for demographic variables such as age, gender, and ethnicity. No clear evidence of a trend in cancer incidence was found based on the estimated

gradient of railyard related exposures. Within the overall study area of the 16 census tracts surrounding the railyard, there was a modest elevation in the incidence of all cancers, and elevations for all cancers among some ethnic classifications; however, there was also a lower incidence in other ethnic classification.

Dr. Parker asked whether the study looked at any of the small PM2.5 emissions. Dr. Ospital replied that the study looked at the nitric oxide in the exhaled breath of the subjects as a marker for lung inflammation, and that peak expiratory flow meters were used to measure lung function. Dr. Ospital noted that the study was a health study and not an air quality study. Dr. Parker also asked whether African Americans were included in the study. Dr. Ospital replied that the study included African Americans, but there were no statistically significant findings.

Mayor Mitchell asked if one could make conclusions regarding causality for the results observed. Dr. Ospital replied that this was a cross sectional study that looked at a particular time period, and no cause-effect conclusions could be made.

Supervisor Nelson asked whether there was enough data to compare to people living elsewhere. Dr. Ospital indicated that the respiratory effects study used distance from the railyard to determine the comparison groups, and that the statistical analyses included other variables such as demographic information, income, use of tobacco to account for other factors that could be related to health effects. Regarding cancer incidence, the comparison group used to estimate the expected cancer incidence was the population in the regional Cancer Registry that included San Bernardino, Riverside, Mono and Inyo counties. Dr. Parker asked what could be concluded from the report. Dr. Ospital replied that the findings indicated a difference in respiratory health associated with school and residential proximity to the railyard. Regarding the cancer study, staff opinion was that the findings were inconclusive regarding any potential causative role related to railyard emissions.

[Supervisor Shawn Nelson arrived at the videoconference site at 9:32 a.m.]

WRITTEN REPORTS:

4) Rule 2202 Activity Report

The report was received as submitted.

5) Monthly Report on Environmental Justice Initiatives – CEQA Document Commenting Update

The report was received as submitted.

OTHER BUSINESS:

None

PUBLIC COMMENT:

None

The meeting was adjourned at 10:00 a.m.

Attachment

Attendance Roster

**SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
MOBILE SOURCE COMMITTEE MEETING
Attendance Roster- June 20, 2014**

NAME	AFFILIATION
Chair Dr. Clark E. Parker, Sr.	SCAQMD Governing Board (<i>via videoconference</i>)
Committee Member Ben Benoit	SCAQMD Governing Board (<i>via videoconference</i>)
Committee Member Judith Mitchell	SCAQMD Governing Board (<i>via videoconference</i>)
Committee Member Shawn Nelson	SCAQMD Governing Board (<i>via videoconference</i>)
Board Asst/Consultant Chung Liu	SCAQMD Governing Board (<i>Mitchell/ via videoconference</i>)
Christine Truong	Los Angeles Department of Water and Power
David Rothbart	Los Angeles County Sanitation District
Susan Stark	Tesoro
Curtis Coleman	Southern California Air Quality Alliance
Peter Herzog	NAIOP, Commercial Real Estate Development Association (<i>via videoconference</i>)
Elaine Chang	SCAQMD Staff
Philip Fine	SCAQMD Staff
Kurt Wiese	SCAQMD Staff
Bayron Gilchrist	SCAQMD Staff
Matt Miyasato	SCAQMD Staff
Henry Hogo	SCAQMD Staff
Laki Tisopulos	SCAQMD Staff
Chris Marlia	SCAQMD Staff
Jean Ospital	SCAQMD Staff
Randall Pasek	SCAQMD Staff
Joe Cassmassi	SCAQMD Staff
Dean Saito	SCAQMD Staff
Kathryn Higgins	SCAQMD Staff
Kim White	SCAQMD Staff
Todd Warden	SCAQMD Staff
Debra Ashby	SCAQMD Staff
Shashi Singeetham	SCAQMD Staff