

BARRISTERS' REPORTING SERVICE

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BARRISTERS' REPORTING SERVICE

1 CARSON, CALIFORNIA; TUESDAY, NOVEMBER 15, 2016

2 2:00 P.M.

3
4 MR. NASTRI: GOOD AFTERNOON. MY
5 NAME IS WAYNE NASTRI. WE WILL BEGIN SHORTLY. BUT BEFORE
6 WE BEGIN, I JUST WANT TO THOSE HAVE CELL PHONES -- IF YOU
7 COULD MOVE THE RINGER TO SILENT OR TURN IT OFF, WE WOULD
8 GREATLY APPRECIATE THAT. IN THE EVENT OF THE EMERGENCY,
9 WE HAVE EXITS TO THE REAR BOTH DIRECTLY BEHIND US AND TO
10 THE -- I GUESS IT WOULD BE THE EAST SIDE. IF THERE IS AN
11 EARTHQUAKE AND WE NEED TO SHELTER IN PLACE, YOU CAN DUCK
12 AND COVER UNTIL DIRECTED THAT IT'S ALL CLEAR. AND THE
13 RESTROOMS I BELIEVE ARE OUT THE BACK AND TO THE RIGHT
14 NEAR THE MAIN LOBBY.

15 SO WITH THAT, WHY DON'T WE GO AHEAD AND BEGIN.
16 AND THIS IS PART OF OUR PUBLIC OUTREACH TO THE PUBLIC TO
17 INTERESTED COMMUNITY MEMBERS ON THE STATUS OF OUR AIR
18 QUALITY MANAGEMENT PLAN. TODAY YOU'LL HEAR FROM THE
19 SOUTH COAST AQMD STAFF AND REPRESENTATIVES FROM THE
20 CALIFORNIA AIR RESOURCES BOARD ON THE CHANGES THAT WERE
21 MADE SINCE WE CAME OUT WITH THE INITIAL VERSION AND THE
22 SCHEDULED TIME LINE FOR ACTION.

23 SO WITH THAT, I'M GOING TO TURN IT OVER TO
24 DR. FINE TO RUN THE MEETING.

25 DR. FINE: THANKS, WAYNE. AGAIN, WELCOME

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1 EVERYONE. SO THESE ARE REGIONAL HEARINGS AS REQUIRED BY
2 HEALTH AND SAFETY CODE AND BY THE AQMP, WHICH MEANS WE
3 ARE TAKING TRANSCRIPTS, AND THE TRANSCRIPTS WILL BE
4 PROVIDED TO OUR GOVERNING BOARD MEMBERS IN HELPING THEM
5 MAKE THEIR DECISION ON ADOPTION OF THE AQMP WHICH WE
6 EXPECT IN FEBRUARY.

7 SO MANY OF YOU MAY HAVE BEEN HERE IN THE SUMMER
8 WHEN WE DID A ROUND OF REGIONAL WORKSHOPS. AND THIS
9 SERVES THE SAME PURPOSE IN TERMS OF OUTREACH, BUT THIS IS
10 A LITTLE MORE OFFICIAL MEETING IN TERMS OF TAKING A
11 TRANSCRIPT. SO EVERYTHING WILL BE WRITTEN DOWN. ALL
12 COMMENTS YOU ARE MAKING HERE TODAY WILL BE RECORDED IN
13 THAT TRANSCRIPT AND AGAIN WE WILL RESPONDING IN THE AQMP.

14 SO WITH THAT, IF ANYONE WOULD LIKE TO SPEAK --
15 WE'RE GOING TO DO SOME PRESENTATIONS. BUT IF YOU'D LIKE
16 TO SPEAK AFTER THE PRESENTATIONS, WE HAVE THESE BLUE
17 CARDS IN THE BACK AND WE CAN HAND THEM OUT. I ONLY HAVE
18 ONE SO FAR. BUT IF YOU WISH TO SPEAK, PLEASE FILL OUT A
19 BLUE CARD, AND WE'LL CALL YOU. WE DO HAVE SOME
20 PRESENTATIONS TO GET TO. IT'S IN THREE PARTS. I WILL
21 FIRST DISCUSS THE AIR QUALITY MANAGEMENT PLAN AS RELEASED
22 IN OCTOBER, THE REVISED DRAFT, AND THEN WE'LL MOVE AND
23 THEN WE'LL GIVE OUR COLLEAGUES FROM THE CALIFORNIA AIR
24 RESOURCES BOARD A CHANCE TO TALK ABOUT THEIR STATE SIP
25 STRATEGY IN TERMS OF THE REDUCTIONS THEY'RE GOING TO GET

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1 AT THE STATE LEVEL WHICH IS A PART OF OUR AIR QUALITY
2 MANAGEMENT PLAN. AND THEN ALSO REQUIRED BY STATE LAW OUR
3 AQMP INCLUDES A DISCUSSION OF HEALTH EFFECTS OF AIR
4 POLLUTION AND PARTICULATE MATTER ON THE RESIDENTS OF THE
5 SOUTH COAST AIR BASIN, WHICH IS INCLUDED IN OUR APPENDIX
6 1. AND THESE REGIONAL HEARINGS THAT WE ARE HOLDING ALSO
7 SERVE TO BE REGIONAL HEARINGS ON THAT ANALYSIS.

8 SO BEFORE I GET STARTED, MAYBE WE CAN HAVE THE
9 OTHER FOLKS UP AT THE FRONT INTRODUCE THEMSELVES. MY
10 NAME IS PHILIP FINE, DEPUTY EXECUTIVE OFFICER PLANNING
11 AND RULES DIVISION.

12 MS. VANDERSPEK: SILVIA VANDERSPEK, CHIEF OF THE
13 AIR QUALITY MANAGEMENT PLANING AT THE AIR RESOURCES
14 BOARD.

15 MR. HUGO: GOOD MORNING. I'M HENRY HUGO,
16 ASSISTANT DEPUTY EXECUTIVE OFFICER, MOBILE SOURCE
17 DIVISION, AT THE AQMD.

18 DR. GHOSH: HI. GOOD AFTERNOON. MY NAME IS JO
19 KAY GHOSH. I'M THE HEALTH EFFECTS OFFICER AT THE SOUTH
20 COAST AQMD.

21 MR. WONG: GOOD AFTERNOON. MY NAME IS BILL
22 WONG. I'M THE DEPUTY DISTRICT COUNSEL AT THE AQMD.

23 DR. FINE: OKAY. WITH THAT, WE'LL GET STARTED.
24 AND, AGAIN, OBVIOUSLY THE AIR QUALITY MANAGEMENT PLAN IS
25 A VERY COMPLEX INVOLVED DOCUMENT. WE'VE BEEN WORKING ON

BARRISTERS' REPORTING SERVICE

1 IT FOR OVER THREE YEARS NOW. SO THIS PRESENTATION JUST
2 HIT SOME OF THE HIGHLIGHTS AND HIGHLIGHTS THE CHANGES
3 WE'VE MADE THROUGH THE PUBLIC PROCESS MORE RECENTLY. BUT
4 I'LL GIVE YOU A LITTLE BIT OF BACKGROUND.

5 AS MANY OF YOU KNOW, CALIFORNIA STILL HAS SOME
6 OF THE WORST AIR QUALITY IN THE NATION. BETWEEN US AND
7 THE SAN JOAQUIN VALLEY, WE DO HAVE THE WORST AIR QUALITY
8 IN TERMS OF PARTICULATE MATTER AND OZONE IN THE COUNTRY.
9 HOWEVER, IN THE PAST MANY, MANY DECADES -- AND THIS JUST
10 SHOWS FROM 1995. -- WE HAVE SEEN TREMENDOUS IMPROVEMENTS
11 IN AIR QUALITY DUE TO RULES AND REGULATIONS PASSED AT THE
12 LOCAL, STATE, AND FEDERAL LEVELS TO REDUCE EMISSIONS.

13 SO YOU CAN SEE PARTICULATE MATTER HAS DROPPED
14 JUST OVER 15 PERCENT IN THE LAST 15 YEARS AND OZONE IS A
15 LITTLE BIT SLOWER. BUT YOU CAN SEE WE'VE HAD A LOT OF
16 GAINS IN OZONE POLLUTION AS WELL. BUT AS I MENTIONED,
17 DESPITE THAT, OUR CHALLENGES IN TERMS OF MEETING AIR
18 QUALITY STANDARDS STILL REMAIN QUITE GREAT.

19 SO THE REASON WE DO THESE PLANS IS LARGELY DUE
20 TO THE CLEAN AIR ACT AND ALSO DUE TO THE CALIFORNIA CLEAN
21 AIR ACT. IN GENERAL, U.S. EPA SETS WHAT'S KNOWN AS
22 NATIONAL AMBIENT AIR QUALITY STANDARDS WHICH ALL AREAS OF
23 THE COUNTY ARE OBLIGATED TO MEET. AND BASED ON THE DATA
24 THAT WE MONITOR THROUGHOUT THE REGION, WE GET WHAT OUR
25 AIR QUALITY LEVELS ARE, THEY COMPARE IT TO THESE

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1 STANDARDS, AND THEY WILL DESIGNATE AS ATTAINMENT OR
2 NONATTAINMENT. AS I MENTIONED, WE ARE STILL
3 NONATTAINMENT FOR PARTICULATE MATTER AS WELL AS GROUND
4 LEVEL OZONE.

5 IF YOU'RE DESIGNATED NONATTAINMENT, A WHOLE
6 SECTION OF THE CLEAN AIR ACT KICKS IN WHERE YOU HAVE TO
7 DO -- YOU SUBMIT WHAT'S KNOWN AS STATE IMPLEMENTATION
8 PLAN. AND THAT PLAN IS A BLUEPRINT HOW YOU'RE GOING TO
9 GET THE EMISSION REDUCTIONS NECESSARY IN ORDER TO MEET
10 THOSE STANDARDS. SO IT'S -- IN SOUTH COAST OUR PORTION
11 OF THE SIP OR THE STATE IMPLEMENTATION PLAN IS THE AIR
12 QUALITY MANAGEMENT PLAN THAT WE'RE GOING TO TALK ABOUT
13 TODAY. AND ALSO UNDER STATE LAW WE ARE ALSO REQUIRED TO
14 DO THESE AIR QUALITY MANAGEMENT PLANS AND UPDATE THEM
15 PERIODICALLY. IT IS THE BLUEPRINT FOR HOW WE'RE GOING TO
16 MEET THE STATE AND FEDERAL AIR QUALITY STANDARDS FOR OUR
17 AREA. THIS WILL BE THE 11TH PLAN THAT SOUTH COAST AQMD
18 HAS WORKED ON SINCE THE LATE '70S.

19 AS I MENTIONED BEFORE, WE'RE STILL NONATTAINMENT
20 FOR PARTICULATE MATTER OR PM2.5 AS WELL AS GROUND LEVEL
21 OZONE. AND THE CLEAN AIR ACT REQUIRES US TO ATTAIN THESE
22 STANDARDS AS EXPEDITIOUSLY AS PRACTICAL, WHICH IS THE
23 SAME AS AS SOON AS FEASIBLE OR AS SOON AS POSSIBLE, BUT
24 NO LATER THAN THE STATUTORY ATTAINMENT DATES.
25 I'VE LISTED THOSE HERE. THERE'S FIVE DIFFERENT

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1 STANDARDS; TWO FOR PM2.5 AND THREE FOR OZONE FOR WHICH
2 THE SOUTH COAST AIR BASIN STILL DOES NOT ATTAIN THOSE
3 FEDERAL STANDARDS. AND THE REASON WE LIST THEM ALL HERE,
4 WHEN WE DO AN AIR QUALITY MANAGEMENT PLAN WE TRY TO
5 ADDRESS THESE NONATTAINMENT POLLUTANTS IN AN INTEGRATED
6 FASHION. WE DON'T WANT TO HAVE ONE SET OF ACTIONS TO
7 ATTAIN ONE -- TO MEET ONE STANDARD AND ANOTHER SET OF
8 ACTIONS TO MEET ANOTHER STANDARD. WE WANT TO LOOK AT IT
9 HOLISTICALLY AND INTEGRATE THE STRATEGY SO WE CAN MOST
10 EFFICIENTLY MEET THE STANDARDS AND GET THE EMISSION
11 REDUCTIONS THAT ALLOW US TO MEET ALL THE STANDARDS.

12 SO YOU CAN SEE HERE WE HAVE THREE OZONE
13 STANDARDS AND TWO PM2.5 STANDARDS. WE HAVE VARIOUS
14 LEVELS, VARIOUS ATTAINMENT YEARS, STATUTORY ATTAINMENT
15 YEARS, AND THEN VARIOUS SIP SUBMITTAL DUE DATES. YOU
16 WILL NOTICE THAT WE ARE LATE ON SOME OF THESE STATE
17 SUBMITTAL DUE DATES HERE, BUT WE'VE BEEN IN CLOSE CONTACT
18 WITH THE CALIFORNIA AIR RESOURCES BOARD AND U.S. EPA ON
19 THE TIMING OF THIS SUBMITTAL. EVERYONE AGREES IT'S MORE
20 IMPORTANT TO GET THIS RIGHT AND HAVE ENOUGH TIME FOR
21 PUBLIC PARTICIPATION THAN TO JUST TO MEET THESE
22 DEADLINES. AND WE DON'T FEEL THERE'S GOING TO BE ANY
23 CONSEQUENCES AS LONG AS WE CAN GET THE PLAN IN CURRENTLY
24 AS SCHEDULED TOWARDS THE BEGINNING OF NEXT YEAR.

25 SO THE CHALLENGE IN MEETING THESE AIR QUALITY

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1 STANDARDS ALL COMES DOWN TO NITROGEN OXIDE REDUCTIONS OR
2 NOX REDUCTIONS. NOX IS EMITTED FROM ALL COMBUSTION
3 PROCESSES, WHETHER IT'S A MOBILE SOURCE OR GASOLINE
4 ENGINE OR DIESEL ENGINE OR IN YOUR HOUSE OR WHEN BURNING
5 NATURAL GAS FOR HEATING OR WATER HEATING. SO ALL
6 COMBUSTION PROCESSES PRODUCE NOX. ONCE THAT NOX IS
7 EMITTED INTO THE ATMOSPHERE, IT COMBINES WITH OTHER
8 POLLUTANTS AND SUNLIGHT TO FORM NOT ONLY GROUND LEVEL
9 OZONE BUT ALSO A PARTICULATE MATTER. SO WHEN WE DO OUR
10 ANALYSIS, WE KNOW THAT NOX REDUCTIONS ARE THE PATHWAY NOT
11 ONLY TO MEET THE OZONE STANDARDS BUT ALSO TO MEET THE
12 PM2.5 STANDARDS, WHICH IS WHY THIS PLAN FOCUSES HEAVILY
13 ON NOX.

14 SO WHAT THIS CHART SHOWS IS IN THE BLUE BARS THE
15 TOTAL NOX EMISSIONS IN THE BASIN GOING FROM 2012, WHICH
16 IS OUR BASE HERE, AND GOING FORWARD ALL THE WAY THROUGH
17 2031, WHICH IS THE LATEST ATTAINMENT YEAR WHICH IS IN
18 THAT CHART THAT I SHOWED EARLIER. AND YOU CAN SEE THAT
19 THE EMISSION DECREASE 50 TO 60 PERCENT OVER THIS TIME
20 PERIOD. AND THE REASON THEY DECREASE IS DUE TO ALREADY
21 ADOPTED RULES AND REGULATIONS THAT CONTINUE TO GET
22 IMPLEMENTED AT THE LOCAL LEVEL AND THE STATE LEVEL AND
23 FEDERAL LEVEL. SO WE WILL SEE AIR QUALITY IMPROVEMENTS
24 GOING FORWARD DUE TO THESE EMISSION REDUCTIONS.

25 THE CHALLENGE IS THIS IS NOT ENOUGH TO MEET THOSE

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1 STANDARDS I LISTED EARLIER. WE NEED TO SHRINK THESE BLUE
2 BARS DOWN TO THE LEVEL OF WHERE THE RED BARS ARE. SO
3 THAT'S 43 PERCENT OF ADDITIONAL REDUCTION IN 2023 AND A
4 55-PERCENT ADDITIONAL REDUCTION IN 2031. IF THESE
5 STANDARDS COULD BE MET, WE WILL MEET OUR OTHER OZONE
6 STANDARD IN 2022 WHICH ONLY REQUIRES ABOUT A 17-PERCENT
7 REDUCTION ONE YEAR EARLIER. AND THESE REDUCTIONS IN NOX
8 WILL ALSO ALLOW US TO MEET OUR PM2.5 STANDARDS IN 2019 AS
9 WELL AS IN 2025. SO THAT IS WHY WE HAVE SUCH A FOCUS ON
10 NOX. AND THE MOST CHALLENGING -- THE MOST CHALLENGING
11 STANDARD AND THE ONE THAT'S COMING UP THE SOONEST IS 2023
12 STANDARD FOR THE EIGHT-HOUR OZONE STANDARD. SO THAT
13 DRIVES A LOT OF THE PLANNING AND THE STRATEGY THAT I'M
14 GOING TO TALK ABOUT.

15 THE OTHER SIDE OF THIS CHALLENGE IS NOT ONLY
16 DOING SIGNIFICANT NOX REDUCTIONS AS A LOCAL AIR QUALITY
17 DISTRICT IN THE STATE OF CALIFORNIA, WE HAVE PRIMARY
18 AUTHORITY AND JURISDICTION OVER STATIONARY SOURCES.
19 HOWEVER, ONLY ABOUT 12 PERCENT IN 2012 OF THE NOX
20 EMISSIONS COME FROM STATIONARY SOURCES. THE VAST
21 MAJORITY, 88 PERCENT, COME FROM MOBILE SOURCES.
22 GENERALLY THE STATE, THE CALIFORNIA AIR RESOURCES BOARD,
23 AND THE FEDERAL GOVERNMENT, THE U.S. EPA, HAVE THE DIRECT
24 AUTHORITY TO CONTROL THOSE SOURCES. SO THIS IS THE
25 CHALLENGE WE HAVE, YOU KNOW, THE RESPONSIBILITY FOR

BARRISTERS' REPORTING SERVICE

1 DEVELOPING A PLAN TO BRING THE AREA INTO ATTAINMENT, BUT
2 WE HAVE VERY LIMITED AUTHORITY OVER THE SOURCE THAT ARE
3 MOST RESPONSIBLE FOR CONTRIBUTING TO THAT NONATTAINMENT.

4 SO I WON'T GO INTO DETAILS OF THE PLAN. IT'S
5 OBVIOUSLY A LONG AND COMPLEX DOCUMENT. BUT JUST TO SUM
6 UP SOME THE ASPECTS OF THE PLAN, WHEN WE GO FORWARD WHAT
7 WE'RE SHOWING HERE IS THE TOTAL NOX EMISSION REDUCTIONS
8 NEEDED TO ATTAIN THE STANDARD. SO WE 400 TONS PER DAY
9 REDUCTION BY 2023 AND ALMOST 450 TONS PER DAY REDUCTIONS
10 IN 2031.

11 SO WE LOOK AT WHERE THOSE REDUCTIONS ARE GOING TO
12 COME FROM. THE BLUE BARS HERE, WHICH IS ABOUT 70
13 PERCENT, COME FROM AS I MENTIONED BEFORE ALREADY EXISTING
14 RULES AND REGULATIONS THAT CONTINUE TO BE IMPLEMENTED
15 OVER TIME. THAT'S WHY WE SAW THESE BLUE BARS IN THE
16 OTHER CHART DECREASE. SO WHAT WE NEED TO DO IS BUILD
17 UPON THOSE ALREADY EXISTING RULES AND REGULATIONS AND
18 PROGRAMS AND FIGURE OUT HOW WE'RE GOING TO FIND THE
19 ADDITIONAL REDUCTIONS.

20 SO WHAT WE DO IS WE ADD IN THIS PLAN A NEW
21 MEASURES TO GET THE ADDITIONAL REDUCTIONS. SO THE PURPLE
22 BAR IS WHAT WE'RE SHOWING IS NEW STATE AS WELL AS LOCAL
23 REGULATIONS. IT DOES APPEAR SLIM. BUT, AGAIN, WE UPDATE
24 THE PLAN EVERY THREE TO FOUR YEARS. IT'S ONLY BEEN FOUR
25 YEARS SINCE THE LAST PLAN, WHICH WE'RE REQUIRED TO PUT

BARRISTERS' REPORTING SERVICE

1 EVERY SINGLE FEASIBLE RULE AND REGULATION INTO THAT PLAN,
2 WHICH WE DID. AT THIS TIME WE'RE DOING THE SAME THING,
3 BUT IN ONLY FOUR YEARS WE ONLY HAVE A FEW MORE THINGS
4 THAT ARE FEASIBLE. SO IT IS SLIM HERE. IN 2031 IT GETS
5 QUITE SIGNIFICANT BECAUSE THERE'S MORE TIME FOR
6 TECHNOLOGY. I WOULD JUST MENTION, WE LOOK BACK AT
7 PREVIOUS PLANS IN 2012, 2008, THE MAGNITUDE OF THE
8 EMISSION REDUCTIONS FROM DIRECT RULES AND REGULATIONS IS
9 VERY SIMILAR TO WHAT YOU SEE HERE.

10 WE ALSO HAVE FEDERAL SOURCES THAT WE'RE GOING TO
11 NEED TO GET REDUCTIONS IN ORDER TO ATTAIN THE STANDARD.
12 WITHIN THE STATE SIP STRATEGY THAT SILVIA WILL BE TALKING
13 ABOUT, WE INCLUDE REDUCTIONS FROM FEDERAL SOURCES. AND
14 THEN TO FILL THAT REMAINING GAP IN THE GREEN IS WHAT
15 WE'RE CALLING INCENTIVES, WHICH IS REALLY WE CAN SEE THE
16 TECHNOLOGIES THAT ARE BEING DEVELOPED NOW OR WILL BE IN
17 THE NEXT FEW YEARS IN ORDER TO MEET THE STANDARDS. AND
18 WE CAN DO REGULATIONS TO SET VERY TIGHT EMISSION
19 STANDARDS ON ALL TYPES OF ON-ROAD AND OFF-ROAD EQUIPMENT
20 ON THE MOBILE SOURCE SIDE. THE PROBLEM IS IT TAKES A
21 LONG TIME FOR THOSE FLEETS AND THOSE EQUIPMENTS TO
22 TURNOVER USING THEIR NORMAL USEFUL LIFE. SO WHERE THE
23 INCENTIVES COME IN IS TO HELP PROVIDE FOR THOSE EQUIPMENT
24 OWNERS TO CHANGE OUT THAT EQUIPMENT MORE RAPIDLY AND
25 ADVANCE THE DEPLOYMENT OF THE CLEANEST TECHNOLOGIES, AND

BARRISTERS' REPORTING SERVICE

1 THAT IS WHY WE HAVE -- INCENTIVES ARE A PORTION OF THIS
2 PLAN.

3 AS I MENTIONED, AGAIN, WE HAVE LIMITED LEGAL
4 AUTHORITY OVER MOBILE SOURCES, BUT THAT IS WHY WE CANNOT
5 HAVE A VALID ATTAINMENT PLAN UNLESS WE INCLUDE REDUCTIONS
6 AT THE FEDERAL AND STATE LEVEL. SO WE HAVE OUR REGIONAL
7 REDUCTIONS WITHIN THE PLAN. WE INTEGRATE THE STATE SIP
8 STRATEGY, WHICH WE'LL HEAR ABOUT IN A MOMENT, AND WE ALSO
9 HAVE REDUCTIONS ON THE FEDERAL SOURCES. THAT'S THE ONLY
10 WAY WE CAN GET ATTAINMENT ACROSS THE BOARD AND INTEGRATE
11 INTO ONE PLAN.

12 JUST TO GO BACK TO STATIONARY SOURCES FOR A
13 MOMENT, AGAIN, IT'S A LIMITED PIECE OF THE PIE, BUT WE DO
14 HAVE OUR OBLIGATIONS AND AUTHORITIES IN THAT AREA. SO
15 JUST LIKE EVERY PLAN WE HAVE PASSED IN THE LAST DECADE,
16 WE LOOK AT THE STATIONARY SOURCE CATEGORY. WE LOOKED AT
17 WHERE THE EMISSIONS ARE COMING FROM. WE ANALYZED ALL THE
18 OTHER MEASURES THAT HAVE BEEN ADOPTED WITHIN THE STATE
19 AND OUTSIDE THE STATE ACROSS THE COUNTRY. AND TYPICALLY
20 WE DO HAVE THE MOST STRINGENT REGULATIONS ANYWHERE IN THE
21 COUNTRY ON STATIONARY SOURCES. WE ALSO HAVE A FULL
22 PUBLIC PROCESS. WE HAVE AN ADVISORY GROUP THAT'S MET 14
23 TIMES. WE HAD A WORKING GROUP WORKING ON A SERIES OF
24 WHITE PAPERS A COUPLE YEARS AGO. WE HAD A CONTROL
25 TECHNOLOGY SYMPOSIUM GATHERING IDEAS AND INPUT ON WHERE

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1 THE AVAILABLE EMISSION REDUCTIONS ARE ON THE STATIONARY
2 SOURCES.

3 AT THE END OF THE DAY, WE DID FIND SOME FEASIBLE
4 REGULATORY OPTIONS FOR NOX EMISSIONS ON THE STATIONARY
5 SOURCES. WE'RE LOOKING AT REDUCTIONS IN NON-REFINERY
6 FLARES. WE'RE LOOKING AT COMMERCIAL COOKING WHICH HAS
7 LARGELY GONE UNREGULATED. WE'RE LOOKING AT OUR RECLAIM
8 PROGRAM WHICH ARE FOR NOX EMISSIONS. WE HAD A
9 45-PERCENT REDUCTION THAT WAS ADOPTED LAST YEAR BY OUR
10 GOVERNING BOARD, AND WE'RE COMMITTING TO ANOTHER 45
11 PERCENT ON TOP OF THAT GOING FORWARD. WE'RE LOOKING AT
12 COMMERCIAL AND RESIDENTIAL APPLIANCES AND EQUIPMENT
13 LOOKING FOR ZERO AND NEAR ZERO EMISSION REDUCTIONS THERE.
14 AND THEN WE'RE LOOKING AT ALTERNATIVES TO DIESEL BACK-UP
15 GENERATORS WHICH STILL PUT OUT A LOT OF EMISSIONS. AND
16 THERE ARE OTHER TECHNOLOGIES THAT ARE EMERGING THAT CAN
17 SERVE THE SAME PURPOSE BUT DON'T HAVE THE SAME AMOUNT OF
18 PM OR NOX EMISSIONS. BUT I DO WANT TO HIGHLIGHT, WE DO
19 HAVE THE AUTHORITY OVER STATIONARY SOURCES. BUT EVEN IF
20 WE BROUGHT ALL THE STATIONARY SOURCES TO ZERO EMISSIONS
21 TOMORROW, WE WOULD STILL BE A LONG WAY FROM MEETING OUR
22 ATTAINMENT GOALS. SO THAT IS WHY MOBILE SOURCES ARE SUCH
23 A LARGE FOCUS OF THE PLAN.

24 WE DO HAVE SOME LIMITED REGULATORY AUTHORITY OVER
25 MOBILE SOURCE, AND THIS IS DUE TO FEDERAL AND STATE LAW

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1 THAT GIVES US INDIRECT SOURCE AUTHORITY AND THEN IN STATE
2 LAW WE DO HAVE SOME FLEET RULE AUTHORITY. ESSENTIALLY
3 THIS SAYS THAT ANY FACILITY THAT ATTRACTS MOBILE SOURCES,
4 WHETHER YOU'RE AN AIRPORT, A RAIL YARD, A PORT, A
5 WAREHOUSE, OR EVEN A DEVELOPMENT PROJECT OR REDEVELOPMENT
6 CONSTRUCTION PROJECT, WE DO HAVE SOME AUTHORITY ON THAT.
7 SO WHAT WE'RE PLANNING ON DOING IS FORMING WORKING GROUPS
8 AND COLLABORATING WITH THOSE INDUSTRIES AND TRYING TO
9 FIND WHAT THE BEST PRACTICES ARE AND WHAT THEY CAN
10 ACTUALLY DO TO REDUCE EMISSIONS -- MANY ARE ALREADY DOING
11 THESE THINGS TO REDUCE EMISSIONS. -- AND SEE IF WE CAN
12 SET UP ARRANGEMENTS OR AGREEMENTS THAT MAKE THOSE
13 EMISSION REDUCTIONS PERMANENT AND ENFORCEABLE SUCH THAT
14 WE CAN TAKE CREDIT WITHIN OUR STATED IMPLEMENTATION PLAN.
15 WE PLAN TO CONVENE THOSE MEETINGS SOON AFTER ADOPTION OF
16 THE AQMP. WE PLAN TO FORM THOSE WORKING GROUPS TO SEE
17 WHAT PROGRESS WE CAN MAKE. WE WILL REPORT BACK TO OUR
18 GOVERNING BOARD. AND IF WE'RE NOT MAKING PROGRESS, THEN
19 WE CAN PIVOT VERY QUICKLY TO THE SAME PUBLIC PROCESS IN
20 THOSE MEETINGS TO COME BACK TO OUR BOARD AND PERHAPS
21 RECOMMEND REGULATIONS IF WE WEREN'T MAKING ANY PROGRESS.
22 SO WE'RE GIVING OURSELVES A TIME LINE AND SPECIFIC TIMES
23 WHEN WE REPORT BACK TO OUR GOVERNING BOARD COMMITTEES AND
24 OUR GOVERNING BOARD ON THAT.

25 BUT, AGAIN, ONE THING I WANT TO HIGHLIGHT ON

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1 THESE MEASURES, THE EMISSION REDUCTIONS THAT THESE
2 MEASURES WILL ACHIEVE ARE ALREADY PART OF THE SIP AND
3 ARE ALREADY PART OF THE STATE COMMITMENT FOR EMISSION
4 REDUCTIONS. THIS IS JUST DESIGNED TO HELP -- TO HELP
5 IMPLEMENT THOSE EMISSION REDUCTIONS. THERE'S MANY WAYS
6 WE CAN GET EMISSION REDUCTIONS FOR FURTHER DEPLOYMENT OF
7 ADVANCED TECHNOLOGIES. INCENTIVES IS ONE. THIS IS
8 ANOTHER WAY USING, YOU KNOW, COLLABORATION AND WHATEVER
9 AUTHORITIES WE DO HAVE TO HELP FACILITATE THOSE EMISSION
10 REDUCTIONS.

11 SO AS I MENTIONED BEFORE, WE HAD A DRAFT PLAN
12 RELEASED IN JUNE, AND WE RECEIVED COMMENTS ON THAT, 69
13 DIFFERENT COMMENT LETTERS. AND THEN BASED ON THOSE
14 COMMENT LETTERS AND A WIDE RANGE OF MEETINGS AND
15 STAKEHOLDER MEETING AND ADVISORY GROUP MEETINGS, WE DID
16 MAKE REVISIONS TO THE DRAFT THAT WE RELEASED EARLIER IN
17 OCTOBER. AND HERE ARE SOME OF THE HIGHLIGHTS OF THE
18 CHANGES THAT WERE MADE. WE DID ADD PRIORITY ON
19 MAXIMIZING EMISSION REDUCTIONS ON ZERO EMISSION
20 TECHNOLOGY WHEREVER THEY ARE COST EFFECTIVE AND FEASIBLE,
21 AND THEN WHERE THEY'RE NOT COST EFFECTIVE AND FEASIBLE,
22 NEAR ZERO EMISSION TECHNOLOGY, ULTRA LOW NOX, REMAINING
23 APPLICATIONS.

24 AND WHEN YOU'RE TRYING TO DETERMINE WHAT'S COST
25 EFFECTIVE AND HOW MUCH EMISSION REDUCTIONS, IT'S VERY

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1 IMPORTANT TO LOOK AT THE FULL LIFE CYCLE OF A PARTICULAR
2 TECHNOLOGY NOT JUST THE EMISSION REDUCTIONS COMING OUT OF
3 WHERE THE EQUIPMENT IS BEING USED BUT ALSO THE ENERGY
4 INPUTS THE TRANSMISSION THROUGH AN ELECTRIC POWER LINE OR
5 NATURAL GAS LINE AND HOW THAT ELECTRICITY PERHAPS IS
6 GENERATED.

7 WE DID ADD ADDITIONAL REGULATORY MEASURES WHEN
8 IT CAME TO DIESEL BACK-UP GENERATORS AND ALSO RESIDENTIAL
9 AND COMMERCIAL APPLIANCES. I MENTIONED THIS EARLIER.
10 BUT EVEN AFTER YOU ADD THESE REGULATORY MEASURES, YOU GET
11 A NOMINAL AMOUNT OF EMISSION REDUCTIONS, BUT YOU STILL
12 NEED THE INCENTIVES TO ADVANCE DEPLOYMENT OF THE
13 TECHNOLOGIES. EVEN THE REGULATIONS IN ALL THESE AREAS,
14 MOBILE SOURCES AND STATIONARY SOURCES, CAN SET THOSE
15 STANDARDS. BUT IN ORDER TO ADVANCE THE DEPLOYMENT BY OUR
16 DEADLINES, YOU STILL NEED SOME INCENTIVES TO GET THE
17 EQUIPMENT OUT THERE.

18 PART OF RECLAIM -- AND WE RECEIVED COMMENTS ON
19 THIS. -- NOW THAT WE'RE SERIOUSLY GOING TO CONSIDER THE
20 RECLAIM PROGRAM, WE'RE GOING TO REASSESS IT. AND ONE OF
21 THE THINGS THAT IS EMERGING FROM THE DISCUSSIONS IS THERE
22 MIGHT BE A LONG-TERM TRANSITION FROM THE RECLAIM PROGRAM
23 OUT OF A CAP AND TRADE PROGRAM TO A MORE TRADITIONAL
24 COMMAND AND CONTROL PROGRAM.

25 WE DID ADD CLARITY AND CERTAINTY AND TIME LINES

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1 FOR THE FACILITY-BASED MEASURES. AS I MENTIONED, WE
2 ADDED SOME DISCUSSION ON THE FLEET RULES AND WE ALSO HAD
3 UPDATES ON THE TECHNICAL SIDE IN TERMS OF INVENTORY AND
4 THE MODELING AND THE DATA. THAT'S ALL BEEN INCLUDED IN
5 THIS REVISED DRAFT.

6 SO WHEN YOU -- IN PREVIOUS PLANS AND UNDER THE
7 CLEAN AIR ACT WE WERE ABLE TO HAVE AN APPROVABLE PLAN TO
8 EPA, BUT IT DOESN'T NECESSARILY HAVE TO SPECIFY EXACTLY
9 WHERE THE EMISSIONS WERE COMING FROM. WE USED TO CALL
10 THIS THE BLACK BOX, SECTION 18285 OF THE CLEAN AIR ACT.
11 AND BECAUSE OUR NEAREST ATTAINMENT DEADLINES ARE ONLY SIX
12 OR SEVEN YEARS AWAY AT THIS POINT, WE DON'T HAVE THE
13 LUXURY OF PUTTING OFF THESE TOUGH DECISIONS. SO ONE
14 FORTUNATE THING IS THAT THE TECHNOLOGY HAS ADVANCED TO
15 THE POINT WHERE WE CAN ACTUALLY ENVISION THE DEPLOYMENT
16 OF THIS TECHNOLOGY AND WHICH TECHNOLOGY IT WILL TAKE TO
17 GET TO THESE ATTAINMENT GOALS IN JUST SIX OR SEVEN YEARS.
18 WE HAVE ULTRA LOW NOX ENGINES EITHER AVAILABLE OR COMING
19 OUT. THERE ARE OTHER TYPES OF TECHNOLOGIES OUT THERE
20 THAT CAN LOWER EMISSIONS DRAMATICALLY. SO WE CAN EXACTLY
21 LAY OUT HOW MANY TRUCKS NEED TO GO TO THESE BETTER
22 TECHNOLOGIES, THESE CLEANER TECHNOLOGIES, HOW MUCH
23 EQUIPMENT. SO WE CAN LAY OUT A PATH TO ATTAINMENT. IN
24 PAST PLANS WE HAVEN'T BEEN ABLE TO DO THAT BECAUSE THE
25 TECHNOLOGY SITUATION WAS JUST TOO UNCERTAIN.

BARRISTERS' REPORTING SERVICE

1 THE OTHER THING WE CAN DO NOW THAT WE CAN LOOK
2 AT THAT NUMBER OF EQUIPMENT, WE CAN PUT A PRICE TAG ON
3 WHAT IT'S GOING TO COST TO INCENTIVIZE THAT ACCELERATED
4 DEPLOYMENT. SO WE HAVE DONE THAT. IT'S PART OF OUR
5 PLAN. AND IT SHOWS US ONLY THE SIGNIFICANT EXPANSION OF
6 THE FINANCIAL INCENTIVE PROGRAMS WE CURRENTLY IMPLEMENT.
7 WE CURRENTLY IMPLEMENT ABOUT 100 TO \$150,000 PER YEAR IN
8 INCENTIVE PROGRAMS, BUT OVER THE NEXT 15 YEARS WE'RE
9 GOING TO HAVE TO UP THAT TO ABOUT A BILLION DOLLARS A
10 YEAR. THAT'S ABOUT \$14 BILLION OVER A 15-YEAR PERIOD
11 ROUNDED OFF TO ABOUT A BILLION DOLLARS A YEAR. IT'S A
12 VERY EXPENSIVE PROPOSITION, BUT IT REALLY IS, ONCE ALL
13 THE FEASIBLE REGULATORY OPTIONS HAVE BEEN EXHAUSTED WHICH
14 ARE IN THE PLAN AND IN THE STATE SIP STRATEGY WHAT'S LEFT
15 IS HOW DO WE MOVE UP THOSE EMISSION REDUCTIONS TO A POINT
16 WHERE CAN HIT THESE EARLIER ATTAINMENT DEADLINES. SO
17 THAT'S WHERE THE BILLION DOLLARS A YEAR COMES FROM.
18 AS WITH EVERY AQMP, THERE ARE RELATED DOCUMENTS. WE DO A
19 FULL CEQA ENVIRONMENTAL IMPACT REPORT ON IMPLEMENTATION
20 OF THE PLAN, AND THAT HAS BEEN OUT FOR COMMENT, AND
21 ACTUALLY THE COMMENT PERIOD CLOSSES TODAY. WE ALSO DO A
22 FULL SOCIOECONOMIC ASSESSMENT OF THE PLAN, WHICH I'LL
23 TALK ABOUT IN A MOMENT AND RELEASE THOSE CHAPTERS AND
24 THOSE RESULTS AS THEY COME AVAILABLE FOR PUBLIC REVIEW
25 AND COMMENT. AND THEN NEW TO THIS PLAN IS ALSO IN

BARRISTERS' REPORTING SERVICE

1 PARALLEL WITH AQMP BECAUSE THERE IS SUCH A LARGE
2 INCENTIVE PLANNING NEED, WE'RE DEVELOPING AN ACTION PLAN
3 TO PRESENT TO OUR BOARD OF HOW STAFF IS GOING TO MOVE
4 FORWARD IN TERMS OF TRYING TO SECURE THE NECESSARY
5 FUNDING TO FUND IMPLEMENTATION OF THE PLAN.

6 SO I'M JUST GOING TO TALK ABOUT SOME OF THOSE
7 DOCUMENTS. I WON'T TOUCH ON CEQA TODAY. BUT ON THE
8 SOCIOECONOMIC, WHEN YOU LOOK AT THE COST OF THE PLAN, NOT
9 THE BENEFITS, BUT JUST THE COST OF IMPLEMENTING THE AQMP,
10 YOU CAN SEE HERE THE TOTAL COST IS ABOUT \$15.5 BILLION.
11 IT'S A LITTLE BIT HIGHER THAN SOME PREVIOUS PLANS, BUT
12 SAME ORDER OF MAGNITUDE OF PREVIOUS PLANS. WHEN YOU
13 ANNUALIZE THAT, IT'S \$1.4 BILLION A YEAR IN TOTAL COST
14 FOR THE PLAN. WHEN YOU BREAK THAT DOWN, A LARGE PORTION
15 OF THAT ACTUALLY IS PUBLIC FINDING FOR INCENTIVES AND
16 THERE ARE OBVIOUSLY SOME COSTS FOR INDUSTRY AS WELL OR
17 FOR RESIDENTS. YOU CAN SEE HERE JUST ON THE STATIONARY
18 SOURCES THERE ARE ALREADY 1.4 BILLION IN INCENTIVES OF
19 ABOUT 4.3 BILLION IN COSTS GOING TO STATIONARY SOURCES.
20 AND HERE YOU HAVE SOME COST SAVINGS FROM SOME OF THE CARB
21 MOBILE SOURCE MEASURES FOR COST SAVINGS THAT COME FROM IN
22 FUEL SAVINGS IF YOU SWITCH FUELS.

23 BUT WHEN YOU LOOK AT THE PUBLIC HEALTH BENEFITS
24 OF THE PLAN, IT DOES OUTWEIGH THE COSTS. WE HAVE AN
25 OVERALL PUBLIC HEALTH BENEFIT OF \$256 BILLION OVER THAT

BARRISTERS' REPORTING SERVICE

1 15-YEAR PERIOD THAT COMES TO ABOUT 24 BILLION A YEAR.
2 NOW, MOST OF THAT PUBLIC HEATH BENEFIT IS DUE TO AVOIDED
3 PREMATURE DEATHS DUE TO PM2.5 EXPOSURE. BUT THE OTHER
4 PORTION OF IT DOES RELATE TO OZONE EXPOSURE. IT DOES
5 RELATE TO REDUCED HOSPITAL VISITS, REDUCED ILLNESSES,
6 REDUCED LOST WORK DAYS DUE TO BETTER AIR QUALITY AND
7 HEALTHIER PEOPLE.

8 AND GETTING BACK TO THE FUNDING ACTION PLAN, WE
9 ARE DEVELOPING THIS IN PARALLEL WITH THE PLAN. IT'S HOW
10 WE'RE GOING TO SECURE THIS ADDITIONAL INCENTIVE FUNDING.
11 THERE'S AN OUTLINE FOR THE PLAN THAT WE'RE WORKING ON.
12 AND THE AQMP ALREADY INCLUDES A DISCUSSION OF FUNDING
13 LEVELS NEEDED AS I MENTIONED BEFORE. IT COMES TOWARDS
14 THE END OF CHAPTER 4. SO THE OUTLINE, WE HAVE
15 BACKGROUND. WE'LL TALK ABOUT OUR EXISTING FUNDING
16 PROGRAMS AND HOW WE MIGHT BE ABLE TO EXPAND THEM AND THEN
17 POTENTIAL NEW FUNDING OPPORTUNITIES AND THEN THE
18 ACTIVITIES AND ACTIONS THAT AQMD STAFF WILL TAKE IN ORDER
19 TO GO ABOUT TRYING TO SECURE THAT FUNDING ALONG WITH VERY
20 SCHEDULING REPORTING BACK TO OUR BOARD ON PROGRESS.

21 SO SOME OF OUR EXISTING FUNDING SOURCES ARE
22 LISTED HERE AND SOME POTENTIAL NEW SOURCES OF FUNDING ARE
23 LISTED HERE. BUT I WANT TO MENTION ALL OPTIONS ARE ON
24 THE TABLE. NO ONE HAS DECIDED THAT ONE OF THESE IS GOING
25 TO BE THE ANSWER. IT'S PROBABLY GOING TO BE A

BARRISTERS' REPORTING SERVICE

1 COMBINATION OF EXPANDING EXISTING SOURCES AND A
2 COMBINATION OF POTENTIAL NEW SOURCES AT THE FEDERAL
3 LEVEL, AT THE LOCAL LEVEL, AT THE STATE FEDERAL. BUT
4 THIS IS WHAT IT'S GOING TO TAKE. IT'S GOING TO TAKE AN
5 EFFORT TO FIND THESE NEW REVENUE SOURCES IN ORDER TO
6 IMPLEMENT THE PLAN AND ACHIEVE THE STANDARDS AT SOUTH
7 COAST.

8 SO WHAT WE'LL BE DOING IS LOOKING AT OUR
9 AUTHORITIES IN TERMS OF THE STATE LEVEL IN TERMS OF BEING
10 ABLE TO RAISE THE FUNDING. WE'LL BE FORMING WORKING
11 GROUPS AND TRY TO BUILD A COALITION OF SUPPORT OF TRYING
12 TO SECURE FUNDING AT THESE OTHER LEVELS. WE'VE ALREADY
13 STARTED. WE'VE CREATED A NATIONAL COLLABORATION. THERE
14 WILL BE A LOT OF OTHER AREAS THAT ARE NONATTAINMENT
15 THROUGHOUT THE COUNTRY, AND WE'LL WORK WITH THE NATIONAL
16 ASSOCIATION OF CLEAN AIR AGENCIES TO BUILD A COALITION
17 FOR THE NEED FOR THIS FUNDING. WE HAVE MANY PRIVATE
18 SECTOR MEMBERS WHO HAVE AN INTEREST IN SECURING THE
19 FUNDING AS WELL AS OTHER ENVIRONMENTAL GROUPS AND NGO'S.
20 IF WE ARE GOING TO ACHIEVE CLEAN AIR, THE FUNDING IS
21 ESSENTIAL. WE ALSO AT THE STATE LEVEL WORKING WITH THE
22 CALIFORNIA AIR POLLUTION CONTROL OFFICE ASSOCIATION OF
23 OTHER DISTRICTS AND LOOKING AT PUBLIC/PRIVATE
24 PARTNERSHIPS TO HELP BUILD SUPPORT.

25 SO WHERE WE ARE IN TERMS OF AQMP DEVELOPMENT, AS

BARRISTERS' REPORTING SERVICE

1 I MENTIONED BEFORE, WE RELEASED A DRAFT IN JUNE. WE
2 RELEASED A REVISED DRAFT IN OCTOBER. A LOT OF THE
3 CHANGES IN THE REVISED DRAFT WE'RE DIRECTLY DUE TO THE
4 COMMENTS WE RECEIVED. WE RECEIVED 30 COMMENT LETTERS ON
5 THAT REVISED DRAFT ALREADY, AND WE'RE TAKING THOSE INTO
6 ACCOUNT IN ANOTHER DRAFT THAT WE'RE WORKING ON THAT WE
7 HOPE TO RELEASE IN EARLY DECEMBER. AND WE HAVE ONGOING
8 STAKEHOLDERS MEETINGS. WE'RE DOING THESE REGIONAL
9 HEARINGS RIGHT NOW. WE'VE HAD OVER 163 MEETINGS OVER THE
10 PAST COUPLE OF YEARS IN TERMS OF THE DEVELOPMENT OF THE
11 AQMP.

12 THIS IS JUST A SCHEDULE IN GRAPHICAL FORM. THE
13 GOAL HERE IS TO GET -- RELEASE THE DRAFT FINAL IN EARLY
14 DECEMBER SO WE HAVE ABOUT A 60-DAY FINAL COMMENT PERIOD
15 BEFORE OUR BOARD CONSIDERATION IN FEBRUARY. THIS IS JUST
16 A PUBLIC HEARING SCHEDULE. WE'RE RIGHT HERE RIGHT NOW.
17 ON THURSDAY -- WE HAVE ONE IN EACH OF OUR FOUR COUNTIES.
18 SO ON THURSDAY WE'LL GO OUT TO SAN BERNARDINO AND
19 RIVERSIDE. THIS MORNING WE WERE IN ORANGE COUNTY, BUENA
20 PARK.

21 FOR CONTACT INFORMATION, FEEL FREE TO CONTACT ME
22 OR IN CHARGE OF THE PLAN MICHAEL KRAUSE IS HERE. AND I'D
23 BE HAPPY TO ANSWER ANY QUESTIONS. I KNOW THE COMMENT
24 PERIOD ON THAT REVISED DRAFT ENDED LAST WEEK, BUT WE'LL
25 TAKE ALL THE COMMENTS WE HEAR TODAY INTO CONSIDERATION.

BARRISTERS' REPORTING SERVICE

1 IF ANYONE HAS ANY PRESSING, PLEASE LET US KNOW. THERE'S
2 STILL SOME TIME TO IN INCORPORATE YOUR THOUGHTS.

3 SO WITH THAT, I'LL TURN IT OVER TO SILVIA
4 VANDERSPEK AT THE CALIFORNIA AIR RESOURCES BOARD TO TALK
5 ABOUT THE STATE SIP STRATEGY.

6 MS. VANDERSPEK: THANK YOU, PHIL.

7 ALL RIGHT. MY NAME IS SILVIA VANDERSPEK, AND
8 I'M WITH THE AIR RESOURCES BOARD, AND I'M GOING TO GO
9 OVER AN UPDATE OF OUR ARB STATE SIP STRATEGY AND ALSO
10 PROVIDE YOU SOME INFORMATION ABOUT HOW IT FITS INTO THE
11 SOUTH COAST AQMP.

12 SO WHAT IS THE STATE SIP STRATEGY? BASICALLY
13 WHAT IT IS IS THE AIR RESOURCE BOARD'S REDUCTIONS FROM
14 MOBILE SOURCES AND CONSUMER PRODUCTS TO MEET AIR QUALITY
15 STANDARDS THROUGHOUT THE STATE AND PROVIDE HEALTHFUL AIR.
16 AS PHIL DISCUSSED EARLIER, MOBILE SOURCES ARE A
17 SIGNIFICANT PART OF THE AIR QUALITY PROBLEM HERE IN THE
18 SOUTH COAST. SO WE NEED TO MAKE SURE WE ADDRESS THIS
19 SOURCE.

20 SO WHAT DOES THE STATE SIP STRATEGY HAVE? WELL,
21 IT HAS A LIST OF MEASURES AS WELL AS AN AGGREGATE
22 COMMITMENT AT THE END. SO THAT IS OUR COMMITMENT NOT
23 ONLY TO THE SOUTH COAST, BUT OTHER AREAS THROUGHOUT THE
24 STATE ALSO. SO WHAT WE DO IS WE HAVE AN AGGREGATE
25 EMISSION REDUCTION COMMITMENT THAT SPECIFIES THE NUMBER

BARRISTERS' REPORTING SERVICE

1 THAT WE HAVE TO MEET BY A DATE CERTAIN. FOR SOUTH COAST
2 WE ARE COMMITTING TO 97 TONS OF NOX AND 60 TONS OF ROG
3 FOR THE 2031 COMMITMENT. AND THEN THE SECOND PIECE OF
4 THAT COMMITMENT IS THAT WE ARE GOING TO PURSUE A LIST OF
5 MEASURES.

6 SO THE SECOND PART OF THE COMMITMENT IS ACTUALLY
7 ACTIONS BY A CERTAIN DATE THAT WE ARE COMMITTING TO
8 FOLLOW THROUGH WITH EPA. AND THE REASON THAT WE DO IT
9 THIS WAY IS THAT MANY TIMES AS YOU'RE GOING THROUGH THE
10 REGULATORY PROCESS AND EACH OF THESE MEASURES IN THIS
11 LIST WILL GO THROUGH ITS OWN REGULATORY PROCESS. THINGS
12 CHANGE SO YOU COULD GET MORE OR LESS EMISSION REDUCTIONS
13 THAN IS ORIGINALLY THOUGHT. SO WE'VE GOTTEN THIS PROOF
14 THROUGH EPA, AND IT HAS STOOD THE TEST OF TIME. SO ONCE
15 IT GOES TO EPA AS PART OF THIS AQMP, THEN IT BECOMES
16 FEDERALLY ENFORCEABLE. SO EACH OF THOSE ACTION DATES
17 THAT WE SPECIFY IS TECHNICALLY AN ENFORCEABLE COMMITMENT.

18 SO WHAT ARE WE DOING HERE? WELL, ARB HAS A LONG
19 HISTORY OF REDUCING EMISSIONS FROM MOBILE SOURCES, AND WE
20 HAVE A WELL-ESTABLISHED BLUEPRINT IN PLACE. FIRST OF
21 ALL, WE ESTABLISHED CLEANER ENGINE STANDARDS. SO ONE OF
22 THE THINGS BEFORE -- I WANT TO STEP BACK JUST ONE SECOND.
23 SO THIS STATE STRATEGY ACTUALLY LOOKS AT ALL OUR
24 SUCCESSFUL PROGRAMS AND THE BLUEPRINT FROM THE PAST, AND
25 WE ARE TARGETING ALL OF THE SOURCE AND MAKING SURE THAT

BARRISTERS' REPORTING SERVICE

1 WE'RE ADDRESSING ALL OF THESE ELEMENTS THAT WE'RE GOING
2 TO BE TALKING ABOUT.

3 SO, AGAIN, YOU KNOW, CLEANER ENGINE STANDARDS,
4 WE'VE GOT LOW NOX STANDARDS FOR TRUCKS, AND WE'RE ALSO
5 PROPOSING SOME STANDARDS FOR THE FEDERAL SOURCES. THE
6 NEXT THING IS THAT WE'RE TRYING TO INCREASE THE
7 PENETRATION OF ZERO EMISSION TECHNOLOGY WHERE IT'S
8 FEASIBLE. AS YOU KNOW RIGHT NOW, ZERO EMISSION
9 TECHNOLOGY IS HERE. IT'S JUST A MATTER OF GETTING OUT
10 THE FLEET AND GETTING USED IN PRACTICAL APPLICATIONS.
11 ONCE THESE ENGINES THAT ARE OUT THERE WHAT'S REALLY
12 IMPORTANT IS TO ENSURE THAT THEY'RE DURABLE. SO WE HAVE
13 MANY MEASURES IN HERE THAT ENSURE THAT EMISSIONS REMAIN
14 DURABLE THROUGHOUT THE LIFE OF AN ENGINE OR A VEHICLE.

15 WE'RE PLANNING ON EXPANDING THE USE OF CLEANER
16 FUELS. THERE'S A LOW DIESEL MEASURE IN THIS PLAN. THIS
17 PLAN TARGETS SOME OF THE OLDER TYPE EQUIPMENT THAT --
18 LIKE FOR FEDERAL SOURCES AND OLDER TRUCKS, AND THAT'S
19 WHAT IT'S REALLY FOCUSING ON.

20 AND THEN PART OF WHAT WE HAVE DONE FOR MANY
21 YEARS IS PILOT STUDIES. PILOT STUDIES HELP US GAUGE
22 WHETHER A TECHNOLOGY IS FEASIBLE IN AN APPLICATION. AND
23 IT'S VERY IMPORTANT. SO IT'S KEY TO DO WHAT WE'RE DOING
24 HERE. AND THEN FINALLY INCENTIVIZING THE DEPLOYMENT OF
25 THE CLEANEST TECHNOLOGY. WE'RE WORKING THE SOUTH COAST

BARRISTERS' REPORTING SERVICE

1 TO DEVELOP A FUNDING PLAN. AND THEN AS ALSO PART OF IT
2 OUR MOBILE SOURCE ACTIONS. THE STATE SIP STRATEGY
3 INCLUDES FOR FURTHER DEPLOYMENT. AND THEY'RE REALLY JUST
4 FOR THE SOUTH COAST. AS PHIL SAID EARLIER, WHAT WE DON'T
5 HAVE THE -- WE'RE ALLOWED THIS UNDER THE CLEAN AIR ACT.
6 WE DON'T ACTUALLY HAVE THE FUNDING OR THE REGULATIONS IN
7 PLACE, BUT WHAT IT IS THERE'S EMISSION REDUCTIONS THAT WE
8 CAN GO AFTER IF THE TECHNOLOGY BECOMES FEASIBLE WE CAN
9 DEVELOP REGULATIONS FOR IT, WE CAN INCENTIVIZE FOR OTHER
10 TECHNOLOGIES.

11 SO WHAT ARE THE EMISSION REDUCTIONS FOR THE SOUTH
12 COAST IN THIS PLAN? AS I SAID EARLIER, WE'RE PROVIDING
13 97 TONS OF NOX EMISSIONS AND 60 TONS OF ROG EMISSIONS.
14 ONE OF THE THINGS THAT WE DO WANT TO SHOW IS THAT ARB IS
15 CURRENTLY IMPLEMENTING MANY PROGRAMS, AND THE
16 IMPLEMENTATION OF THOSE PROGRAMS ARE PROVIDING
17 SIGNIFICANT EMISSION REDUCTIONS. SO, IN FACT, WHEN YOU
18 LOOK AT IMPLEMENTATION OF THE CURRENT PROGRAM AND THE NEW
19 REGULATIONS THAT WE'RE PROPOSING HERE, IT'S 80 PERCENT.
20 SO 80 PERCENT OF THE EMISSION REDUCTIONS FROM TODAY TO
21 2031 ARE COMING FROM REGULATIONS.

22 SO WE JUST WANT TO MAKE SURE WE HIGHLIGHT IT IS
23 THE CORE OF STRATEGY AND WHAT INCENTIVES ARE FOR IS FOR
24 THAT LAST INCREMENT TO GET THE EARLY TURNOVER OF
25 TECHNOLOGY. SO WHEN YOU LOOK AT THIS CHART, IT SHOWS

BARRISTERS' REPORTING SERVICE

1 FROM THE LIGHT DUTY VEHICLES THAT 93 PERCENT ARE COMING
2 FROM REGULATIONS. FOR HEAVY DUTY VEHICLES 88 PERCENT.
3 YOU KNOW, UNFORTUNATELY WHEN YOU LOOK FEDERAL SOURCES,
4 THAT'S 46 PERCENT. WE DON'T HAVE CONTROL OVER THE
5 FEDERAL SOURCES, BUT WE DEFINITELY THINK THAT INCENTIVES
6 ARE A VERY ECONOMICAL WAY TO TURN THAT EQUIPMENT OVER.
7 AND THEN OFF-ROAD EQUIPMENT WE HAVE A LITTLE MORE
8 AUTHORITY, SO 71 PERCENT OF THE REDUCTIONS COME FROM
9 THAT.

10 SO WHAT ARE WE DOING MOVING FORWARD HERE? WELL,
11 BASICALLY WE WILL BE RELEASING A DOCUMENT ALSO IN
12 DECEMBER, AND ACTUALLY WE WILL BE RELEASING TWO
13 DOCUMENTS. ONE IS OUR STATE SIP STRATEGY. AND THEN
14 ALONG WITH THE SOUTH COAST SIP, THERE WILL BE A STATE SIP
15 ELEMENT WITH OUR COMMITMENT FOR THEIR REGION IN THEIR
16 PLAN.

17 SO THE CHANGES THAT WE'RE CURRENTLY MAKING ARE
18 SOME INVENTORY UPDATES WHERE WE FOUND OUT SOME NEW
19 INFORMATION REGARDING LOCOMOTIVES AND AIRCRAFT. AND
20 WE'VE ALSO GONE THROUGH AN EXTENSIVE PUBLIC PROCESS.
21 WE'VE HAD TWO BOARD MEETINGS, WE'VE HAD A LOT OF
22 STAKEHOLDER WORKSHOPS. SO WE ARE MAKING SOME CHANGES
23 BASED ON THAT STAKEHOLDER ENGAGEMENT. ONE OF OUR
24 MEASURES, ADVANCED CLEAN AIR TRANSIT, WE'RE GOING TO MAKE
25 SURE THAT TRANSIT INFRASTRUCTURE ISSUES ARE ADDRESSED

BARRISTERS' REPORTING SERVICE

1 ESPECIALLY IN DISADVANTAGED COMMUNITIES.

2 FOR OUR LAST MILE DELIVERY MEASURE, WE PLAN ON
3 ADDRESSING FLEET PURCHASING REQUIREMENTS AND MAKING SURE
4 THAT THESE ELECTRIC VEHICLES FOR THIS SECTOR ARE OUT
5 THERE. FOR THE SMALL OFF-ROAD ENGINES, THINGS LIKE LAWN
6 AND GARDEN EQUIPMENT, WE'RE GOING TO REALLY FOCUS ON ZERO
7 EMISSION FOR THAT SECTOR. AND THEN ALSO FOR CONSUMER
8 PRODUCTS, WE'RE PROVIDING A LITTLE BIT MORE FLEXIBILITY
9 IN HOW TO MEET THAT REQUIREMENT. AND THEN ALSO WE'RE
10 ADDRESSING SOME ISSUES FOR THE SAN JOAQUIN VALLEY. WE'RE
11 GOING TO BE QUANTIFYING MORE REDUCTIONS IN THE FUTURE FOR
12 THE AIR POLLUTION PROBLEM.

13 SO ONCE WE PUT THIS DRAFT DOWN THE STREET, WE
14 ALSO PLAN ON TAKING THIS TO OUR BOARD. SINCE THE SOUTH
15 COAST BOARD IN THEIR CURRENT SCHEDULE IS GOING IN
16 FEBRUARY, THEN WE WILL BE TAKING THE STATE SIP STRATEGY
17 ALONG WITH OUR COMMITMENT FOR THEM AT THE MARCH HEARING.

18 SO THAT CONCLUDES MY PRESENTATION. IF YOU WOULD
19 LIKE TO CONTACT ANY OF US, THE STAFF PERSON IN CHARGE IS
20 KIRSTEN CAYABYAB AND THEN CAROL SUTKUS IS THE MANAGER.
21 THIS DOCUMENT CAN BE REACHED ON OUR WEB PAGE. AND,
22 AGAIN, WE WILL BE UPDATING IT AT THE FIRST PART OF
23 DECEMBER.

24 AND THEN NEXT IS...

25 DR. FINE: THE FINAL PRESENTATION IS BY JO KAY

BARRISTERS' REPORTING SERVICE

1 GHOSH, OUR HEALTH EFFECTS OFFICER WHO WILL TALK ABOUT
2 APPENDIX 1, THE HEATH EFFECTS OF AIR POLLUTION.

3 DR. GHOSH: SO MY PRESENTATION IS ON APPENDIX 1,
4 WHICH IS THE HEALTH EFFECTS APPENDIX. SO, NOW, SIMILAR
5 TO THE PREVIOUS YEARS, THE HEALTH EFFECTS APPENDIX IS
6 ORGANIZED FIRST BY CRITERIA. SO OZONE, PARTICULATE
7 MATTER AND SO ON, WITH AN ADDITIONAL SECTION ON AIR
8 TOXICS. AGAIN, SIMILAR TO PREVIOUS RENDITIONS OF THIS
9 APPENDIX 1, IT IS A SUMMARY OF THE HEALTH EFFECTS. IN
10 OTHER WORDS, WHAT WE KNOW BY THE SCIENCE THAT EVALUATED
11 THE HEALTH EFFECTS OF SPECIFIC POLLUTANTS AS ASSESSED BY
12 SCIENTIFIC AGENCIES.

13 SO THIS APPENDIX DRAWS SUBSTANTIALLY FROM
14 SCIENTIFIC ASSESSMENTS AND REVIEWS PRIMARILY CONDUCTED BY
15 U.S. EPA, BUT ALSO THERE'S SOME OTHER SCIENTIFIC
16 AGENCIES. NOW, RECOGNIZING THAT THE U.S. EPA REVIEWS
17 DON'T COME UP EVERY YEAR, FOR EXAMPLE, THE MOST RECENT
18 PARTICULATE MATTER INTEGRATED SCIENCE ASSESSMENT WAS DONE
19 IN 2009. WE ALSO CONDUCTED A SUPPLEMENTAL LITERATURE
20 REVIEW TO LOOK FOR ARTICLES THAT HAVE BEEN PUBLISHED
21 SINCE THAT TIME?

22 I WANTED TO TAKE A MOMENT TO TALK A LITTLE BIT
23 ABOUT THE PARTICULATE MATTER SECTION WITHIN THE APPENDIX
24 1. SO WE ARE REQUIRED BY THE CALIFORNIA HEALTH AND
25 SAFETY CODE TO PREPARE A DOCUMENT ABOUT THE HEALTH

BARRISTERS' REPORTING SERVICE

1 IMPACTS OF PARTICULATE MATTER IN THIS SOUTH COAST AIR
2 BASIN. THIS REPORT IS THE SECTION OF PARTICULATE MATTER
3 THAT'S CONTAINED WITHIN APPENDIX 1. ALTHOUGH, WE DON'T
4 JUST TALK ABOUT PARTICULATE MATTER IN THE APPENDIX. WE
5 TALK ABOUT THE OTHER POLLUTANTS AND AIR TOXICS AS WELL.

6 AS REQUIRED BY HEALTH AND SAFETY CODE, THE
7 DISCUSSION OF PM AS WELL AS OTHER POLLUTANTS WERE
8 PREPARED IN CONJUNCTION WITH THE PUBLIC HEALTH AGENCY.
9 THIS WAS PREPARED IN CONJUNCTION WITH THE OEHHA, WHICH IS
10 THE OFFICE OF ENVIRONMENTAL HEALTH HAZARDS ASSESSMENT.
11 WE ALSO PREPARED IT IN CONSULTATION WITH THE AIR
12 RESOURCES BOARD. ADDITIONALLY, ALSO AS A REQUIREMENT OF
13 THE HEALTH AND SAFETY CODE THERE IS AN ADVISORY COUNCIL
14 THAT REVIEWS THE APPENDIX 1 DOCUMENT. THIS WAS FORMED IN
15 2015 WITH MEMBERS CHOSEN BY THE GOVERNING BOARD MEMBERS
16 AND THE ADVISORY GROUPS. THE ADVISORY COUNCIL WAS
17 CONVENED IN AUGUST OF 2016 -- THERE MAY BE A TYPO IN THE
18 PRINT VERSION OF YOUR SLIDES. IT SHOULD BE 2016 NOT
19 2015. -- WHERE THE ADVISORY COUNCIL REVIEWED AND
20 DISCUSSED THE APPENDIX 1 DRAFT DOCUMENT. AT THE TIME OF
21 THE MEETING WE CERTAINLY RECEIVED MANY COMMENTS FROM THE
22 ADVISORY COUNCIL MEMBERS. THEY WERE ALSO INVITED TO
23 SUBMIT WRITTEN COMMENTS AND WE ALSO RECEIVED COMMENTS
24 FROM THE PUBLIC AS WELL.

25 SO NEXT SLIDE. OKAY. SO THIS SLIDE PROVIDES A

BARRISTERS' REPORTING SERVICE

1 SUMMARY OF, YOU KNOW, THE PURPOSE OF APPENDIX 1 AND SOME
2 OF THE KEY AREAS THAT WE COVERED HERE. SO THE MAIN
3 PURPOSE WAS TO PROVIDE A VERY BRIEF OVERVIEW OF THE
4 EFFECTS OF THE VARIOUS AIR POLLUTANTS AND PARTICULARLY TO
5 DESCRIBE THE HEALTH IMPACTS OF PM AS REQUIRED BY THE
6 HEALTH AND SAFETY CODE.

7 BECAUSE AS MENTIONED OUR REGION IS NONATTAINMENT
8 OZONE AND PM, WE CERTAINLY HAD A GREATER ON THOSE TWO
9 POLLUTANTS WITH THE IDEA IN OUR REGION THERE IS MORE
10 POTENTIAL FOR HEALTH IMPACTS OF THIS POLLUTANTS. THERE
11 IS A VERY LARGE BODY OF SCIENTIFIC EVIDENCE THAT SHOWS
12 THE ADVERSE EFFECTS OF AIR POLLUTION ON HUMAN HEALTH.
13 AND THIS INCLUDES TOXICOLOGICAL STUDIES, FOR EXAMPLE,
14 ANIMAL STUDIES; EPIDEMIOLOGICAL STUDIES; AND ALSO HUMAN
15 EXPERIMENTAL STUDIES. AND ALL THREE TYPES OF STUDIES ARE
16 ASSESSED BY THE EPA IN THEIR REVIEWS. THERE IS ALSO A
17 LOT OF INTEREST IN WHETHER THERE ARE CERTAIN POPULATIONS
18 THAT MAY BE MORE SENSITIVE TO THE EFFECTS OF AIR
19 POLLUTION, FOR EXAMPLE, BASED ON AGE; TYPICALLY THE VERY
20 YOUNG OR THE VERY OLD; CERTAIN SPECIFIC GENETIC FACTORS;
21 PEOPLE WITH CERTAIN PRE-EXISTING HEALTH CONDITIONS, FOR
22 EXAMPLE, PEOPLE WITH CERTAIN RESPIRATORY DISEASES SUCH AS
23 ASTHMA OR COPD OR HEART CONDITIONS, AND ALSO WHETHER
24 SOCIOECONOMIC STATUS MIGHT ALSO CONTRIBUTE SENSITIVITY TO
25 AIR POLLUTION IN PEOPLE.

BARRISTERS' REPORTING SERVICE

1 I DID WANT TO MENTION THE MAIN CHANGES SINCE THE
2 PREVIOUS VERSION IN 2012 OF APPENDIX 1. I THINK ONE OF
3 THE MAIN THINGS THAT WE DID IN THIS 2016 VERSION IS TO
4 REALLY CLARIFY THE PURPOSE OF THE DOCUMENT AND THE
5 METHODS THAT WERE USED TO PUT THIS SUMMARY TOGETHER. AND
6 IN ADDITION, ANOTHER THING THAT WE TRIED TO DO WAS HAVE A
7 MORE STANDARDIZED WAY OF PRESENTING THE INFORMATION OF
8 EACH CRITERIA POLLUTANT. SO, FOR EXAMPLE, IN EACH
9 CRITERIA POLLUTANT SECTION WE PRESENT A TABLE THAT
10 COMMUNICATES JUST THIS INFORMATION. SO THIS IS BASED ON
11 THE MOST RECENT INTEGRATED SCIENCE ASSESSMENT FROM U.S.
12 EPA. AND, AGAIN, FOR PM2.5 IT WAS LAST DONE IN 2009.

13 HERE WE'RE LOOKING AT BOTH SHORT-TERM EXPOSURE
14 EFFECTS AND LONG-TERM EXPOSURE EFFECTS AS WELL AS HEALTH
15 OUTCOMES. SO, FOR EXAMPLE, YOU HAVE THE CAUSAL
16 DETERMINATIONS, RIGHT? SO THE STRONGEST ON THEIR SCALE,
17 THE STRONGEST CAUSAL DETERMINATION, THEY CALL CAUSAL
18 RELATIONSHIP, IN OTHER WORDS, THAT THIS POLLUTANT CAUSES
19 THIS HEALTH OUTCOME. THE NEXT ONE DOWN, SO BASICALLY A
20 SLIGHTLY LESS STRONG RELATIONSHIP, WOULD BE LIKELY TO BE
21 A CAUSAL RELATIONSHIP. SO STILL FAIRLY HIGH ON THE
22 CAUSAL DETERMINATION SCALE. AND THE BELOW THAT WE GO TO
23 SUGGESTIVES. FOR EXAMPLE, HERE FOR PM FOR REPRODUCTIVE
24 AND DEVELOPMENT EFFECTS FOR LONG-TERM EXPOSURE
25 RELATIONSHIP IT IS SUGGESTIVE OF CAUSAL RELATIONSHIP.

BARRISTERS' REPORTING SERVICE

1 AND THEN THERE ARE TWO OTHER CATEGORIES BELOW THAT;
2 INADEQUATE AND BASICALLY NOT CAUSAL.

3 SO SIMILARLY FOR OZONE, THIS IS THE TABLE AGAIN
4 BASED ON THE LATEST INTEGRATED SCIENCE ASSESSMENT FOR
5 OZONE, WHICH WAS DONE IN 2013. SO HERE YOU CAN SEE
6 OZONE. THERE'S A CAUSAL RELATIONSHIP FOR SHORT-TERM
7 EXPOSURE AND RESPIRATORY EFFECTS AS WELL AS A LIKELY
8 CAUSAL RELATIONSHIP FOR LONG-TERM EXPOSURE AND
9 RESPIRATORY EFFECTS. AND YOU CAN SEE SOME OF THE OTHER
10 CAUSAL DETERMINATIONS AS WELL.

11 THE U.S. EPA USES A WEIGHT OF EVIDENCE APPROACH.
12 THAT MEANS THAT THEY LOOK AT AGAIN DIFFERENT LINES OF
13 EVIDENCE, DIFFERENT TYPES OF STUDIES, AND STUDIES
14 CONDUCTED IN DIFFERENT AREAS. WHAT THEY'RE LOOKING FOR
15 IS, FOR EXAMPLE, CONSISTENCY, REPRODUCIBILITY OF THE
16 EFFECTS. WE CERTAINLY DON'T WANT TO -- IF SOMETHING IS
17 ONLY SEEN IN ONE AREA BUT NOT SEEN IN ANOTHER, THAT WOULD
18 BE SOMETHING THAT'S PERHAPS NOT AS REPRODUCIBLE. AND,
19 AGAIN, LOOKING AT THE DIFFERENT LINES OF EVIDENCE,
20 TOXICOLOGY, EPIDEMIOLOGY, EXPERIMENTAL STUDIES, AND
21 LOOKING FOR COHERENCE ACROSS THE DIFFERENT SCIENCES.

22 WE RECEIVED SO FAR 25 COMMENT LETTERS, COMMENTS
23 ON THE APPENDIX 1, AND THAT'S IN ADDITION TO THE COMMENTS
24 RECEIVED DURING THE ADVISORY COUNCIL MEETING. THIS
25 INCLUDE COMMENTS FROM THE ADVISORY COUNCIL MEMBERS AS

BARRISTERS' REPORTING SERVICE

1 WELL AS COMMENTS FROM MEMBERS OF THE PUBLIC. YOU KNOW,
2 WITH 25 COMMENT LETTERS, I'M CERTAINLY NOT SUMMARIZING
3 EVERY COMMENT HERE BUT JUST HIGHLIGHTING SOME OF THE MAIN
4 ONES BY SECTION, AGAIN, NOTING THAT WE CLARIFY THE
5 PURPOSE OF APPENDIX 1 AND THE ROLE OF THE DIFFERENT
6 AGENCIES IN THE ASSESSMENT OF SCIENCE AND IMPLEMENTATION
7 OF THE PLANS TO MEET THE STANDARDS. IN OTHER WORDS, U.S.
8 EPA IS REALLY TASKED WITH ASSESSMENT OF THE SCIENCE IN
9 TERMS OF THE CAUSAL RELATIONSHIPS BETWEEN THESE
10 POLLUTANTS AND SPECIFIC HEALTH EFFECTS. AND OUR ROLE
11 HERE IS SIMPLY TO JUST SUMMARIZE THE REVIEWS AS CONDUCTED
12 BY OTHERS.

13 WE HAD A FEW COMMENTS ABOUT THE AIR TOXIC
14 SECTION NOTING THAT WE ADDED A SECTION WITHIN THE AIR
15 TOXIC SECTION TO DISCUSS THE HEALTH EFFECTS OF VOC'S. WE
16 ALSO ADDED A LITTLE DISCUSSION IN THE DIESEL PM SECTION
17 HERE ABOUT THE ACES STUDIES.

18 FOR THE OZONE SECTION, THIS SECTION WAS ACTUALLY
19 REORGANIZED QUITE A BIT AND REALLY FOCUSED ON THE END
20 POINTS THAT ARE VERY HIGH ON THE CAUSAL DETERMINATION
21 SCALE; SO IN OTHER WORDS, THE ONES WITH THE CAUSAL
22 RELATIONSHIP OR LIKELY CAUSAL RELATIONSHIP. AND, AGAIN,
23 WE ALSO EXPANDED THE DISCUSSION OF POPULATION TO MAY BE
24 MORE SENSITIVE TO THE EFFECTS OF OZONE.

25 IN THE PM SECTION, SO SIMILAR TO THE OZONE

BARRISTERS' REPORTING SERVICE

1 SECTION, WE ALSO FOCUSED ON THE CAUSAL OR LIKELY CAUSAL
2 RELATIONSHIP. HOWEVER, HERE BECAUSE THE MOST RECENT
3 INTEGRATED SCIENCE ASSESSMENT WAS CONDUCTED QUITE A LONG
4 TIME AGO, WE FELT THAT IT WAS STILL WORTHWHILE TO DISCUSS
5 SOME OTHER HEALTH ENDPOINTS THAT WERE MAYBE ON THE
6 SUGGESTIVE LEVEL. AND WE CERTAINLY DISCUSS A LOT OF THE
7 MORE RECENT STUDIES THAT HAVE LOOKED AT THOSE HEALTH
8 ENDPOINTS, AND WE GROUPED THESE INTO EMERGING AREAS OF
9 INTEREST SECTION.

10 CERTAINLY A LOT OF THE MOST RECENT SCIENCE HAS
11 FOCUSED ON ULTRA FINE PARTICLES AND ALSO MOVED IT TO BE
12 WITHIN THE PM SECTION, WHICH MAKES MORE SENSE. AGAIN, WE
13 EXPANDED THE DISCUSSION OF SENSITIVE POPULATIONS, AGAIN,
14 SENSITIVE TO THE EFFECTS OF PARTICULATE MATTER. AND WE
15 ALSO REWORKED THE SUMMARY AND CREATED A SECTION CALLED
16 "ESTIMATES OF THE HEALTH BURDEN OF SOUTH COAST AIR
17 BASIN." AND THIS IS WHERE WE TALK ABOUT SOME OF THE
18 NUMBERS ESTIMATES OF MORTALITY AND MORBIDITY NUMBERS.

19 IN ADDITION TO THESE COMMENTS, WE ALSO HAD SOME
20 COMMENTS ABOUT THE HEALTH RISK ASSOCIATED WITH
21 PARTICULATE MATTER IN CALIFORNIA. AND, AGAIN, JUST TO
22 REEMPHASIZE, THE DOCUMENT IS REALLY JUST A SUMMARY OF THE
23 U.S. EPA'S CAUSAL DETERMINATIONS, AND THAT WE, YOU KNOW,
24 DID TALK -- WE DID SUMMARIZE MANY OF THE STUDIES THAT
25 WERE EVALUATED IN THAT EVALUATION INCLUDING STUDIES THAT

BARRISTERS' REPORTING SERVICE

1 WERE CONDUCTED IN CALIFORNIA OR SOUTHERN CALIFORNIA.

2 WE RECEIVED A COMMENT ABOUT CONCERN THAT
3 POTENTIAL CONFOUNDING BY SMOKING WAS NOT ADDRESSED IN
4 THE STUDIES OF THE PARTICULATE MATTER HEALTH EFFECTS, AND
5 WE ADDED A LOT OF CLARIFICATION IN THE DOCUMENT TO TALK
6 ABOUT HOW THE STUDIES LOOKED AT SMOKING AND HOW THEY
7 ADJUSTED FOR SMOKING IN THESE STUDIES.

8 ADDITIONALLY, WE RECEIVED A COMMENT THAT ASKS US
9 TO DISCUSS THE HEALTH EFFECTS OF ODORS. AND THIS IS
10 SOMETHING THAT IS NOT PREVIOUSLY INCLUDED IN APPENDIX 1.
11 WE ARE STILL WORKING ON PUTTING TOGETHER THIS SECTION.
12 OBVIOUSLY, THIS SECTION REQUIRES A LOT OF NEW WORK, AND
13 WE ARE HOPING TO HAVE THAT HAVE THAT COMPLETED SOON.

14 SO, FINALLY, IF THERE ARE ANY FURTHER QUESTIONS,
15 I'M CERTAINLY AVAILABLE. YOU CAN CONTACT ME.

16 DR. FINE: THAT CONCLUDES THE PRESENTATION. I
17 HAVE THREE CARDS NOW. IF ANYONE ELSE WOULD LIKE TO MAKE
18 A PUBLIC COMMENT, I ENCOURAGE YOU TO GRAB A BLUE CARD AND
19 FILL IT OUT.

20 SO WE'LL MOVE THROUGH THESE AND HAND THE MIC
21 AROUND. OKAY.

22 MS. MITCHELL: I'LL JUST SAY GOOD AFTERNOON.
23 I'M JUDY MITCHELL. I'M A CITY COUNCIL MEMBER IN THE CITY
24 OF ROLLING HILLS ESTATES UP THE ROAD HERE, AND I
25 REPRESENT ALL OF YOU AND 51 CITIES IN WESTERN L.A. COUNTY

BARRISTERS' REPORTING SERVICE

1 ON THE SOUTH COAST MANAGEMENT DISTRICT BOARD. I ALSO HAD
2 THE PLEASURE OF REPRESENTING THIS REGION IN THE AIR
3 RESOURCES BOARD. SO I KIND OF WEAR TWO HATS HERE AND TRY
4 TO MAKE THOSE GO TOGETHER REALLY WELL. SO THANK YOU FOR
5 COMING. WELCOME.

6 DR. FINE: SO WE'LL MOVE INTO PUBLIC COMMENTS.
7 NOW WE HAVE SIX CARDS, SEVEN CARDS. SO THE FIRST IS
8 ELAINE WILSON. AND WE HAVE A MIC RIGHT THERE.

9 MS. WILSON: THANK YOU. MAY I TURN AROUND?
10 THANK YOU.

11 FIRST, MY NAME IS ELAINE WILSON, AND I LIVE ON
12 THE FENCE LINE IN TORRANCE, THE FENCE LINE OF THE
13 REFINERY. I'VE LIVED THERE FOR 17 YEARS. I DEEPLY
14 APPRECIATE THE WORK THAT THIS BOARD DOES, AND I DO NOT
15 UNDERSTAND HOW YOU CAN STAND IT WITH THE CONSTANT
16 SHIFTING SANDS THAT YOU DO RESEARCH AND IT SHIFTS OVER
17 AND OVER AGAIN.

18 I WANT TO SHOW THIS IS THE AIR PARTICULATE
19 MONITOR AT HOME. YOU WOULD THINK I'M RIGHT NEXT TO THE
20 REFINERY. THIS IS AN ABERRATION AS WAS THE EXPLOSION
21 FROM THE EXXON MOBIL REFINERY WITH THE PARTICULATES THAT
22 CAME FROM THAT EXPLOSION THAT WENT WEST. WELL, THE HIGH
23 SPIKES ARE NOT COMING TO ME ONCE MORE. THEY ARE GOING
24 NORTHEAST. SIX MILES, THE RED IS SIX MILES FROM ME.

25 THE CONSTANT CONCENTRATION OF PARTICULATE

BARRISTERS' REPORTING SERVICE

1 MATTER THAT I WAS BREATHING FOR 15 YEARS GAVE ME A
2 CHRONIC COUGH. SO WHAT DID I DO? I WENT TO URGENT CARE
3 MANY TIMES. I CONTACTED THE AIR QUALITY RESOURCES BOARD.
4 AND THEREBY I DO APPRECIATE YOUR LIMITATIONS AND WHAT
5 MUST BE EXTREME FRUSTRATION. I SAW IT AGAIN ON THESE
6 PAPERS. WHAT I SAW HERE WAS A QUALIFYING REMARK "CLEAN
7 AIR ACT REQUIRES ATTAINMENT OF STANDARD TO BE ACHIEVED AS
8 EXPEDITIOUSLY AS PRACTICABLE." YOU COULD RUN A MACK
9 TRUCK WITHOUT ANY, ANY ENVIRONMENTAL CONTROLS THROUGH
10 THIS STATEMENT. PRACTICABLE.

11 I NO LONGER HAVE A CHRONIC COUGH. I NO LONGER
12 HAVE CHEST PAIN THAT I THOUGHT I WAS HAVING A HEART
13 ATTACK. I WENT TO THE HOSPITAL. WHY? BECAUSE I PUT
14 ACROSS ALL OF MY WESTERN SIDE WINDOWS SHEET PLASTIC. I
15 GOT AIR FILTERS AND MY MOST RECENT ONE IS \$900. NOT
16 EVERYONE CAN AFFORD THIS. I'M A SENIOR. SEVENTY-SEVEN
17 YEARS OLD. I SPENT IT BECAUSE THAT CHEMICAL AIR PURIFIER
18 HAS A 25-POUND CHEMICAL CARBON FILTER IN IT, AND IT IS
19 APPROVED BY THE MILITARY. I HAVE NOT HAD A COUGH. I'M
20 STILL SENSITIVE, BUT I HAVEN'T HAD A COUGH.

21 I FEEL HORRIBLE FOR THE PEOPLE IN WILMINGTON
22 AND SAN PEDRO. I LIVE RIGHT NEXT TO THE REFINERY.
23 THEY'RE ABOUT TO HAVE A MEGA REFINERY IN THEIR REGION.
24 WHAT I SHOWED YOU WITH THIS GRAPH WILL NOT BE APPLICABLE
25 IN TWO YEARS. THE EPA HAS ALREADY DECIDED THAT THAT 2.5

BARRISTERS' REPORTING SERVICE

1 CONCENTRATION OF PARTICULATE MATTER NO LONGER APPLIES.
2 IT SHOULD BE MUCH LOWER TO BE HARMFUL.

3 SO AS I SAID, THE CONSTANT SHIFTING SANDS HAS TO
4 BE TERRIBLY DEPRESSING FOR THE SCIENTISTS AND REGULATORS
5 AND THE AIR QUALITY MANAGEMENT BOARD'S LIMITED ABILITY.
6 BUT I AM IN A STATIONARY, STATIONARY, AREA OF A POLLUTER,
7 AND I AM EXTREMELY DISTRESSED.

8 THANK YOU.

9 DR. FINE: THANK YOU FOR YOUR COMMENTS.

10 NEXT IS BRANDON MATSON.

11 MR. MATSON: GOOD AFTERNOON. I'M BRANDON MATSON
12 HERE TODAY ON BEHALF OF THE L.A. COUNTY BUSINESS
13 FEDERATION, BIZFED, A GRASSROOTS ALLIANCE OF 160 TOP
14 BUSINESS GROUPS REPRESENTING 325,000 EMPLOYERS WITH 3
15 MILLION EMPLOYEES THROUGHOUT LOS ANGELES COUNTY. WE
16 APPRECIATE THE OPPORTUNITY THAT DISTRICT HAS GIVEN OUR
17 MEMBERS TO PARTICIPATE ON VARIOUS WORKING GROUPS AND
18 COMMITTEES TO PROVIDE INPUT DURING THE DEVELOPMENT OF THE
19 DRAFT 2016 AQMP.

20 TODAY WE HAVE SUBMITTED WRITTEN COMMENTS ON BOTH
21 THE DRAFT PLAN AND THE REVISED PLAN. SO MY COMMENTS
22 TODAY WILL HIGHLIGHT JUST A FEW OF OUR ARCHING POINTS.
23 FIRST, THIS PLAN MUST BALANCE THE ENVIRONMENT AND
24 ECONOMIC NEEDS OF RESIDENTS IN THE SOUTH COAST AIR BASIN.
25 SO WITH THIS SUPPORTED BALANCED, THOUGHTFUL APPROACH TO

BARRISTERS' REPORTING SERVICE

1 ACHIEVING AIR QUALITY GOALS IN A MANNER THAT ALLOWS FOR
2 FURTHER ECONOMIC GROWTH, AND WE ARE SUPPORTIVE OF AN AQMP
3 THAT PRIORITIZES FRAMEWORK THAT IS HAS NON-REGULATORY
4 INNOVATIVE APPROACHES TO EMISSION REDUCTIONS THAT ARE
5 COST EFFECTIVE AND MINIMIZE OPERATION DISRUPTIONS.

6 PROGRAMS FOR CONTROL MEASURES SHOULD INCENTIVIZE
7 VOLUNTARY AND COLLABORATIVE APPROACHES TO ACHIEVING AIR
8 QUALITY GOALS THAT DO NOT PUT LOCAL BUSINESSES AT A
9 COMPETITIVE DISADVANTAGE WITH OTHER REGIONS.

10 WITH RESPECT TO THE REVISED AQMP, THERE ARE A
11 FEW POINTS THAT WE'D LIKE TO HIGHLIGHT. FIRST, WE
12 SUPPORT THE DISTRICT'S LONG-STANDING POLICY OF FUEL AND
13 TECHNOLOGY NEUTRALITY TO ALLOW ALL FUELS AND TECHNOLOGIES
14 TO COMPETE. THERE IS SOME LANGUAGE IN THE REVISED DRAFT
15 PLAN THAT WE ARE CONCERNED ABOUT, AND THIS HAS BEEN
16 HIGHLIGHTED SPECIFICALLY IN THE COMMENT LETTER, AND YOU
17 CAN REFERENCE THAT.

18 IN ADDITION, WE SUPPORT MAINTAINING THE RECLAIM
19 PROGRAM AND BELIEVE IT WILL CONTINUE TO BE A SUCCESSFUL
20 PROGRAM. UNTIL AN ALTERNATIVE INCENTIVE MARKET-BASED
21 PROGRAM IS DEVELOPED FOR BUSINESSES THAT ALLOWS THE
22 FLEXIBILITY FOR EMISSION REDUCTIONS TO BE ACHIEVED IN THE
23 MOST COST EFFECTIVE MANNER, WE THINK RECLAIM SHOULD BE
24 CONTINUED TO BE SUPPORTED BY THE DISTRICT.

25 LASTLY, WE CONTINUE TO OPPOSE FACILITY MEASURES

BARRISTERS' REPORTING SERVICE

1 AND EXPANSION OF FLEET RULES AND HAVE SERIOUS CONCERNS
2 ABOUT THE EFFECTS OF THE PROPOSED CONTROL MEASURES OF
3 MOBILE 1 THROUGH MOBILE 4 AND PORTIONS OF MOBILE 8 WHICH
4 WILL EFFECT GOODS MOVING AND MOVING INDEPENDENT
5 INDUSTRIES.

6 SO IN CLOSING, WE APPRECIATE THE DISTRICT'S
7 ENGAGEMENT OF THE BUSINESS COMMUNITY DURING THE
8 DEVELOPMENT OF THE 2016 AQMP, AND WE REMAIN COMMITTED TO
9 WORKING WITH THE DISTRICT TO ENSURE THE PLAN FULFILLS ITS
10 LEGAL REQUIREMENTS WHILE ALSO PROTECTING JOB CREATION AND
11 ECONOMIC SUCCESS FOR SOUTHERN CALIFORNIA.

12 THANK YOU.

13 DR. FINE: NEXT WE HAVE SARAH, SARAH RASCON.

14 MS. RASCON: GOOD AFTERNOON. MY NAME IS SARAH
15 RASCON, AND I'M HERE ON BEHALF OF OVER 1600 BUSINESS
16 ORGANIZATIONS REPRESENTING OVER 35 INDUSTRY SECTORS. THE
17 LOS ANGELES AREA CHAMBER OF COMMERCE WOULD LIKE TO
18 REAFFIRM ITS COMMITMENT TO WORKING WITH AQMD AND
19 STAKEHOLDERS TO ENSURE THAT THE 2016 AQMP IS
20 COMPREHENSIVE AND MEETS STATE AND FEDERAL REQUIREMENTS
21 WHILE PROMOTING ECONOMIC VITALITY FOR THE SOUTHERN
22 CALIFORNIA REGIONS MEETING THE GOVERNOR'S CALL FOR
23 ECONOMIC COMPETITIVENESS AND GUARANTEEING JOB RETENTION
24 AND CREATION. WE SUPPORT THE INCENTIVE-BASED POLICY
25 FRAMEWORK AND SUPPORT THE DISTRICT'S EFFORTS TO WORK WITH

BARRISTERS' REPORTING SERVICE

1 INDUSTRIES AND STAKEHOLDERS TO ATTAIN EMISSION REDUCTIONS
2 AND CLEAN AIR GOALS.

3 POSITIVE OUTCOMES ARE BEST ACHIEVED THROUGH
4 INCENTIVES RATHER THAN THROUGH PUNITIVE ACTIONS. WE
5 APPRECIATE YOUR EFFORTS TO CREATE INCENTIVE-BASED
6 PROGRAMS, AND WE REQUEST THAT THE POLICY REFRAIN FROM
7 BEING PENAL IN NATURE AND RATHER PRIORITIZE
8 NON-REGULATORY AND INNOVATIVE AND INCENTIVE-BASED
9 PROGRAMS SUCH AS YOU HAVE. INNOVATIVE METHODOLOGY
10 DEPLOYED TO REDUCE EMISSIONS WITH OUR RND WHILE
11 ACKNOWLEDGING THE REGION HAS MADE VIABLE STRIDES IN
12 REDUCING EMISSIONS FROM STATIONARY SOURCES SHOULD BE
13 INCORPORATED AS WELL.

14 COST EFFECTIVENESS AND TECHNOLOGY NEUTRAL
15 EQUIPMENT AND RETROFITS SHOULD BE MORE SO SIGNIFICANTLY
16 REFLECTED IN THE AQMP AND OFFERING COST EFFECTIVE
17 ALTERNATIVES SO STAKEHOLDERS ARE NOT ADVERSELY
18 OPERATIONALLY OR FINANCIALLY BURDEN. WE REQUEST THAT THE
19 AQMP BE FUEL NEUTRAL AND IMPARTIAL WHICH WOULD OFFER AN
20 EVEN WIDER ARRAY OF ALTERNATIVES AND TECHNOLOGIES.

21 WE ARE ALSO OPPOSED TO WHAT IS REFERRED AS THE
22 FACILITY-BASED MEASURES INCLUDING POTENTIAL FACILITY
23 EMISSIONS CAPS WHICH CAN CAUSE SEVERE POTENTIAL
24 LIMITATIONS ON THE NATIONAL SUPPLY CHAIN. THIS
25 REGULATORY ACTION CAN BE AN UNPRECEDENTED EXPANSION TO

BARRISTERS' REPORTING SERVICE

1 REGULATE GOODS TO MOVEMENT FACILITIES AND SHIPPERS AND IS
2 CONTRARY TO EFFICIENCY.

3 THANK YOU TO THE AGENCY AND STAFF WHO HAVE SHOWN
4 A COMMITMENT TO WORKING WITH STAKEHOLDER GROUPS. WE LOOK
5 FORWARD TO CONTINUED SUPPORT IN CREATING A VIABLE,
6 ATTAINABLE SOLUTION REFLECTING IN THE FINAL AQMP.

7 THANK YOU.

8 DR. FINE: THANK YOU. ANTONIE CHURG.

9 MS. CHURG: THANK YOU. I'M ANTONIE CHURG. I
10 LIVE IN TORRANCE. I'M A PH.D. PHYSICAL CHEMIST, AND I
11 HAVE TO TELL YOU I HAVEN'T DONE ENOUGH STUDYING OF THE
12 REALLY COMPREHENSIVE WORK THAT YOU'VE DONE IN PREPARING
13 THIS, BUT I HAD COME ACROSS A FEW MONTHS AGO IN AUGUST
14 2016 THE AMERICAN THORACIC SOCIETY REPORT ON THE
15 PARTICULATE PM2.5 AND OZONE. AND THE LEVELS THAT THEY
16 RECOMMEND ARE STRICTER EVEN THAN THE EPA STANDARDS FOR
17 THE EIGHT-HOUR DURATION. THEY'RE 11 MILLIGRAMS PER CUBIC
18 METER FOR PM2.5 AND 60 PARTS PER BILLION FOR OZONE. AND
19 ACCORDING TO THEIR STATISTICAL ANALYSIS, THAT WOULD
20 ELIMINATE ABOUT 1300 DEATHS IN THE L.A. BASIN AND 800
21 DEATHS IN THE SAN BERNARDINO/RIVERSIDE AREA.

22 SO I THINK THIS REPORT REALLY -- I AM VERY
23 IMPRESSED THAT THE AQMP STUDY IS ON THE SAME CONCEPT OF
24 THIS REPORT THAT THE HEALTH EFFECTS AND HEALTH BENEFITS
25 EVEN FINANCIALLY FAR, FAR OUTWEIGH THE COSTS OF GETTING

BARRISTERS' REPORTING SERVICE

1 DOWN THERE. BUT I REALLY HAVE TO URGE YOU AS REGULATORS
2 TO TRY TO IMPRESS UPON OUR GOVERNORS AND GOVERNING BOARDS
3 AND OUR POLITICIANS AND THE PUBLIC AND BUSINESS THAT THE
4 COSTS OF NOT COMING DOWN HERE ARE EXTERNALIZED. AND IF
5 IT COSTS A FEW MORE BILLION TO GET DOWN, WELL THEN DO IT.

6 THAT'S -- YOU HAVE TO HAVE THE COURAGE. AND,
7 BUSINESSES, THEY WILL HAVE REDUCED HEALTH CARE COSTS. SO
8 THE OVERALL COSTS ARE POSITIVE. AND PEOPLE SHOULD STOP
9 BEING INTIMIDATED BY THE FEAR THAT BUSINESSES ARE GOING
10 TO LEAVE CALIFORNIA. WE'RE THE LARGEST STATE IN THE
11 NATION. WE'RE THE SEVENTH LARGEST IN ECONOMY IN THE
12 WORLD. AND IT'S TIME TO JUST ACT LIKE WE HAVE TO TAKE
13 CARE OF OUR PEOPLE.

14 AND I'M SORRY I HAVEN'T READ ENOUGH. I'LL TRY
15 TO STUDY A LITTLE BIT MORE, BECAUSE I HAVE BEEN WORKING
16 ON OTHER THINGS THAT ARE RELATED. AND I SINCERELY
17 UNDERSTAND THE COMPLEXITY OF ESTIMATING RISKS AND COSTS
18 AND TECHNOLOGIES, BUT MAYBE WE JUST NEED A GAZILLIONS
19 BUSES, ELECTRIC BUSES, BUT SOMETHING TO MAKE FOR A
20 HEALTHIER PUBLIC. ESPECIALLY -- LET'S FACE IT. -- WE
21 JUST HAD AN ELECTION. THERE'S GOING TO BE A DIFFERENT
22 CLIMATE FROM THE FEDERAL GOVERNMENT. WE'RE NOT GOING TO
23 GET HELP FROM THE FEDERAL GOVERNMENT. WE HAVE TO DO IT
24 OURSELVES.

25 DR. FINE: THANK YOU. IF I CAN ADD ONE THING TO

BARRISTERS' REPORTING SERVICE

1 THAT. I DIDN'T HAVE TIME TO GO INTO DETAIL IN THE
2 PRESENTATION. SO WE SHOWED THE NOX REDUCTIONS NEEDED FOR
3 OZONE STANDARDS. IF WE GET THOSE NOX REDUCTIONS THAT WE
4 ARE GOING TO NEED FOR THE OZONE, OUR PROJECTIONS THAT OUR
5 PM2.5 LEVELS WILL NOT ONLY MEET THE 12 MICROGRAM PER
6 CUBIC METER TARGET, BUT WE'LL BE VERY CLOSE IF NOT BELOW
7 11 MICROGRAMS IN THOSE SAME TIME FRAMES. SO THAT'S WHY
8 OZONE IS DRIVING THINGS. WE'LL GET ADDITIONAL REDUCTIONS
9 EVEN BEYOND THE STANDARD OF 12 MICROGRAMS PER CUBIC
10 METER.

11 OKAY. FABI.

12 MS. LAO: HI. FABI LAO. I'M WITH THE COALITION
13 FOR CLEAN AIR. THANK YOU FOR HAVING THE OPPORTUNITY TO
14 TALK TODAY.

15 WE APPRECIATE ACKNOWLEDGEMENT IN THE REVISED
16 AQMP THAT SOME INDUSTRIES HAVE USED THE NOX RECLAIM
17 PROGRAM AS A SHIELD FROM INSTALLING LIFESAVING READILY
18 AVAILABLE POLLUTION CONTROLS. PEOPLE IN THE REGION KNOW
19 WE'RE BREATHERS. WE BREATHE AIR. THERE'S NO WAY AROUND
20 IT. AND WE CAN'T WAIT FOR LONG-TERM CHANGE. THERE'S NO
21 REASON WHY IT SHOULD TAKE ANOTHER 15 YEARS FOR THE
22 REFINERIES TO INSTALL EQUIPMENT THAT CAN BE INSTALLED IN
23 THE NEXT TWO OR THREE YEARS, AND THIS IS WHY WE REQUEST A
24 COMMITMENT TO SHIFT TO THE CONTROLS IN A TIME FRAME FOR
25 THE NOX RECLAIM PROGRAM.

BARRISTERS' REPORTING SERVICE

1 AND WE ARE ALSO CONTINUED TO BE DISAPPOINTED
2 THAT THE REVISED PLAN DOESN'T PROPOSE ROBUST REGULATIONS
3 TO ADDRESS THE SIGNIFICANT HEALTH THREATS FROM LARGE
4 DIESEL TRUCKS AT PLACES SUCH AS WAREHOUSES INSTEAD OF A
5 VOLUNTARY PROGRAM WITH THE POSSIBILITY OF PIVOTING TO
6 REGULATIONS YEARS FROM NOW. WE NEED REGULATIONS NOW. WE
7 REQUEST THAT THE AQMD SHOULD DEVELOP A DIRECT SOURCE JUST
8 LIKE THE SAN JOAQUIN VALLEY AIR DISTRICT HAS DONE.

9 THANK YOU.

10 DR. FINE: NIDIA.

11 MS. EREG: I WANT TO COMMEND THE STAFF FOR ALL
12 THE WORK THEY HAVE DONE AND DEFINITELY MAKING YOURSELVES
13 AVAILABLE, ALL THE TALKS, ALL THE CHATS, ALL THE OPEN
14 MEETINGS. TWO THINGS ABOUT THE REVISED PLAN AND ITS
15 PURPOSE TO DRAMATICALLY INCREASE THE ANNUAL CONTRIBUTION
16 OF THE POLLUTING INDUSTRY.

17 YOU ALL UNDERSTAND THAT RIGHT NOW -- AND I LOVE
18 SEEING THE PUBLIC HEALTH THING. I THINK THAT WAS ONE OF
19 THE FIRST TIMES THAT I HAVE SEEN THAT TYPE OF
20 PRESENTATION. I THINK THAT IS MORE OF THAT IS RELEVANT.
21 YOU KNOW, WE CAN'T ARGUE THE FACT THAT IT'S COSTING
22 LIVES. THE IDEA THAT THE DISTRICT SHOULD TARGET
23 INCENTIVES FOR DISPROPORTIONATE COMMUNITIES I THINK IS
24 WHAT I SEE HIGHLIGHTED MORE. SO I APPRECIATE RIGHT NOW
25 THAT THERE IS MORE OF AN INTEREST TO DEVELOP THE ZERO

BARRISTERS' REPORTING SERVICE

1 TAIL PIPE EMISSIONS. ONE THING THAT I WOULD HOPE YOU
2 WOULD DO IS PROVIDE MORE SUPPORT FOR THE INFRASTRUCTURE
3 WHERE YOU SEE THE REGULATIONS ACTUALLY BE SOMETHING YOU
4 CAN INFLUENCE.

5 SO FOR THAT, WE THANK YOU.

6 DR. FINE: THANK YOU.

7 PILAR.

8 MS. HOYAS: THANK YOU FOR THE OPPORTUNITY TO
9 SPOKE. PILAR HOYAS. I'M WITH WATSON LAND COMPANY. I'VE
10 HAD THE PLEASURE OF MEETING SOME OF YOU, AND I WANT TO --
11 I'M NOT GOING TO SPEAK TO THE SCIENCE. I HAVE TO ADMIT
12 THAT CHEMISTRY AND SCIENCE WAS NOT MY AREA OF STRENGTH.

13 I HAVE BEEN IN THIS COMMUNITY. WE'RE BASED
14 HERE IN CARSON. WE HAVE ABOUT 12 MILLION SQUARE FEET OF
15 MASTER PLAN INDUSTRIAL HEADQUARTERS. AND WHEN I SAY
16 "MASTER PLAN," WE TAKE GREAT CARE TO HAVE -- AND THOSE OF
17 YOU WHO ARE FAMILIAR WITH US WOULD APPRECIATE THIS. IN
18 FACT, WE WERE GIVEN AN AWARD RECENTLY BY THE SOUTH BAY
19 FOR OUR LEADERSHIP AND LEAD CERTIFIED BUILDINGS AND
20 ENERGY. SO WE TAKE GREAT PRIDE IN OUR HISTORY AND IN OUR
21 INTEREST OF WANTING TO DO THE RIGHT THING.

22 SOMETHING IN MY 30-YEAR HISTORY WATSON LAND
23 COMPANY THAT HAS ALWAYS BEEN AT THE TOP OF OUR PRIORITIES
24 IS JOBS. YESTERDAY I ATTENDED A MEETING WITH SUPERVISOR
25 MARK RIDLEY THOMAS, AND HIS COMMENTS WERE ABOUT JOBS,

BARRISTERS' REPORTING SERVICE

1 JOBS, JOBS AS HE SPOKE ABOUT POVERTY AND HOMELESSNESS.
2 AND I THINK IT'S IMPORTANT FOR US TO BE BALANCED IN HOW
3 WE GO ABOUT ALL OF OUR REGULATORY FRAMEWORK. WHEN WE
4 TALK HEALTH IMPACTS, WHAT ARE THE HEALTH IMPACTS OF
5 POVERTY. I CAN TELL YOU AS THE DAUGHTER OF A LEGAL -- I
6 BETTER EMPHASIZE THAT. --LEGAL IMMIGRANT WHO FIRST LIVED
7 IN SAN PEDRO WITH MY MOTHER WORKING AT THE CANNERY
8 CLEANING FISH, LIVING IN POVERTY IS NO FUN NOT KNOWING
9 WHERE THE MONEY IS COMING FROM TO PAY THE RENT OR FOR
10 FOOD. AND I THINK SOMETIMES WE FORGET THAT WHEN WE TALK
11 UP HERE ABOUT QUALITY OF LIFE.

12 I RAISED A SON WHO KID IS BEING ALLERGIC TO
13 PLANET EARTH. AT THREE MONTHS HE WAS -- THEY THOUGHT HE
14 HAD HORRIBLE CYSTIC FIBROSIS. IT TURNED OUT HE WAS
15 ALLERGIC, ALLERGIC TO EVERYTHING. I THINK WE NEED TO BE
16 BALANCED IN OUR APPROACH IS THE MESSAGE I WANT TO LEAVE
17 WITH YOU.

18 IN MY 30-YEAR HISTORY WITH WATSON LAND COMPANY,
19 I JOINED THE COMPANY AT A TIME WHEN THERE WAS ABOUT 80
20 PERCENT OF OUR BUILDINGS WERE OCCUPIED BY MANUFACTURING.
21 WE WERE MAKING THINGS. BUT SLOWLY -- AND WE CAN TALK
22 ABOUT WHAT DROVE THEM OUT. SO WITH ALL DUE RESPECT TO
23 THE INDIVIDUAL THAT SAID LET'S NOT KID OURSELVES, NO. WE
24 HAVE DRIVEN OUT A LOT OF OUR JOBS. YOU HEARD IT IN THIS
25 ELECTION. IT BECAME A FACTOR IN DECISIONS. WHERE ARE

BARRISTERS' REPORTING SERVICE

1 THOSE BLUE COLLAR JOBS? WE SENT THEM OVERSEAS. WE
2 HAVEN'T REDUCED OUR IMPACTS ON GREENHOUSE GASES, HAVE WE?
3 WE'VE SENT THEM TO COUNTRIES WHERE THEY HAVE LESS
4 ENVIRONMENTAL REGULATIONS.

5 I DID READ SOMETHING ABOUT ALL OF CALIFORNIA'S
6 EFFORTS REPRESENT, I THINK, LIKE 1 PERCENT OF REDUCTION
7 IN GREENHOUSE GASES. SO LET'S BE BALANCED IN OUR
8 APPROACH. WE TAKE PRIDE IN BEING LEADERS AND WANT TO DO
9 THE RIGHT THING. BUT WHAT IS THAT COST? AND I DON'T
10 BELIEVE IT'S A FINANCIAL COST. AND I TALKED TO MY
11 COLLEAGUES. I'M ON THE BOARD AT THE L.A. CHAMBER. I'M
12 ON THE BOARD OF BIZFED. I CHAIRED THE CARSON/DOMINGUEZ
13 EMPLOYER'S ALLIANCE. I CAN GO ON AND ON. IT'S NOT ABOUT
14 BUSINESS BECAUSE I THINK BUSINESS HAS BEEN SORT OF THIS
15 VILLAINIZED DEEP-POCKETED THING OUT THERE THAT NOBODY
16 LIKES, BUT IT'S ABOUT JOBS.

17 WHEN MY MOTHER FINALLY GOT A JOB THAT COULD PAY
18 FOR EDUCATION, GUESS WHAT HER PRIORITY WAS? TO SEND US
19 ALL TO SCHOOL SO THAT WE COULD HAVE A GOOD LIFE. AND I'M
20 HERE TO TELL YOU THAT NOT EVERYBODY GETS THOSE
21 OPPORTUNITIES AND A LOT OF PEOPLE ARE HURTING OUT THERE,
22 HURTING WITHOUT JOBS. AND WE NEED TO UNDERSTAND WHAT IS
23 THE IMPACTS ON HEALTH, ON DRUG ABUSE, ON DOMESTIC
24 VIOLENCE. YOU NAME IT. AND I HAVEN'T SEEN THAT RESEARCH
25 DONE WHEN WE TALK ABOUT HOMELESSNESS. THANK GOODNESS.

BARRISTERS' REPORTING SERVICE

1 THAT'S ANOTHER BOARD I SERVE ON, THE DOWNTOWN WOMEN'S
2 CENTER.

3 WE NEED TO DO SOMETHING ABOUT THESE THINGS, BUT
4 LET'S NOT MAKE THINGS WORSE BY KIDDING OURSELVES THAT
5 THESE REGULATORY SCHEMES THAT ARE MULTIPLIED AND LAYERED
6 UPON LAYER DO NOT HAVE AN EFFECT ON JOBS. WE INVITED
7 CARB REPRESENTATIVES TO TOUR SOME OF OUR, QUOTE, UNQUOTE,
8 WAREHOUSES. THEY'RE INDUSTRIAL BUILDINGS THAT WILL
9 ACCOMMODATE A VARIETY OF USES, OFFICE, CORPORATE
10 HEADQUARTERS, LOGISTICS. WHERE ARE THE JOBS GOING TO
11 COME FROM?

12 I MENTIONED EARLIER THAT WHEN I CAME TO WATSON
13 LAND COMPANY 30 YEARS AGO WE HAD 80 PERCENT OF OUR
14 BUILDINGS OCCUPIED BY MANUFACTURING. TAKE A WILD GUESS
15 WHAT THAT NUMBER IS TODAY. LESS THAN 5 PERCENT. OUR
16 BUSINESSES HOUSE ALMOST 7,000 JOBS TODAY. BUT GUESS
17 WHAT? THEY'RE ALL TIED TO GOODS MOVEMENT. AND SO LET'S
18 BE CAREFUL HOW WE MOVE FORWARD.

19 SO THAT'S REALLY MY MESSAGE. THAT WE WANT TO
20 WORK TOGETHER, WE ALL WANT CLEAN AIR, BUT WE ALSO NEED
21 JOBS. THANK YOU VERY MUCH.

22 DR. FINE: THANK YOU. I HAVE ONE MORE CARD.
23 MARIA.

24 MS. VASQUEZ: HELLO. WELL, YOU GUYS DON'T KNOW
25 ME, BUT I'M GOING TO TELL YOU I AM A BUSINESS WOMAN. I

BARRISTERS' REPORTING SERVICE

1 USED TO HAVE GAS STATIONS, MANY GAS STATIONS, AND
2 PARTNERSHIP WITH SHELL OIL COMPANY. I LIVE HERE IN
3 CARSON FOR OVER 50 YEARS. BEFORE I CAME TO CARSON, I
4 USED TO LIVE IN REDONDO BEACH. AND IN ORDER FOR US TO
5 GET A PARTNERSHIP TO SHELL COMPANY, WE HAVE TO SELL OUR
6 HOUSE IN REDONDO BEACH AND BUY A HOUSE HERE IN CARSON.

7 OKAY. WE DOING FINE. BUT I'M GOING TO TELL YOU
8 NOW I'M RETIRED. AND I USED TO HAVE A MAID WHO TAKES
9 CARE OF MY CHILDREN. BUT NOW THAT I'M AT HOME TAKING
10 CARE OF MY HOME, WHAT I DID I PUT CEMENT ALL OVER AROUND
11 MY HOUSE. GUESS WHAT? I HAVE TO WASH DOWN THE DIRT
12 EVERY DAY. IT'S TERRIBLE. BLACK DIRT ON TOP OF THE
13 CEMENT EVERY DAY. THOSE OIL REFINERIES AND ALL THE
14 TRUCKS WE HAVE.

15 I LIVE RIGHT HERE DOWN THE STREET, MARTIN
16 STREET, FOR OVER 50 YEARS. I OWN MY HOUSE. BUT I WORK
17 VERY HARD FOR IT. I USED TO GET UP AT 2 O'CLOCK IN THE
18 MORNING IN ORDER TO OPEN MY BUSINESS, WHICH WAS A GAS
19 STATION AND STAY THERE UNTIL 11 O'CLOCK. BUT, ANYWAY,
20 THE REFINERIES REALLY ARE KILLING PEOPLE. IT'S THE
21 ENVIRONMENT. AND THEY HAVE CHANGED OVER THE YEARS.
22 BEFORE WE USED TO SEE FIRES ALL OVER RIGHT HERE IN
23 WILMINGTON, TEXACO AND SHELL, AND ARCO. IT WAS TERRIBLE.
24 IT GOT BETTER OVER THE YEARS.

25 BUT STILL, LIKE I SAID, THIS MORNING I HAD TO

BARRISTERS' REPORTING SERVICE

1 WASH AROUND MY HOUSE, THE DRIVEWAY, AND THE SIDEWALK
2 ALMOST EVERY DAY BECAUSE IT'S -- I DON'T KNOW WHERE THAT
3 DIRT COMES FROM. BUT IT SURE IS A KILLER. IT'S A KILLER
4 NOT ONLY FOR ME, BUT TO MY CHILDREN. YOU BREATHE -- MY
5 BREATHING IS NOT LIKE IT USED TO BE. I KNOW I'M GETTING
6 OLDER. BUT, YOU KNOW, IF I LIVE IN REDONDO BEACH, I
7 WON'T BE FEELING THE WAY I FEEL BECAUSE OF THE AIR. YOU
8 KNOW, THE OCEAN, THE AIR OF THE OCEAN CLEAN UP THE AIR
9 DOWN TO INSIDE LAND.

10 AND I MUST TELL YOU I'M GLAD YOU HAVE THE COAST
11 QUALITY CONTROL AIR. THEY USED TO INSPECT MY GAS
12 STATIONS ALL THE TIME. SO I'M GLAD THAT YOU GUYS ARE
13 WATCHING AFTER US. PROTECT US. AND WE NEED MORE OF YOUR
14 HELP FOR THE PEOPLE OF TOMORROW. LIKE I SAID, NOT ONLY
15 THE REFINERY. I HAVE SHELL HERE. I HAVE ARCO HERE AT
16 TESORO OVER THERE. AND AT THE TIME I DIDN'T KNOW IT
17 BECAUSE PROBABLY I WON'T SELL MY HOME IN REDONDO BEACH
18 AND COME. WELL, I SOLD IT AND INVEST MONEY INTO MY
19 BUSINESS. THAT'S THE REASON WE GET IT.

20 BUT I'M VERY GLAD THAT YOU'RE LOOKING AFTER OUR
21 HEALTH. THANK YOU. I REALLY APPRECIATE IT. AND PLEASE
22 KEEP LOOKING BECAUSE IT'S NECESSARY FOR THE FUTURE
23 CHILDREN IN THE COUNTRY. THANK YOU VERY MUCH.

24 DR. FINE: THANK YOU. I DON'T HAVE ANY MORE
25 CARDS. IS THERE ANYONE ELSE WHO WOULD LIKE TO MAKE A

BARRISTERS' REPORTING SERVICE

1 COMMENT OR SPEAK? FEEL FREE TO COME UP. SO WE'LL CALL
2 THE MEETING TO A CLOSE. THANK YOU FOR COMING TO THE
3 MEETING. WE'LL BE HERE FOR SOME TIME AFTER. FEEL FREE
4 TO COME UP.

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(END OF PUBLIC HEARING.)

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