

## 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. The 2016 AQMP represents a new approach, focusing on available, proven, and cost effective alternatives to traditional strategies, while seeking to achieve multiple goals in partnership with other entities promoting reductions in greenhouse gases and toxic risk, as well as efficiencies in energy use, transportation, and goods movement. The most effective way to reduce air pollution impacts on the health of our nearly 17 million residents, including those in disproportionately impacted and environmental justice communities that are concentrated along our transportation corridors and goods movement facilities, is to reduce emissions from mobile sources, the principal contributor to our air quality challenges. For that reason, the SCAQMD has been and will continue to be closely engaged with the California Air Resources (CARB) and the U.S. EPA who have primary responsibility for these sources. The Plan recognizes the critical importance of working with other agencies to develop funding and other incentives that encourage the accelerated transition of vehicles, buildings, and industrial facilities to cleaner technologies in a manner that benefits not only air quality, but also local businesses and the regional economy. These “win-win” scenarios are key to implementation of this Plan with broad support from a wide range of stakeholders. The upcoming 2016 AQMP includes integrated strategies and measures to meet the following national ambient air quality standards.

Standard	Concentration	Classification	Latest Attainment Year
2008 8-hour Ozone	75 ppb	Extreme	2031
2012 Annual PM2.5	12 $\mu\text{g}/\text{m}^3$	Serious*	2025
2006 24-hour PM2.5	35 $\mu\text{g}/\text{m}^3$	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

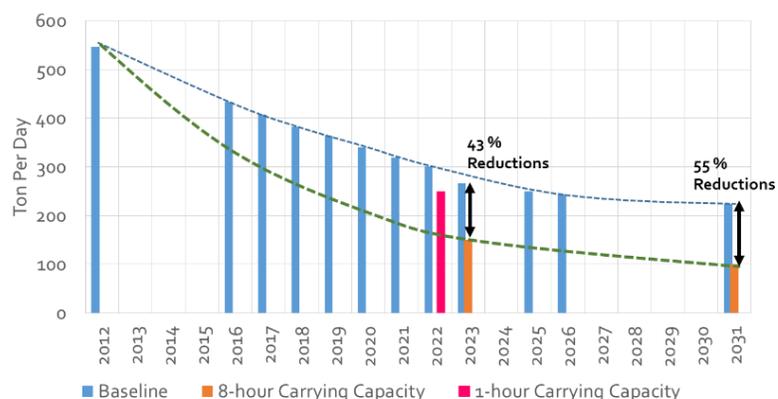
### Key Elements of the 2016 AQMP

- Calculating and taking credit for co-benefits from other planning efforts (climate, energy, transportation etc.)
- A strategy with fair-share emission reductions at the federal, state, and local levels
- Investment in strategies and technologies meeting multiple air quality objectives
- Seeking new partnerships and significant funding for incentives to accelerate deployment of zero and near-zero technologies
- Enhanced socioeconomic assessment, including an expanded environmental justice analysis
- Attainment of the 24-hour PM2.5 standard in 2019 with no additional measures
- Attainment the annual PM2.5 standard by 2025 with implementation of a portion of the ozone strategy
- Attainment of the 1-hour ozone standard by 2022 with no reliance on “black box” future technology CAA §182(e)(5) measures

### Key Challenges

The NO<sub>x</sub> emission reductions needed for attainment are significant (see chart). Relative to projected emissions with no additional controls, additional NO<sub>x</sub> reductions are needed for attainment.

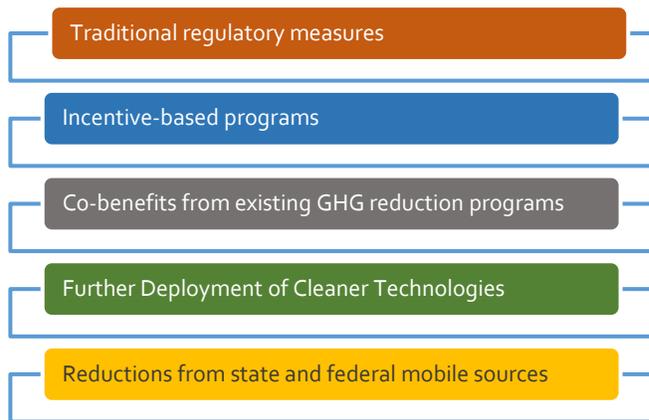
- 17% NO<sub>x</sub> reductions in 2022
- 43% NO<sub>x</sub> reductions in 2023
- 55% NO<sub>x</sub> reductions in 2031



(over)

## Control Strategy

The 2016 AQMP integrates the California Air Resources Board's State SIP Strategy, the South California Associations of Government's Regional Transportation Plan/Sustainable Communities Strategy and Transportation Control Measures, and SCAQMD's Control Strategy. The SCAQMD's Control Strategy includes stationary source measures, as well as fifteen mobile source measures that seek to assist implementation of the State SIP Strategy through incentives and other innovative approaches. Some of the control measures achieve emission reductions by continuing existing regulatory requirements and extensions of those programs, while other control measures focus on incentives, outreach, and education to bring about emission reductions through voluntary participation and behavioral changes needed to complement regulations. The heavy focus on incentives is the only feasible pathway to achieve clean air goals by the Clean Air Act deadlines. The estimated amount of incentive funding is significant: \$1 billion per year over the next fifteen years.



## Public Participation

The development of the 2016 AQMP has been a regional multi-agency effort including the SCAQMD, CARB, SCAG, U.S. EPA, and other entities. A 2016 AQMP Advisory Group, representing a diverse cross section of stakeholders, including large and small businesses, government agencies, environmental and community groups, and academia, was formed to provide feedback and recommendations on the development of the plan. The Advisory Group met periodically, sometimes monthly, throughout the AQMP development process and those meetings have been open to the public. Leading up to the development of the 2016 AQMP, SCAQMD 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.

Public workshops are scheduled for July 14<sup>th</sup>, 20<sup>th</sup>, and 21<sup>st</sup>. The following link provides information regarding the 2016 AQMP, including the full schedule and locations:

<http://www.aqmd.gov/home/library/clean-air-plans/air-quality-mgt-plan>

## Schedule

- June 2016 -- release draft AQMP
- July 2016 -- conduct Public Workshops, Hearings and continue outreach
- July/August 2016 -- release Draft Socioeconomic Report/CEQA Draft Environmental Impact Report
- December 2016 -- SCAQMD Governing Board considers adoption of the 2016 AQMP
- January 2017 -- CARB Approval into SIP/EPA Submittal

For more information regarding 2016 AQMP development, please contact Michael Krause at [mkrause@aqmd.gov](mailto:mkrause@aqmd.gov) or 909.396.2706

