

**Remarks by Ron Loveridge at ARB Meeting
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This is my last time to comment as a member of the Board. Here are my reflections, and highlights, on making a difference over the past eight years. Since my appointment in 2004, the Board has become a world leader in addressing climate change as well as continuing its long history of innovation in reducing smog forming emissions.

In 2004, the Board adopted the first passenger vehicle regulations to reduce greenhouse gas emissions. That action was in response to Senator Pavley's legislation and a prelude to the enactment of AB 32 in 2006.

But before I talk about the climate program, I want to highlight the important actions taken to improve regional air quality here in the South Coast Air Basin and in all our communities highly impacted by diesel pollution.

During my first few years on the Board, we were very active in adopting a number of regulations to implement ARB's Diesel Risk Reduction Plan. These regulations were focused on reducing diesel particulate matter to improve air quality where people live. As I remember, these Board meetings were often highly contentious with extended public comment.

However, it was also important to reduce NOx emissions in order to meet air quality standards for PM2.5 and ozone. As a result, this Board adopted a series of major rules for diesel engines, both on and off road. These rules covered:

- private trucks, buses, and construction fleets
- public and utility fleets
- refrigeration units on trucks
- restrictions on truck idling
- on-board diagnostic systems for trucks (OBD)
- Tier 4 standards for new off-road engines

This Board also adopted a plan to put special focus on reducing emissions associated with freight transport. A number of rules were adopted to address port related emissions including:

- controls for cargo handling equipment
- a rule specific to drayage trucks
- cleaner fuels for locomotives, ocean going vessels, and harbor craft
- emission controls for ships at berth

These actions were part of the South Coast SIP as well as ARB's Goods Movement Plan.

Other regulations ARB adopted to meet SIP obligations include:

- tighter limits on consumer products

- requirements for off-highway recreational vehicles
- new engine and fleet requirements for forklifts

Taken in combination, these regulations have helped the South Coast remain on track to meet 2014 federal deadlines for particulate pollution, as well as progress on requirements for ozone standards.

The diesel regulations, along with Prop 1B bond and other incentive funds, have reduced monitored diesel pollution over 50 percent in our harbor communities. This is a big deal! And there are more reductions to come.

In 2007, we adopted a major rule to improve indoor air quality in homes and schools. This air toxic control measure put tight limits on the cancer causing chemical formaldehyde in building materials.

Now I would like to move to the climate program, beginning with the extraordinary Scoping Plan ARB adopted in 2008. It is the most impressive state policy document that I have ever read.

ARB was assigned the responsibility to develop California's game plan for meeting the goal of AB 32 -- returning to 1990 emission levels by 2020.

This involved evaluating the sources of greenhouse gases in a way even more complex than conventional air pollution. The term lifecycle emissions was introduced into our thinking. Energy and transportation systems rather than individual facility emissions had to be considered. AB 32 triggered a new way of analyzing and responding to the challenge.

SB 375 then followed, requiring ARB to set greenhouse gas reduction targets for regional transportation plans through development of sustainable communities strategies.

The success of this new program depended on effective and comprehensive ARB outreach to SCAG and other MPOs. This Board's effort to work through SCAG issues on ARB's proposed targets helped set a good foundation for going forward into the future. The RTP & SCS is a landmark document, the best SCAG has ever adopted.

Implementation of the AB 32 Scoping Plan required a range of activities new to the Board and staff, both technical and policy.

New and challenging issues were raised as the Board deliberated on a number of new regulations to reduce greenhouse gases including:

- advanced clean cars
- low carbon fuel standard
- emissions reporting and cap and trade
- multiple regulations for the most potent greenhouse gases

Each of these efforts has required partnerships with other agencies and academy, as well as outreach to a wide range of stakeholder groups.

Participation in the Western Climate Initiative is one example of the scope of new activities undertaken to engage with others on the climate issue.

All of these Board actions and activities are helping build the foundation for a transformation of our energy and transportation systems, which is necessary if we are to meet our air quality and climate goals. Let me repeat...

ARB's leadership has been essential to focus attention on the possibilities for the future. ARB's strength has always been on advancing technology and that is key going forward. But the challenge now encompasses more than engineering -- the social context for change and the potential for the economic development is equally important.

As regions implement SB 375 there is a real opportunity for individuals and cities to engage in the broader discussion of urban form. Quality of life begins with our homes, jobs, communities but also relies on investment in energy and transportation systems to serve our local, regional, and global community.

We have made a difference. This region's air quality continues to improve, and ARB has played a major role through its regulation of mobile sources, fuels, consumer products, and toxic air contaminants. Noteworthy, ARB's leadership on climate is there for the world to see and to share.

Going forward the Board must continue to develop and nurture the many partnerships necessary to support our air quality and climate goals.

As a representative of the South Coast, it was my honor, and opportunity, to serve for the past eight years. Thank you to the "best in the world" Chair, Board, and staff.