CALIFORNIA AIR RESOURCES BOARD

NOTICE OF PUBLIC MEETING ON THE DISCUSSION DRAFT MOBILE SOURCE STRATEGY

The Air Resources Board (ARB or Board) will conduct a public meeting at the time and place noted below to hear an informational item on the Discussion Draft Mobile Source Strategy.

DATE: October 22, 2015

TIME: 9:00 a.m.

PLACE: South Coast Air Quality Management District Auditorium
21865 Copley Drive
Diamond Bar, California 91765

Or Via Videoconference:
California Environmental Protection Agency
Air Resources Board
Byron Sher Auditorium, 2nd Floor
1001 I Street
Sacramento, California 95812

This item will be considered at the October 22, 2015 Board meeting, which will commence at 9:00 a.m. Please consult the agenda, which will be available at least 10 days before the meeting to determine in which order this item will be considered.

Background
Over the next 15 years, California will need to build upon its successful efforts to meet critical air quality and climate goals. These include:

- Attaining federal health-based air quality standards for ozone in 2023 and 2031 in the South Coast and San Joaquin Valley, and fine particulate matter (PM2.5) standards in the next decade;
- Achieving greenhouse gas (GHG) emission reduction targets of 40 percent below 1990 levels by 2030;
- Reducing our petroleum use by up to 50 percent by 2030;
- Minimizing health risk from exposure to toxic air contaminants; and
- Increasing energy efficiency and deriving 50 percent of our electricity from renewable sources by 2030.

Accomplishing these complementary goals will provide much needed public health protection for the millions of Californians that still breathe unhealthy air, and reduce exposure in disadvantaged communities - especially in light of new information

regarding the sensitivity of children to toxic emissions early in life. Meeting California's GHG emission reduction targets is an essential part of the global action needed to slow global warming and achieve climate stabilization. Finally, actions to meet California's public health and climate goals will reduce our dependence on petroleum and establish a more secure energy future.

Mobile sources - cars, trucks, and a myriad of off-road equipment - and the fossil fuels that power them are the largest contributors to the formation of ozone, PM2.5, diesel particulate matter, and GHG emissions in California. They are responsible for approximately 80 percent of smog-forming nitrogen oxide (NOx) emissions, 95 percent of diesel particulate matter emissions, and 50 percent of GHG emissions. Given this contribution, significant cuts in pollution from these sources are needed.

In this Discussion Draft Mobile Source Strategy report, the ARB staff is putting forward a proposed mobile source strategy for discussion that simultaneously contributes toward meeting air quality standards and GHG emission reduction targets, reduces petroleum consumption, and decreases health risk from transportation emissions over the next 15 years. The integrated approach to planning described in this report allows consideration of the multi-pollutant benefits and identifies interaction between measures to guide policy, and ways to maximize program effectiveness.

Proposed Mobile Source Strategy

ARB's current mobile source programs, along with efforts at the local and federal level, have achieved tremendous success in reducing emissions, resulting in significantly cleaner vehicles and equipment in operation today. Current control programs will reduce NOx and diesel PM emissions over 50 percent from today's levels by 2030, positioning California to meet our 2020 GHG target and provide approximately half the petroleum reductions needed by 2030. These programs provide a significant down-payment on the needed emission reductions. Nonetheless, meeting all of our air quality and climate goals will require large reductions beyond those occurring under existing programs.

The actions identified as part of the proposed strategy would establish requirements for cleaner technologies (both zero and near-zero), deploy these technologies into the fleet, require cleaner fuels, and ensure continued clean performance in use. Actions to accelerate the deployment of cleaner technologies through incentives, efficiency increases in moving people and freight, and support for the use of advanced transportation technologies such as intelligent transportation systems and autonomous vehicles are also needed. Taken together, these actions would provide the reductions necessary from mobile sources to achieve federal health-based air quality standards for ozone in 2023 and 2031, to reduce GHG emissions to 40 percent below 1990 levels by 2030, to reduce our transportation-related petroleum use by up to 50 percent by 2030, and decrease regional and near-source health risk from exposure to toxic air contaminants.

The proposed mobile source strategy supports multiple planning efforts that are underway to address these goals. These include the State Implementation Plans (SIP) required under the Clean Air Act to meet federal air quality standards, California's climate change Scoping Plan to meet GHG reduction goals, the Short-Lived Climate

Pollutant Plan to reduce potent short-lived climate forcers, and the California Sustainable Freight Action Plan to create a cleaner, more efficient freight-transport system.

Under the Clean Air Act, SIPs to meet federal air quality standards must identify both the magnitude of emissions reductions needed and the actions necessary to achieve those reductions by the required attainment deadline. Given the severity of ozone levels in the South Coast, meeting the ozone standards in this region will drive the scope and timing of regional emission reduction needs. The report therefore also outlines a coordinated suite of proposed measure concepts that provide the regulatory and programmatic mechanisms to implement the SIP related requirements of the mobile source strategy, and estimates NOx reductions for the South Coast. Subsequent planning work by ARB and other State agencies will further refine and expand on the additional actions, such as those for renewable fuels, through the Scoping Plan Update process, and further efficiency activities through the California Sustainable Freight Action Plan.

Next Steps

In addition to the Board presentation, ARB staff will hold a public workshop on **October 16, 2015** at 9:00 a.m. in the Byron Sher Auditorium at the California Environmental Protection Agency in Sacramento. A live webcast of the workshop will be available at: http://www.calepa.ca.gov/broadcast/. Both the workshop and the ARB meeting will provide the public the opportunity to comment on the strategy and the proposed measure concepts. After the October Board meeting, based on Board direction, staff will work with stakeholders, the South Coast Air Quality Management District, other air districts, and other State agency partners, to develop detailed measures and strategy concepts into the related planning efforts.

Public Comments

The Discussion Draft Mobile Source Strategy will be available on September 30, 2015. Copies of the report may be obtained from ARB's Public Information Office, 1001 I Street, First Floor, Environmental Services Center, Sacramento, California, 95814, (916) 322-2990. The report may also be obtained from ARB's website at http://www.arb.ca.gov/planning/sip/sip.htm

Interested members of the public may present comments orally or in writing at the meeting and may provide comments by postal mail or by electronic submittal before the meeting. To be considered by the Board before the meeting, written comments not physically submitted at the meeting, must be received **no later than 5:00 pm, October 19, 2015**, and addressed to the following:

Postal mail:	Clerk of the Board, Air Resources Board 1001 I Street, Sacramento, California 95814
Electronic submittal:	http://www.arb.ca.gov/lispub/comm/bclist.php

Please note that under the California Public Records Act (Government Code section 6250 et seq.), your written and verbal comments, attachments, and associated contact information (e.g., your address, phone, email, etc.) become part of the public record and can be released to the public upon request.
ARB requests that written and email statements on this item be filed at least 10 days prior to the meeting so that ARB staff and Board members have additional time to consider each comment. Further inquiries regarding this matter should be directed to Ms. Kirsten King Cayabyab, Air Pollution Specialist at (916) 322-3531 or Ms. Carol Sutkus, Manager, South Coast Air Quality Planning Section at (916) 322-1229.

SPECIAL ACCOMMODATION REQUEST

Consistent with California Government Code Section 7296.2, special accommodation or language needs may be provided for any of the following:

- An interpreter to be available at the meeting;
- Documents made available in an alternate format or another language;
- A disability-related reasonable accommodation.

To request these special accommodations or language needs, please contact the Clerk of the Board at (916) 322-5594 or by facsimile at (916) 322-3928 as soon as possible, but no later than 10 business days before the scheduled Board meeting.
TTY/TDD/Speech to Speech users may dial 711 for the California Relay Service.

Consecuente con la sección 7296.2 del Código de Gobierno de California, una acomodación especial o necesidades lingüísticas pueden ser suministradas para cualquiera de los siguientes:

- Un intérprete que esté disponible en la audiencia;
- Documentos disponibles en un formato alterno u otro idioma;
- Una acomodación razonable relacionados con una incapacidad.

Para solicitar estas comodidades especiales o necesidades de otro idioma, por favor llame a la oficina del Consejo al (916) 322-5594 o envié un fax a (916) 322-3928 lo más pronto posible, pero no menos de 10 días de trabajo antes del día programado para la audiencia del Consejo. TTY/TDD/Personas que necesiten este servicio pueden marcar el 711 para el Servicio de Retransmisión de Mensajes de California.

CALIFORNIA AIR RESOURCES BOARD

Richard W. Corey
Executive Officer

Date: October 9, 2015

The energy challenge facing California is real. Every Californian needs to take immediate action to reduce energy consumption. For a list of simple ways you can reduce demand and cut your energy costs, see our website: http://www.arb.ca.gov.