

**January 2, 2007**

**Draft 2007 Air Quality Management Plan**

**Orange County, CA** – The objective of the 2007 Air Quality Management Plan (AQMP) is to bring designated non-attainment areas into compliance with federal air quality standards, to satisfy the planning requirements of the federal Clean Air Act, and to develop transportation emission budgets. If approved by both the South Coast Air Quality Management District's (District) Governing Board and the California Air Resources Control Board (CARB), the 2007 AQMP will be submitted to the U.S. Environmental Protection Agency (EPA) as a State Implementation Plan (SIP) revision. The Draft 2007 AQMP uses 2002 as the base year for projecting emissions for the years 2014, 2020, and 2023. The 2002 emissions inventory reflects District air regulations that were adopted in June 30, 2006 and most CARB regulations that were adopted in June 2005. In 2005, the South Coast Air Basin (Basin) did not exceed the standards for carbon monoxide, nitrogen dioxide, sulfur dioxide, sulfates or lead. According to the District's base year emissions inventory, the air in Southern California is not meeting the federal and state air quality standards for ozone, PM10 and PM2.5.

The District is responsible for leading the development and adoption of the Draft 2007 AQMP. The aim of this draft is to build upon the improvements made from previous plans and incorporate all feasible control measures. These control measures consist of three components: 1) the District's Stationary and Mobile Source Control Measures; 2) State and Federal Control Measures recommended by District staff; and 3) Regional Transportation Strategy and Control Measures provided by the Southern California Association of Governments (SCAG). The first component includes 32 short-term and mid-term control measures for stationary and mobile sources developed by the District. These control measures are categorized as follows: (1) coatings and solvents, (2) petroleum operations and fugitive volatile organic compound (VOC) sources, (3) combustion sources, (4) particulate matter (PM) sources, (5) multiple component sources, (6) compliance flexibility programs, (7) emission growth management, and (8) District mobile source control measures. These control measures involve directly controlling the emissions of ozone, PM10 and PM2.5 in addition to their contributors, Sulfur oxides (SO<sub>x</sub>), Nitrogen oxides (NO<sub>x</sub>), and Volatile organic

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compounds (VOC). The District is expecting to implement these measures within the next several years.

The proposed control measures may significantly impact the operations at individual facilities within the Basin. For example, the District's coatings and solvents control measures include emission reductions from lubricants, Clean Coatings Certification Program for coating materials, and consumer product labeling and emission reductions from the use of consumer products at institutional and commercial facilities. These measures propose developing new rules and possibly introducing new amendments that are applicable to the specific requirements as set forth by Regulations II and XI. In terms of consumer products, the control measures will be regulated by CARB and/or by the District. Control measures for petroleum operations and fugitive VOC sources include improved leak detection and repair (LDAR) through a two-phase approach. The first phase involves testing a pilot program for optical gas imaging (Smart LDAR). Based on the results of Phase I, the full implementation of Smart LDAR programs will require amendments to the fugitive VOC Rules 462, 463, 1142, 1173, 1176, and Rule 1178 in Phase II. Emission reductions from gasoline transfer and dispensing facilities and asphalt paving applications will require amendments to existing Rules 461, 1108, and 1108.1 and improvements in the implementation of the Enhanced Vapor Recovery (EVR) regulation under CARB.

The District has also specified control measures for combustion sources. All available control methods are expected to be utilized towards reducing the emissions of NO<sub>x</sub> from Non-RECLAIM ovens, dryers, and furnaces and from space heaters, SO<sub>x</sub> from RECLAIM facilities, and for providing natural gas fuel specifications for stationary sources conducting combustion. A control measure for facilities using PM control devices such as baghouses, wet scrubbers, and electrostatic precipitators has been proposed by the District. This control measure would strengthen existing regulatory requirements for these devices in order to improve overall control efficiency. Also, the District, in conjunction with local governments, is proposing control measures aimed at reducing fugitive dust from PM hot spots such as Rubidoux in Riverside County.

Under multiple component sources, the District has proposed a control measure that has the potential to affect a wide variety of facilities. This control measure would achieve further emission reductions of NO<sub>x</sub>, VOC, and PM<sub>2.5</sub> by requiring that facilities modernize permitted equipment and processes and use supercompliant materials based on a set of pre-specified equipment useful life. Energy efficiency and conservation programs for stationary source fuel combustion have been included in many of the past AQMPs. This control

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measure provides incentives for businesses and residents to use energy efficient equipment in the District and to increase the effectiveness of existing energy conservation programs. The District and local governments expect to be the implementing agencies for this control measure.

The District is also proposing a greenwaste composting control measure in order to implement best management practices and/or control technologies to further reduce emissions of VOC, PM, and NH<sub>3</sub>. Further reduction of NH<sub>3</sub> and VOC is being proposed through a livestock feedwaste (poultry and swine) control measure. The District, with the cooperation of state and local resource agencies, will incorporate best management practices, feed variations, and control device installations to achieve emission reductions. A control measure has been proposed by the District to improve start-up, shutdown, and turnaround procedures through the implementation of alternatives provided in the Rule 1118 – Control of Emissions from Refinery Flares staff report. The final proposed control measure within the multiple component sources category addresses the attainment of further emission reductions by way of amending existing rule and regulations. The purpose of this control measure is to allow for the adoption and implementation of new retrofit technology control standards that are feasible and cost-effective as new retrofit control technology (BARCT) standards become available in the future.

The compliance flexibility programs are voluntary programs that cover two control measures by providing additional compliance flexibility to regulated sources in the Basin, providing incentives for the early installation and commercialization of advanced pollution control technologies, and lowering overall compliance costs.

Listed here are the two remaining categories, their control measures, and affected sources.

**Emission Growth Management:**

- Emission Reductions from New or Redevelopment Projects
- Emission Budget and Mitigation for General Conformity Projects
- Emission Mitigation at Federally Permitted Projects

**District's Mobile Source Control Measures:**

- Mitigation Fee Program for Federal Sources
  - Aircrafts, ships, trains, other sources
- Extended Exchange Program
  - Small off-road engines (SOAR) and recreational outboard engines

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- Backstop Measures for Indirect Sources of Emissions from Ports and Port-Related Facilities
  - Marine vessels, locomotives, trucks, cargo handling equipment, harbor craft and stationary equipment
- Emission Reductions from the Carl Moyer Program
  - On-road and off-road diesel vehicles and equipment

There are also five long-term measures for stationary and mobile sources. These control measures involve architectural coatings, miscellaneous coatings and solvents and consumer products, NO<sub>x</sub> RECLAIM facilities, gasoline dispensing facilities, petroleum refineries, chemical plants, and green waste composting, fuel combustion, and on-road and off-road mobile source categories. These measures are designed to meet the federal PM<sub>2.5</sub> standards by 2014 and the 8-hour ozone standard by 2020. Of the emission sources under the District's jurisdiction, the estimated reductions from the control measures that have been quantified are 7.7 t/d of NO<sub>x</sub>, 3 t/d of SO<sub>x</sub>, 7.2 t/d of VOC, and 1.4 t/d of PM<sub>2.5</sub> by 2014. The District has designed the Draft 2007 AQMP in order to meet the following overall reductions which are necessary for meeting the above mentioned standards.

**Emission Reduction Targets for PM<sub>2.5</sub> and 8-Hour Ozone Attainment**  
(tons per day, % reduction)

	<b>2014</b>	<b>2020</b>
<b>NO<sub>x</sub></b>	239 (36%)	286 (50%)
<b>VOC</b>	142 (24%)	300 (54%)
<b>SO<sub>x</sub></b>	49 (70%)	-----
<b>PM<sub>2.5</sub></b>	14 (14%)	-----

In 2004, the District formally requested the U.S. EPA to redesignate the Basin as in attainment with the CO ambient air quality standard. No formal action has been taken on this submittal and the Draft 2007 AQMP serves as an update to the maintenance plan submitted as part of the 2003 AQMP. Before the Draft 2007 AQMP can be submitted to the District Board for approval, the District staff needs to correct certain issues. These issues have been presented in order to gain input from all stakeholders, technical experts, and the general public. These issues include uncertainties in mobile source emissions inventory, adequacy of reductions for PM<sub>2.5</sub> attainment, 8-hour ozone non-attainment classification bump-up request, fair share agency responsibility, and availability of funding. The District, in conjunction with CARB, has held public workshops and continues to discuss the Draft 2007 AQMP at its monthly Board meetings.

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