



The Clean Air Plan

The Santa Barbara County Air Pollution Control District (District) develops Clean Air Plans that provide an overview of our air quality and sources of air pollution, and identify the pollution-control measures needed to meet clean-air standards. The schedule for plan development is outlined by state and federal requirements, and is influenced by our air quality. Clean Air Plans affect the development of District rules and regulations and other programs. They also influence a range of activities outside the District, including transportation planning, allocation of monies designated for air-quality projects, and more. The Clean Air Plan process proceeds as follows:

The **U.S. Environmental Protection Agency** (USEPA) and the **California Air Resources Board** (CARB) develop and implement air quality standards and determine whether our county air is in attainment of those standards using the ambient air monitoring data collected at the nearly 20 stations around the county. (Refer to “attainment classification” in sidebar). They also specify the type of Clean Air Plan needed, and set guidelines and requirements for the plan contents.

Working closely with the **District Community Advisory Council**, and the **Santa Barbara County Association of Governments**, District staff develop draft Clean Air Plans according to schedules laid out by the USEPA and CARB. After a **public review process**, District staff develop a final Clean Air Plan. The **District Board** then adopts the Plan and sends it on to the USEPA and/or the CARB for final approval.

Plans in Effect

2007 Clean Air Plan (Federal Clean Air Act & California Clean Air Act)

The 2007 Clean Air Plan, adopted by the District Board, approved by CARB, and submitted to USEPA, addressed maintenance of the federal eight-hour ozone standard with an attainment demonstration and a triennial update for attainment of the state ozone standard.

2010 (Triennial Update for California Clean Air Act)

The 2010 Clean Air Plan shows how the county will make progress towards meeting the state eight-hour ozone standard (the 2007 Clean Air Plan remains in effect for federal requirements).

Attainment Classification

The term “Attainment Classification” refers to whether an area is in attainment of certain federal or state air quality standards, such as for the criteria pollutants ozone and particulate matter.

Santa Barbara County is in attainment of the federal eight-hour ozone standard and state one-hour ozone standard, but nonattainment for the state eight-hour ozone standard.

We also haven’t attained the state standard for respirable particulate matter less than ten microns in diameter (PM10). Currently there is not enough data to determine attainment status for the state standard for fine particulate matter less than 2.5 microns in diameter (PM2.5).

Our attainment classification determines the schedule and deadlines of our clean air planning process to address attaining or maintaining federal and state air quality standards for criteria pollutants.

What's in a Clean Air Plan?

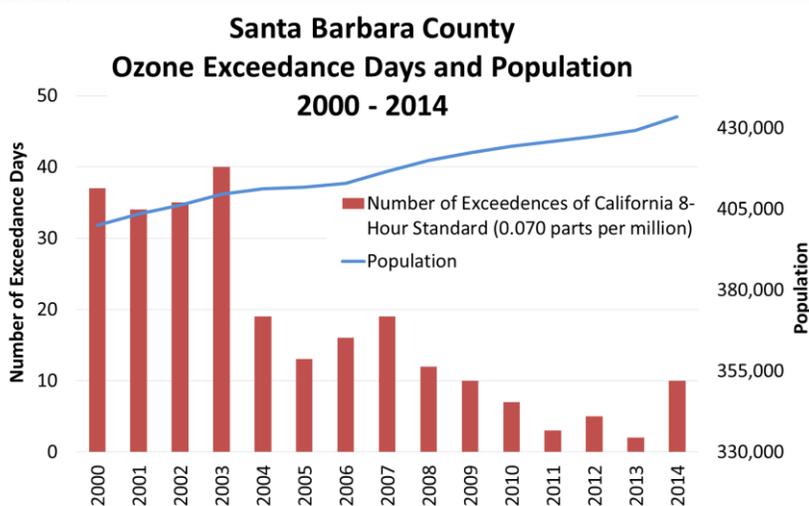
Our Clean Air Plans include: an overview of planning efforts; information on our air quality; an emissions inventory; existing and proposed emission control measures; existing and proposed transportation control measures; emissions forecasts; public comments; and other topics as appropriate.

Emissions Trends

Over the past 20 years, the rate of population growth and vehicle miles travelled throughout the county has continued to increase annually. Despite this continual growth, the number of exceedances of the state eight-hour ozone standard have generally trended downward during that same 20 year period.

Some reasons why we have experienced cleaner air in the face of continued growth include use of cleaner vehicles and fuels, emission controls on businesses and their equipment, and increased use of alternative transportation.

The next 20 years are predicted to have more people living in Santa Barbara County and greater vehicle miles travelled as many commute long distances for employment. At the federal and state level, there are plans to require greater emission controls on vehicles, cleaner fuels, increased energy efficiency, and cleaner engines. At the federal state and international level there has been action taken to dramatically reduce the pollution from marine shipping. However, it requires the action of everyone to ensure cleaner air in the future.



Of Interest

The Clean Air Plan Influence

Clean Air Plans outline areas in which new rules or measures need to be developed and implemented. Clean Air Plans can influence areas outside of the District as well, directly or indirectly, such as transportation planning, or the distribution of transportation funds that are earmarked for projects to improve air quality. Clean Air Plans are often referenced or cited in other environmental documents.

Of Historical Interest

The District's first Clean Air Plan was issued in 1979. We subsequently issued Plans in 1982, 1989, 1991, 1993 (a "Rate of Progress" Plan), 1994, 1998, 2001, 2004, 2007, and 2010.

The Role of the District's Community Advisory Council

The District Community Advisory Council (CAC), made up of community representatives appointed by the District Board, reviews drafts of chapters of the Clean Air Plan, and suggests changes and issues for inclusion. The CAC invites public input on the Clean Air Plan process, and sometimes conducts public workshops on specific plan chapters or topic areas.

You Can Learn More...

Visit our website at www.OurAir.org/cap.htm to download Clean Air Plans.