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Board Agenda Item

TO: Air Pollution Control District Board

FROM: Dave Van Mullem, Air Pollution Control Officer

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SUBJECT: Draft 2013 Clean Air Plan

RECOMMENDATION:

Receive a briefing and provide comments on the draft 2013 Clean Air Plan.

DISCUSSION:

Air quality in Santa Barbara County continues to improve to the point that it meets the state 1-hour ozone standard. While our air quality has improved significantly, we do not yet comply with the more health protective state 8-hour ozone standard. Therefore, as required by the California Health and Safety Code we have developed a draft 2013 Clean Air Plan (2013 Plan) that will continue our progress towards attainment of the state 8-hour ozone standard.

The 2013 Plan represents the blueprint for air quality improvement in Santa Barbara County, with the goal of attaining the state 8-hour ozone standard. The 2013 Plan also represents a partnership among the Santa Barbara County Air Pollution Control District (District), the Santa Barbara County Association of Governments (SBCAG), the California Air Resources Board (ARB), the Community Advisory Council (CAC), local businesses, and the community at large to reduce pollution from all sources: cars, trucks, industry, consumer products, and many others.

We have made remarkable progress in cleaning our air; the number of days on which we experience unhealthy air quality in Santa Barbara County has been reduced over 95 percent from 1991 to now. The community should be proud of the accomplishments made to date in reducing air pollution. The 2013 Plan reflects a commitment to continue this progress and achieve our vision of clean air to all of the residents of Santa Barbara County.

Planning Mandates

The 2013 Plan complies with all planning mandates outlined in the California Clean Air Act of 1988. The key requirements of the California Clean Air Act addressed in this 2013 Plan are the *Triennial Progress Report* (Health & Safety Code Section 40924(b)) and the *Triennial Plan Revision* (Health & Safety Code Section 40925(a)).

Section 40924(b) requires the District to conduct an assessment of its air quality control program every three years, starting in 1994. This assessment must address the expected and revised emission reductions scheduled for adoption during the previous three years. This triennial progress report must also include an assessment of progress based on monitored pollutant levels and air quality indicators.

Section 40925(a) requires the District to review and revise its attainment plan at least once every three years. The review and revisions are to correct for any deficiencies in meeting the interim measures of progress incorporated into the plan pursuant to Section 40914 (emission reductions), and to incorporate new data or projections.

2013 Clean Air Plan Components

The 2013 Plan has five chapters that document our local air quality conditions and how we propose to comply with applicable air quality mandates. A brief summary of each chapter is provided below.

Chapter 1 – Introduction

This chapter discusses the purpose of the 2013 Plan and current California planning requirements that apply to Santa Barbara County.

Chapter 2 – Local Air Quality

Chapter 2 provides a summary of our local air quality. It highlights the declining trend of state 8-hour ozone standard exceedances (from 97 in 1991 to 5 in 2012), and includes other measures of air quality demonstrating our continued progress towards attaining the state 8-hour ozone standard.

Chapter 3 – Emission Inventory

This chapter presents the baseline inventory and forecasted future nitrogen oxides (NO_x) and reactive organic gas (ROG) emission inventories used in the development of this 2013 Plan. The emission inventories account for the types and amounts of pollutants emitted from a wide variety of sources, including on-road motor vehicles and other mobile sources, fuel combustion at industrial facilities, solvent and surface coating usage, and consumer product usage.

The future inventories (2020 and 2030) account for growth and emission control measures, and incorporate emissions associated with a growth allowance (see separate discussion below). Our

forecasts show significant decreases in NO_x over time, with ROG levels remaining relatively level. The NO_x decreases are primarily driven by stringent California clean engine standards for vehicles (on- and off-road). The most dominant human generated source of pollution in the County is from marine vessels. While we have no direct regulatory authority at the local level to control pollutants from marine shipping, this chapter discusses the various efforts the District is pursuing to make further progress on emission reductions in this unique sector.

Chapter 4 – Emission Control Measures

Chapter 4 provides an overview of the District’s stationary source control measures. District measures are classified as already adopted, proposed, contingency, and further study. There are 8 proposed control measures, one contingency measure, and four measures proposed for further study. The 8 measures proposed for adoption, all of which are identified in prior adopted Plans, were evaluated for cost-effectiveness and considered to be feasible. These measures are projected to result in 200 tons/year of reactive organic gas and 5 tons/year of NO_x reductions from 2008 to 2030.

Chapter 5 – Transportation Control Measures

Chapter 5 discusses the transportation control measures (TCMs) developed and evaluated by SBCAG for this 2013 Plan. The TCMs adopted in the prior Clean Air Plan (2010 Clean Air Plan) form the basis for the 2013 Plan on-road mobile source control strategy. An emission overview is also provided to document the travel and emission factor modeling executed to estimate the on-road mobile source emissions.

Growth Allowance

This Plan, as in past Plans adopted by the District Board and submitted to ARB, includes a growth allowance, which has been added into the forecasted emissions to assess overall emissions trends and progress towards attainment. Growth allowances were included in five past Plans adopted by the Board (1994, 2001, 2004, 2007, and 2010). This plan includes a growth allowance specifically to allow for potential increases in emissions that could be approved by the District for use by new or modified sources that are unable to offset their emission increases. Following are examples of how the growth allowance could function:

- It could serve as a contingency in conjunction with a program by which permit applicants fund an account managed by the District to obtain offset credits from clean air projects in Santa Barbara County.
- A portion of the allowance could be allocated to facilitate permitting of “essential public service” projects in Santa Barbara County, as done in other Districts.

The growth allowance is a portion or wedge of future emissions reductions. It is proposed that this wedge be a combined 1.36 tons per day of NO_x and ROG and can be used to offset either or both pollutants. The 2013 Plan assigns this allowance to the stationary source category and splits it equally to NO_x and ROG (0.68 tons per day of each). These emissions have been accounted for in the forecast of future emissions and are 1.6 % of the 2030 forecasted emissions. The forecast shows

a 17.6 tons per day overall decrease in ozone precursor emissions between 2008 (baseline) and 2030. This projected decrease in countywide emissions shows that the growth allowance will not impair progress towards attaining the State 8-hour ozone standard.

Any growth allowance approved by this Plan could only be implemented in accordance with further amendments to District Rules and Regulations to allow for this option. Thus, rule-based mitigation will act as a control on overall emissions growth.

Community Advisory Council Process

The Community Advisory Council (CAC) was established by your Board to review District rules and plans. Starting October 2012, the CAC met five times to review and provide input on individual chapters of the 2013 Plan. The CAC provided a range of input on the Plan content and format. Staff appreciates the time and effort the CAC devoted to the development of the 2013 Plan. On May 8, 2013 the CAC voted to recommend that your Board adopt the 2013 Plan. The CAC vote was 10 for, 2 abstaining, and none opposed. We intend to bring the Plan back to your Board for adoption after we receive feedback at the June 20th meeting.

Compliance with the California Environmental Quality Act

To comply with the California Environmental Quality Act (CEQA), the District prepared an Addendum to the Environmental Impact Report (State Clearing House No. 2010071014) for the 2010 Clean Air Plan.

Attachment: Draft 2013 Clean Air Plan