

1. INTRODUCTION

The 2013 Clean Air Plan (2013 Plan) is the sixth triennial update to the initial State Clean Air Plan adopted by the Santa Barbara County APCD Board in 1991. Each of the Santa Barbara County plan updates have implemented “an all feasible measures” strategy to ensure continued progress towards attainment of the state ozone standards. Since 1992, Santa Barbara County has adopted or amended rules implementing over twenty five control measures controlling stationary source emissions. This has resulted in substantial amounts of reductions in ozone precursor pollutant (nitrogen oxides and reactive organic compounds). To date, this strategy has been successful as our County’s air quality has improved such that we are now in attainment of the state 1-hour ozone standard. While we have yet to attain the state 8-hour ozone standard, we are inching closer. In fact, in the year 2011 (2012 still to be determined), our County’s air quality status qualified as “non-attainment transitional” for the state 8-hour standard since monitored ozone values did not exceed the standard more than 3 times at a single station in those calendar years (Health & Safety Code section 40925.5).

The 2013 Plan brings us to a crossroads. As we look for possible reductions in stationary source emissions, it is clear the “low hanging fruit” has been picked. Further stationary source control measures will result in minimal amounts of emission reductions at higher and higher cost. In this Plan update we propose to carry forward all proposed measures from the 2010 Plan considered feasible but not yet implemented, and to add a new contingency measure. However, our primary focus will be on marine shipping emissions. Marine shipping ozone precursor emissions have and will continue to account for the largest percentage of our inventory, over 50%. While the California Air Resources Board’s future on-road vehicle standards for almost zero or zero tailpipe emissions (e.g., PZEVs and ZEVs) will result in substantial emission reductions, without strategies to gain emission reductions from marine shipping, very little additional progress can be made towards attainment of the state 8-hour ozone standard. Chapter 3 provides more detail on the importance of marine shipping to our overall clean air strategy.

The California Clean Air Act (CCAA) requires that we report our progress in meeting state mandates and revise our 1991 Air Quality Attainment Plan (1991 AQAP) to reflect changing conditions on a triennial basis. There are two major items required to be in the triennial update (Sections 40924 and 40925 of the California Health and Safety Code): a Triennial Progress Report and a Triennial Plan Revision. The Triennial Progress Report must assess the overall effectiveness of an air quality program and the extent of air quality improvement resulting from the Plan. The Triennial Plan Revision must also incorporate new data or projections into the Plan. The 2013 CAP satisfies all state triennial planning requirements. Table 1 provides a more complete list of triennial plan revision requirements and where those requirements are addressed in the 2013 Plan.