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# SOUTH CENTRAL COAST BASINWIDE AIR POLLUTION CONTROL COUNCIL

Santa Barbara County APCD, 260 N. San Antonio Rd. Suite A, Santa Barbara, CA, 93110

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## TECHNICAL ADVISORY COMMITTEE

**Michael Villegas**, APCO  
Ventura County APCD

**Aeron Arlin Genet**, APCO  
Santa Barbara County APCD

**Larry R. Allen**, APCO  
San Luis Obispo County APCD

## COUNCIL MEMBERS

**Mike Morgan**  
Councilmember, City of Camarillo  
Ventura County

**Janet Wolf**  
2<sup>nd</sup> District Supervisor  
Santa Barbara County

**Karen Bright**  
Councilmember, City of Grover Beach  
San Luis Obispo County

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## MEETING MINUTES March 30, 2016

### Present

Council Members: Mike Morgan, Janet Wolf and Karen Bright.  
Staff: Mike Villegas, Aeron Arlin Genet and Larry Allen.

### 1. **Approval of Minutes of October 21, 2015**

Received and filed.

### 2. **Public Comment Period**

There were no public comments.

### 3. **Update on Power Plant Proposals for Ventura County** (Mike Villegas)

Ventura County has two older baseload power plants that are very low use and inefficient to operate. These plants have in essence become peaker plants, which means they are only used during high energy demand periods. The plants may need to shut down because of high operating costs and seawater cooling regulations. It has been determined that the Ventura County region needs 200-300MW of generating capacity. NRG, the owner of the plants, has proposed a new single 262MW gas turbine to replace the old 400MW boilers at the existing site in Mandalay Beach, Oxnard. Emission offsets would be required and the new turbine would run at 2.5 ppm NO<sub>x</sub>, which is Best Available Control Technology (BACT).

The City of Oxnard opposes the project, saying it's an environmental justice issue, however they do not have approval authority. The Energy Commission is the lead agency for approval of any Power plant over 50 MW in California. VCAPCD's role is to issue a Final Determination of Compliance for its rules, once approved. CalPine is proposing a similar project with multiple smaller turbines just west of Santa Paula.

#### **4. CARB's Proposed GHG Regulation for Oil and Gas Regulations (Mike Villegas)**

Methane is a short lived pollutant, but has 25 times the global warming potential of CO<sub>2</sub>. In order to minimize the emissions of methane, the state of California, through CARB, has already implemented a regulation for landfills which is more stringent than VCAPCD regulations. These regulations are meant to minimize leaks of methane. The captured methane is then used in engines and micro turbines or flared. The state is now looking at minimizing the emissions of methane through new regulations for oil and gas production operations. The air districts would enforce these regulations.

Produced gas contains methane and reactive organic compounds (ROCs). Most of the VCAPCD oil production rules contain provisions exempting gas streams that are primarily methane (low ROC content). As written now, the proposed CARB rule does not contain a small user exemption, which means small leases would need to either connect to a gas pipeline or install a new low NO<sub>x</sub> flare, neither of which may be cost effective

#### **5. Court Ruling on SLOAPCD Dust Rule (Larry Allen)**

SLOAPCD created a rule that regulates the emissions from the Oceano Dunes, requiring the facility (State Parks) to put mitigation in place that reduces the dust impact from the riding area. Friends of the Dunes (FOD) sued over the APCD's authority to require a permit for the facility. In April 2015, SLOAPCD received an adverse ruling from the Appeals Court, which ruled the facility was not a contrivance, and further stated it was not a direct source of emissions, but rather an indirect source. As a result, the permit was rescinded by APCD and the case was remanded to the SLO Superior Court for a revised decision to reflect the Appeals Court ruling. On March 7, 2016 the Superior Court issued a preliminary decision, agreeing the permit condition was invalid, but Rule 1001 remained valid and necessary to protect public health.

In the meantime, State Parks has installed 40 acres of sand fencing. So far the fencing is only having a minor effect and does not appear to make much of a difference in the Nipomo Mesa housing area. State Parks plans to install vegetation, however 75% of that is proposed in the non-riding area. Monitoring sites in place downwind from the riding and non-riding areas show the emission concentration difference between the two is significant. ARB is working on a model that will determine the effectiveness of sand fencing, vegetation and other types of mitigation. That data can be used to aid in more effective mitigation at the dunes.

SLOAPCD still has 2 outstanding Friends of the Dunes cases; one where FOD is claiming the Consent Decree Agreement illegally modified the rule by agreeing to set a permit requirement aside; and a second case in which FOD is requesting SLOAPCD pay all their legal fees since they prevailed on the Appeals Court Ruling. Most recently, FOD sued State Parks alleging they improperly exempted their wind fencing project and new monitoring station from CEQA. SLOAPCD was named a real party in interest on that suit.

## 6. **Central Coast Regional Climate Collaborative** (Larry Allen)

Regional Climate Collaboratives are a relatively recent movement nationwide, and especially in California, designed to proactively prepare for the impacts of climate change on our communities and resources, which is happening now and expected to accelerate in the years ahead. California's economy, infrastructure, public health and natural systems will be significantly impacted by extreme storm events, flooding, wildfire, heat waves, loss of water supply, air quality degradation and sea level rise.

Climate Collaboratives are forming to focus on enhancing community resiliency and protecting resources. There are 5 Collaboratives currently operating in California, all belonging to the Alliance of Regional Collaboratives for Climate Adaptation (ARCCA). The goal is to empower action by establishing or expanding traditional and non-traditional alliances and networks to accelerate effective and durable problem-solving; for example between public and private resource managers, scientists, decision-makers & others to share knowledge, avoid duplication of effort, regularly engage the public on the science and solutions, and build capacity for local community action by keeping decision-makers informed.

The Central Coast Climate Collaborative (CCCC) is in the initial stages of forming and includes nearly 40 representatives from 6 counties (Ventura, Santa Barbara, San Luis Obispo, Monterey, Santa Cruz and San Benito). The focus on this collaborative is regional sharing of info and resources on climate mitigation and adaptation. It will serve as a clearinghouse for innovative actions and solutions, coordinate grant development, provide a regional voice to communicate a consistent message, raise importance of climate change issues and empower leaders to make critical decisions, identify synergies for action and help educate the next generation of climate professionals. CCCC has held 2 meetings to date in order to develop its' mission statement, purpose and goals, and bylaws. Once the groundwork is complete, there will be a general meeting to discuss formal formation and identify priorities for initial projects.

## 7. **Hydrogen Readiness Plan** (Aeron Arlin Genet)

The State recently issued a ZEV (zero emission vehicle) action plan. Vehicles include battery electric and fuel cell. ARB has been promoting ZEV for many years. The goal in California is to have 1.5 million ZEVs on the road by 2025. The State has invested public funds for the purchase of ZEVs as well as infrastructure. AB 8 invested \$20 million towards the hydrogen station infrastructure.

The reason for investing so much money into a ZEV infrastructure is because of the air quality impact from mobile sources, which emit the majority of smog-forming pollutants in California. Attaining our air quality goals depends on the reduction of on-road emissions. The State is offering rebates of up to \$5,000 for the purchase of ZEVs. The State, through the policies at ARB as well as the funding, has put a significant emphasis on both battery-electric and fuel cell vehicles.

Currently there are approximately 200 fuel cell vehicles operating in California. Hydrogen vehicles refuel in 10 minutes or less and have a range of about 300 miles. Auto manufacturers are projecting to have 10,500 fuel cell vehicles by end of 2018, and 34,300 by 2021. ARB is anticipating 51 fueling stations by the end of 2016, which would provide the fueling capacity for 13,500 vehicles. Working in collaboration, the tri-counties have been able to successfully secure \$2.6 million in funding for alternative fuel projects.

The Hydrogen Readiness Plan is the newest program and has received \$242,872 in grant funding from the CA Energy Commission. Partners in this project (which includes our 3 air districts in addition to Central Coast Clean Cities Coalition, Community Environmental Council, Ivor John Associates, UC Irvine Advanced Power and Energy Program, Energy Independence Now and A-Z Safety) will use funds to analyze siting of refueling stations, streamline station permitting, prepare firefighters and responders for hydrogen, and promote hydrogen and fuel cell electric vehicles. In addition, an advisory panel made up of tri-county stakeholders was formed in order to engage civic leaders to extend awareness of the planning effort at a high level. The Fuel Cell Partnership maintains a map of hydrogen fueling stations currently operating as well as those which are in development or have been proposed.

The goal of the project is to bring the line of fueling stations from the south coast up through Ventura, Santa Barbara and San Luis Obispo Counties, as well as down from Monterey. UC Irvine has mapped suggested stations in the tri-counties, although there is not enough data to accurately assess Ventura and Santa Barbara areas at this time. Ivor John is currently looking at mapping and suggested locations and will bring that back to the advisory group and partnership before the infrastructure plan is finalized. Community outreach is happening now. The biggest challenge the project faces is adequate staff resources in order to solicit grant funds and manage the project(s).

#### **8. Other Business/Next Meeting Date**

No other business was discussed. The next meeting will be July 20, 2016 at 10:00 a.m.

#### **9. Adjourn**

Meeting was adjourned at 11:56 a.m.