
SOUTH CENTRAL COAST BASINWIDE AIR POLLUTION CONTROL COUNCIL

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

TECHNICAL ADVISORY COMMITTEE

Gary Willey, APCO
San Luis Obispo County APCD

Laki Tisopulos, APCO
Ventura County APCD

Aeron Arlin Genet, APCO
Santa Barbara County APCD

COUNCIL MEMBERS

Lynn Compton
District 4 Supervisor
San Luis Obispo County

Lynn Edmonds
Councilmember, City of Fillmore
Ventura County

Paula Perotte
Mayor, City of Goleta
Santa Barbara County

MEETING MINUTES

December 3, 2020

Meeting Commenced at 10:03 a.m. virtually via Zoom Webinar
Video can be reviewed here: <https://youtu.be/MZUi-Ba4F8M>

Present

Council Members: Lynn Compton and Paula Perotte
Staff: Gary Willey, Laki Tisopulos and Aeron Arlin Genet

1. Approval of Minutes of the December 11, 2019 and August 26, 2020 Meetings

A motion was made by Ms. Perotte, seconded by Ms. Compton that the minutes be approved. The motion carried by the following vote:

Ayes: 2 - Perotte, Compton.
Noes: 0 - None.
Abstain: 0 - None.
Absent: 1 - Edmonds.

The floor is opened to public comment, with no response.

2. Public Comment Period

This is the time set for public comments on items not on the agenda. **Vice Chairperson Lynn Compton** opens the floor to public comment, with no response.

3. CAPCOA's 2021 Legislative Priorities Update (Arlin Genet)

Ms. Arlin Genet provides the Council with an overview of the members that make up the California Air Pollution Control Officers Association and the priorities identified for 2021. The association identified a top priority

moving into 2021 is wildfire response and mitigation. Significant efforts have been made to coordinate with numerous agencies to reduce potential wildfires from occurring, specifically by expanding the use of prescribed burning with the goal to reach one million acres of prescribed burns completed by 2025. Efforts also continue to support the development of clean air centers during wildfire events, with some funding to support these centers going to the larger air districts.

The second priority identified relates to incentive funding in support of changing out diesel with clean technology. On-road/off-road vehicles, agricultural equipment, marine vessels, infrastructure, as well as transit and school buses are all examples of projects that qualify for this funding. FARMER, AB617 and Carl Moyer are all grant programs that rely on funds awarded by the State. With the Carl Moyer program preparing to sunset in the next few years, it is a priority of CAPCOA to work towards program reauthorization to continue these incentive programs well into the future.

The third priority pertains to AB617, a bill passed approximately three years ago, intended to focus on disadvantaged communities throughout the state. 10 communities were identified in the first year to take a micro assessment of these communities and the pollution sources located within them as well as strategies to reduce emissions. These communities are all located in the large district jurisdictions and have been expanded to include 3 more communities. To date, there aren't any CARB identified communities in the Tri-County region (Ventura, Santa Barbara and San Luis Obispo). However, the legislature does require all the districts in the state to delve deeper into the emissions inventory, criteria reporting programs, expands the list of sources and the types of information that needs to be collected from those sources, and updates to Best Available Retrofit Control Technologies for sources subject to Cap and Trade – all of which takes a lot of time and resources from each district, and CAPCOA is working to secure implementation funding to assist district's in this work.

Woodsmoke reduction change-out incentives have been very successful in encouraging residents to replace their fireplaces with cleaner burning technology. All 35 districts have been enthusiastic to get behind these incentive programs as they quickly become over-subscribed. The majority of CAPCOA's priorities just mentioned, pertain to funding. CAPCOA is in the process of writing a letter to the Governor's office as it relates to budget priorities. They will continue tracking bills that challenge regulatory authority, such as mobile fueling companies that wants to get around air district regulation and the Wine Institute's efforts to exclude wine fermentation from air district regulation.

Vice Chairperson Compton opens the floor to public comment, with no response.

4. SLOCAPCD's Refinery Fence Line Monitoring MOA Update (Willey)

This item was deferred to the next SCC/BCC Meeting.

5. Vessel Speed Reduction Program Update (Tisopulos)

Dr. Laki Tisopulos provides the Council with additional information on the Vessel Speed Reduction Program implemented in 2014. This is a voluntary program that encourages vessels to reduce their speed from 14-18 knots to 10 knots (or less) for two benefits – to protect wildlife (whales) and to reduce air emissions. Just last year for the Santa Barbara Channel and San Francisco Bay Area regions, it is estimated that NOX emissions had been reduced by 540 tons, in addition to large reductions in Greenhouse Gas (GHG) emissions, Oxides of Sulfur (SOX) emissions and Diesel Particulates (DP). In July 2020, USEPA granted Ventura County APCD additional funding of \$150,000 to support this program and just in the last month (December 2020) the California Air Resources Board granted just over a million dollars for this program. Additionally, some participants have been inclined to donate their incentives back to the APCD to further support this program well into the future in exchange for recognition of their conservation efforts.

Vice Chairperson Compton opens the floor to public comment, with no response.

6. Central Coast Clean Cities Coalition Update (Arlin Genet)

Ms. Aeron Arlin Genet provides the Council with an update of the Central Coast Clean Cities Coalition. The Clean Cities program has been established by the U.S. Department of Energy with approximately 100 clean cities coalitions throughout the United States. The mission is to foster economic, environmental and energy security by working locally to advance affordable domestic transportation fuels and other energy efficiency measures. They are fuel neutral and are not focused on any one alternative fuel type and work with local coalitions that can gather together local businesses, fuel providers, large fleets and government agencies and community groups. C5 (Central Coast Clean Cities Coalition) is a group of local stakeholders whose mission is to expand the use of alternative fuel vehicles and fueling infrastructure.

C5 was designated by the U.S DOE in 2006 with the San Luis Obispo County APCD as the lead until 2020 when the coalition expanded into Santa Barbara County. In 2021, C5 will launch an awareness campaign and membership drive. C5 is required to track and report fuel use, vehicle counts, stations and costs and report back to U.S. DOE on an annual basis. They conduct outreach and events, alternative fuel car shows, first responder training and much more.

Vice Chairperson Compton opens the floor to public comment, with no response.

7. Hearing Board Functions Overview (Willey)

Mr. Gary Willey provides the Council with an overview of the Air Pollution Control District Hearing Board's authority and responsibility, how the membership is made up and what type of cases they hear. Mr. Willey briefly reviews the variance hearing and abatement order process.

Vice Chairperson Compton opens the floor to public comment, with no response.

8. Ozone Air Quality and COVID-19 Overview (Tisopulos)

Dr. Laki Tisopulos provides the Council with an update on the impacts on air quality due to COVID-19 with a recap on ozone levels from March to October 2020. Many key variables contributing to the varying levels of ozone formation: temperature, VOC emissions, NOx emissions, VOC/NOx ratio, weather conditions and wildfires. It is noted that temperatures in 2020, beginning in and around April spiked significantly throughout the summer to levels we haven't seen over the last five years. It is also noted that NOx emissions were generally lower as a result of the stay-at-home orders beginning in March but with the relaxation of the stay-at-home directives emissions started to increase and , eventually, started spiking starting in September due to several wildfires and heat waves, adversely impacting ozone (smog) levels. In what started off as some positive air quality impacts as a result of the COVID-19 stay-at-home orders, ended up as one of the worst seasons for ozone in the last 5-10 years, the highest 8-hour average since 2009, the highest number of days above the standard since 2012 and the highest 1-hour average since 2014.

Five of the 6 largest wildfires in California history started in August/September 2020 resulting in 21 Ventura County APCD air quality alerts for wildfire smoke issued from August 14th through October 6, 2020. Wildfire smoke measured with increased PM 2.5 can remain suspended in the air for days with stagnant conditions and increased ozone is frequently observed during such conditions. It was also noted that high volume sanitizer use could have contributed to altering the VOC/NOx emissions ratio, adversely impacting ozone air quality and would need to be further explored.

9. Other Business/Confirm Next Meeting Date

The next meeting date is to be determined.

10. Adjourn

Meeting was adjourned at approximately 11:39 a.m.