2022 OZONE PLAN

Board of Directors
Santa Barbara County
Air Pollution Control District

Our Mission: To protect the people and the environment of Santa Barbara County from the effects of air pollution.

Aeron Arlin Genet
Director / APCO

Jim Fredrickson, Planning Supervisor
Timothy Mitro, Air Quality Engineer

December 15, 2022
2022 OZONE PLAN STRUCTURE

- **Chapter 1:** Introduction
- **Chapter 2:** Local Air Quality
- **Chapter 3:** Emission Inventory
- **Chapter 4:** Stationary Source Control Measures
- **Chapter 5:** On-Road Transportation Control Measures
- **Chapter 6:** Voluntary Grant and Incentive Strategies
- **Chapter 7:** Attainment Strategy
WHAT IS OZONE?

- Ozone is formed through a reaction of NOx and ROCs in the presence of heat & sunlight.
  - NOx: Oxides of Nitrogen (NO and NO₂)
    - Primarily from combustion sources
  - ROCs: Reactive Organic Compounds
    - Primarily consumer products, solvents, mobile sources

- High levels of ozone are typically recorded during the afternoon between April - October.

- Breathing ground-level ozone can cause numerous health-related effects.
CHAPTER 1: INTRODUCTION

- **California Clean Air Act (1988):**
  - Attain the Ozone standard by the earliest practicable date
- **Original plan adopted in 1991**
- **Objectives:**
  1) Assess the effectiveness of our program
  2) Evaluate strategies to obtain additional emission reductions
CHAPTER 2: AIR QUALITY TRENDS
CHAPTER 3: EMISSION INVENTORY

- **Major categories:**
  1. **Stationary sources**
     - Examples: Gasoline Stations, Landfills
  2. **Area-wide sources**
     - Examples: Residential Water Heaters
  3. **On-road vehicles**
     - Examples: Passenger Cars, Trucks
  4. **Other mobile sources**
     - Examples: Boats, Trains, Airplanes

- Planning inventory does not include natural sources:
  - Biogenic (Plants & Trees)
  - Geogenic (Oil & Gas Seeps)
  - Wildfires

- "Base year" Emission Inventory (2018)
- "Future year" Projections (2025, 2035, 2045)
## Consolidated Table 3-2:

<table>
<thead>
<tr>
<th>Source Category</th>
<th>ROC (tons per day)</th>
<th>% Change (2018 – 2045)</th>
<th>% Change (2018 – 2045)</th>
<th>NOx (tons per day)</th>
<th>% Change (2018 – 2045)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2018</td>
<td>2045</td>
<td></td>
<td>2018</td>
<td>2045</td>
</tr>
<tr>
<td>Stationary Sources</td>
<td>6.32</td>
<td>6.32</td>
<td>0%</td>
<td>2.95</td>
<td>2.92</td>
</tr>
<tr>
<td>Area-wide Sources</td>
<td>9.26</td>
<td>11.06</td>
<td>20%</td>
<td>0.37</td>
<td>0.31</td>
</tr>
<tr>
<td>On-Road Vehicles</td>
<td>3.02</td>
<td>0.92</td>
<td>-70%</td>
<td>5.64</td>
<td>1.36</td>
</tr>
<tr>
<td>Other Mobile</td>
<td>6.39</td>
<td>2.64</td>
<td>-59%</td>
<td>4.77</td>
<td>2.33</td>
</tr>
<tr>
<td>Marine Shipping</td>
<td>1.29</td>
<td>2.80</td>
<td>117%</td>
<td>27.32</td>
<td>21.80</td>
</tr>
<tr>
<td>ERCs</td>
<td>-</td>
<td>0.40</td>
<td>-</td>
<td>-</td>
<td>0.81</td>
</tr>
<tr>
<td>Total</td>
<td>26.27</td>
<td>24.14</td>
<td>-8%</td>
<td>41.06</td>
<td>29.52</td>
</tr>
</tbody>
</table>
CHAPTER 4: STATIONARY CONTROL MEASURES

- District adopted over 30 stationary source control measures since the 1991 Plan.

- **2022 Plan:** Analyzed potential new rules:
  - Compared our rules to those adopted by other Air Districts,
  - Evaluate the magnitude of the emissions reductions and the cost-effectiveness,
  - Assessed whether the measures can be effectively implemented locally.

- Staff recommends no new stationary source measures for adoption under the 2022 Plan.
CHAPTER 5: TRANSPORTATION CONTROL MEASURES

Countywide VMT decreased by approximately 15% in 2020 due to the effects of the COVID-19 pandemic.
Chapter 6: Voluntary Grant & Incentive Strategies

- Voluntary emission reductions from non-stationary sources of air pollution
- ~$5,300,000 in state and local funds allocated for projects for our 2022 Clean Air Grants Program
- Grants funded with Carl Moyer, Community Air Protection (AB 617), FARMER, and DMV revenue
- Prioritize projects in Disadvantaged and Low-Income Communities and Zero-Emission Technologies
CHAPTER 6: VOLUNTARY GRANT & INCENTIVE STRATEGIES

- Vessel Speed Reduction
- Old Car Buy Back
- Woodsmoke Reduction
- Landscape Equipment Electrification Fund
† Connect key points from previous chapters.

† Summarize how the District plans to *attain* the state ozone standard:
  1) Stationary Source Program
  2) Emission Inventory Tracking
  3) Land-use/CEQA Review
  4) Transportation Control Measures
  5) CARB Mobile Source Strategy
  6) Voluntary Incentive Strategies
  7) Prescribed Burn Program
  8) Public Awareness and Education
- April 27, 2022 – Community Advisory Council (CAC) Meeting: Introductory meeting.

- June 22, 2022 - CAC Meeting: Presented Chapters 1 - 3.

- October 13, 2022 - CAC Meeting: Presented Chapters 4 - 7.

- At the last meeting, the CAC recommended that the Board adopts the 2022 Plan.
STAFF RECOMMENDATION

- Adopt the resolution (Attachment A), which includes:
  - CEQA Addendum, with the 2010 Clean Air Plan EIR,
  - CEQA Findings, and
  - 2022 Ozone Plan.

- Authorize the APCO to transmit the plan to CARB.
Jim Fredrickson  |  (805) 979-8328  |  FredricksonJ@sbcapcd.org

Tim Mitro  |  (805) 979-8329  |  MitroT@sbcapcd.org