

1. INTRODUCTION

The 2013 Clean Air Plan (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.

Because section 40913 of the California Health and Safety Code mandates that the Plan must include a cost-effective strategy to achieve the attainment of the ozone standard, 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 small amounts of emission reductions at higher and higher cost. While we are still proposing control measures for stationary sources in our overall strategy (see Chapter 4), it is possible that an individual measure may not be implemented if our Board ultimately determines it is not cost-effective, among other factors. In this Plan we propose to carry forward proposed stationary source control measures from the 2010 Plan that are pending rule adoption except for two which have been reclassified as “further study” measures. 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 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. This Plan 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 Plan.

Table 1
Triennial Plan Revision Requirements

Requirement	Submittal
Air Quality Analysis	Chapter 2
Population Trends	Chapter 5
Population Exposure	Not available – no longer provided by ARB
Emission Inventory	Chapter 3
Control Measures	Chapter 4
Control Strategy Cost-Effectiveness	A cost effectiveness analysis of the control measures is included in Chapter 4, Appendix C of the 1991 AQAP and Appendix B of the 2001 Plan. http://www.sbcapcd.org/sbc/download01.htm
Transportation Control Measures	Chapter 5
Vehicle Trips & Vehicle Miles Traveled Trends	Chapter 5
Contingency Measures	Chapter 4
Every Feasible Measure	Chapters 4 and 5
Expeditious Adoption	Chapters 4 and 5
Public Information	APCD public education efforts are outlined in <i>Chapter 8</i> of the 2001 Plan. http://www.sbcapcd.org/sbc/download01.htm