

## **CHAPTER 9 8**

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### **STATE MANDATED TRIENNIAL PROGRESS REPORT AND TRIENNIAL PLAN REVISION**

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## **9.8. STATE MANDATED TRIENNIAL PROGRESS REPORT AND TRIENNIAL PLAN REVISION**

### **9.1 8.1 INTRODUCTION**

The California Clean Air Act (~~State Act~~) requires that we report our progress in meeting state mandates and revise our 1991 Air Quality Attainment Plan (1991 AQAP) to reflect changing conditions. ~~The deadlines for both the Triennial Progress Report and the Triennial Plan Revision generally coincide with the federal Clean Air Act Amendments (Federal Act) requirements detailed in this 2007-2010 Clean Air Plan (2007-2010 Plan). The APCD has been working with the California Air Resources Board (ARB) to lessen the burden of complying with these various state and federal mandates by minimizing potential duplications of effort and inconsistencies. This chapter reflects these efforts by summarizing how the development and adoption of this 2007-2010 Plan satisfies the triennial update requirements of the State Act. Our 1994 CAP, and 1998 CAP, and 2001 CAP and 2007 CAP addressed both state and federal requirements by identifying how the work performed for our specific federal mandates also satisfied our state mandates. This chapter summarizes how this 2010 Plan satisfies the triennial update requirements of the California Clean Air Act.~~

~~While this 2007 Plan contains "contingency measures" for federal purposes, these same measures represent "every feasible measure" pursuant to state requirements. Therefore, the planning process documented in this 2007 Plan is directly applicable to the state mandates.~~

This chapter will discuss each state triennial requirement and refer to the chapters in this document where the information complying with state requirements can be found. 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 correct for deficiencies in meeting the interim measures of progress and incorporate new data or projections into the plan.

### **9.2 8.2 TRIENNIAL PROGRESS REPORT**

The Triennial Progress Report must assess the overall effectiveness of our air quality program and the extent of air quality improvement resulting from the plan. This ~~2007-2010~~ Plan examines the emission reductions achieved from existing regulations. It also examines the change in emissions related to changes in population, industrial activity, vehicle use, and provides updated emission inventories out to ~~2020~~2030.

The control strategy presented in the 1991 AQAP failed to produce the state mandated five percent per year emission reductions, so the plan was approved under the "every feasible measure" option. The most relevant measure of progress is how well the APCD has maintained the schedule of adoption of all feasible controls as presented in that plan. *Chapter 4* and *Chapter 5* of this ~~2007~~

2010 Plan document that “every feasible measure” is being adopted as expeditiously as practicable. In addition, *Chapter 4* discusses our rule-making activity from 2007 to 2006-2009.

The State Act also requires that we assess the extent of air quality improvement achieved during the preceding three years, based upon:

- 1) Ambient pollutant measurements,
- 2) Best available modeling techniques, and
- 3) Air quality indicators.

A summary of ambient air quality data and air quality indicators for Santa Barbara County is presented in *Chapter 2*. ~~*Chapter 7* includes a maintenance demonstration of the federal 8-hour ozone standard using an attainment emission inventory approach that covers the second measure of air quality improvement. Air quality indicators provided by the ARB are presented and discussed in *Chapter 2*.~~

### **9-3-8.3 TRANSPORTATION PERFORMANCE STANDARDS**

The State Act requires areas classified as having a "moderate" air quality classification for the state 1-hour ozone standard, such as Santa Barbara County, meet the following transportation performance standard: a substantial reduction in the rate of increase in passenger vehicle trips and miles traveled.<sup>1</sup> ARB has defined substantial reduction as holding growth in Vehicle Miles Traveled (VMT) and trips to the same growth rate as population. This would equate to reducing VMT growth rates by more than one half the growth rates experienced during the 1980's. The annual VMT and population growth rates from 1987 to ~~2004~~ 2007 are ~~shown in **Figure 5-5** and~~ discussed in *Chapter 5*.

### **9.48.4 TRIENNIAL PLAN REVISION**

The Triennial Plan Revision must correct for deficiencies in meeting the interim measures of progress and incorporate new data or projections into the plan. To satisfy these state Triennial Plan Revision requirements, **Table 9-1 8-1** identifies what is required and how this ~~2007~~ 2010 Plan complies with the requirement.

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<sup>1</sup> Recognizing the close relationship between vehicle trip making activity and VMT, VMT is considered a surrogate for vehicle trips by ARB for State Act performance standard monitoring

## **9.5 8.5**

### **STATE 8-HOUR OZONE STANDARD**

CARB has yet to classify areas with respect to the new state 8-hour ozone standard. While our air quality data show that the number of exceedances of this standard has declined significantly from a high of 98 days in 1988 to a low of ~~13 days in 2005~~ 12 days in 2008 (see section 2.8), we clearly do not meet the standard. Although CARB has yet to issue any guidance with respect to developing 8-hour ozone standard attainment plans, we believe that the control strategies in this ~~2007~~ 2010 Plan will expedite progress toward attaining the state 8-hour ozone standard.

~~As discussed in Chapter 7, both NO<sub>x</sub> and VOC emissions from onshore and State Tideland sources are predicted to decrease from 2002 through 2020. However, when NO<sub>x</sub> emissions from marine vessels in the Outer Continental Shelf are added to those from onshore and State Tideland sources, NO<sub>x</sub> emissions in 2014 will be over 15 tons/day greater than those in 2002. With increasing difficulty in obtaining added reductions from onshore sources, further reductions will clearly need to come from controlling marine shipping activities in order to meet the state 8-hour ozone standard as well as to remain in attainment of the state 1-hour ozone standard.~~

**TABLE 9-1 8-1**  
**TRIENNIAL PLAN REVISION REQUIREMENTS**

CCAA MANDATE	APCD SUBMITTAL
<b>Emission Inventory</b>	The updated 2002 attainment emission inventory is presented in <i>Chapter 3</i> .
<b>Air Quality Analysis</b>	Discussed in <i>Chapter 2</i> .
<b>Control Measures</b>	The control measure strategy is fully described in <i>Chapter 4</i> and <i>Chapter 5</i> .
<b>Transportation Performance Standards</b>	Discussed in <i>Chapter 5</i>
<b>Emission Reductions / All Feasible Measures</b>	All feasible measures have been incorporated into this plan as described in <i>Chapter 4</i> and <i>Chapter 5</i> .
<b>Expeditious Adoption/Implementation</b>	The schedule of adoption and implementation is provided in <i>Chapter 4</i> and <i>Chapter 5</i> .
<b>Transport</b>	Discussed in <del><i>Chapter 8, Section 8.3.3</i></del> <i>Chapter 7, Section 7.2.3</i> .
<b>Cost-Effectiveness</b>	A cost effectiveness analysis of the control measures is included in <i>Chapter 4</i> and Appendix C of the 1991 AQAP and Appendix B of the 2001 Plan <sup>1</sup> . <a href="http://www.sbcapcd.org/sbc/download01.htm">http://www.sbcapcd.org/sbc/download01.htm</a>
<b>Population Exposure</b>	<del>Discussed in <i>Chapter 2</i></del>
<b>Contingency Measures</b>	The schedule of adoption of the control measures is included in <i>Chapters 4</i> and <i>Chapter 5</i> .
<b>Public Education</b>	APCD public education efforts are outlined in <i>Chapter 8</i> of the 2001 Plan. <a href="http://www.sbcapcd.org/sbc/download01.htm">http://www.sbcapcd.org/sbc/download01.htm</a>

<sup>1</sup> For control measures which are newly proposed in Chapter 5 of this 2010 Plan (i.e., those measures not proposed in the 2007 Plan), these measures have been implemented in other air districts and are thus assumed to be cost-effective. A detailed cost-effectiveness study of each measure will be conducted during the rulemaking process.