

Planning a Clean-Air Future

APCD's draft 2001 Clean Air Plan, released August 1st, shows how the county can meet the federal ozone standard through 2015, providing detailed information on existing and projected air quality in the county. "This is the first time we've had a fifteen-year horizon in a plan in many years," says Plan Coordinator Tom Murphy. "While it adds uncertainty to our projections, it allows us to take a longer look at potential strategies. We haven't been able to do this for a while, as we've had to focus on two or three

year cycles. In the 2001 Plan, we can consider what's feasible now, what may be feasible in three years, even what may be feasible in ten."

Now that Santa Barbara County has attained the federal ozone standard (as of the end of 1999), APCD is required to issue a maintenance plan that will demonstrate how the county will continue to meet the standard over a period of ten years. The Plan is also required to show how the county will meet the state ozone standard (which county

air continues to violate). Ultimately, the Plan should allow the county to be officially redesignated from a "serious" ozone nonattainment area to an ozone attainment area by the U.S. Environmental Protection Agency (USEPA).

"It's a major milestone on the way to the ultimate goal of meeting the state ozone standard and ensuring clean air for everyone in the county," notes Murphy. The Plan provides the backup documentation on attainment, includes an inventory of county

air emissions in 1999, and projects how growth and control measures may affect air pollution levels through 2015.

According to the 1999 inventory, cars and trucks are responsible for the majority of onshore emissions of smog-forming pollutants. Other mobile sources (planes, trains, boats), the evaporation of solvents, combustion of fossil fuels, surface cleaning and coating, and petroleum production and marketing combine to make up the

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Channel Shipping Emissions to Increase

Large ships traveling through the Santa Barbara Channel produce a significant amount of nitrogen oxides (NOx) pollution, according to APCD's draft 2001 Clean Air Plan. The Plan's 1999 emissions inventory shows the amount of NOx produced offshore by channel shipping is comparable to (even slightly larger than) the amount of NOx produced onshore by cars and trucks.

(see table page two)

Says Tom Murphy, Clean Air Plan Coordinator, "The magnitude of these emissions is stunning, but the potential health impacts are not as clear. When NOx is coming out of an exhaust pipe onshore, you know you're breathing it, and it's definitely impacting



your air quality. When it's out in the channel, a lot depends on the wind and weather patterns. There may be days when channel emissions have little or no effect on our air – and days when channel emissions could make the difference in our air violating a standard."

Channel shipping emissions, which are largely unregulated, are also growing at an alarming rate. Says Murphy, "We're looking at a sixty-eight percent increase in these emissions by 2015. That's huge. That increase about equals the decrease in NOx emissions we're projecting from measures to be implemented onshore."

Rerouting large ships outside the Channel Islands has been considered as a possible strategy, but would actually result in increased emissions for the longer route, and could be a problem for naval operations in that area.

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remainder. The 1999 emissions inventory also shows that channel shipping activity is responsible for a large amount of offshore emissions of nitrogen oxides (NOx), a smog-forming pollutant (see related article on page one).

The draft 2001 Clean Air Plan includes eight new control measures to be implemented at different times throughout the next ten years to meet the state ozone standard. Many of these measures are designed to keep the county in step with regulations already implemented in other areas of the state that

apply to a range of equipment types, including boilers, internal combustion engines, and water heaters, and to solvents used in parts cleaning and other processes.

In addition, the Plan sets emission budgets for transportation planning, and includes a chapter on land-use strategies. While previous plans have addressed this issue, this is the first time an APCD Clean Air Plan has devoted an entire chapter to this area. The chapter, developed at the direction of APCD's Community Advisory Council,

discusses the connection between land development and air quality, and suggests policies that could minimize the air pollution impacts of growth, emphasizing the need for regional coordination in the development and implementation of smart growth strategies.

Draft Plan chapters were developed by APCD staff over the past year, and taken to meetings of APCD's Community Advisory Council for review and comment. After public comments are addressed, the final Plan will go to APCD's Community Advisory

Council and the APCD Board of Directors for approval, and then on to California Air Resources Board and the USEPA. "I invite everyone to read through the Plan to find out more about air quality in our county, and our plans for the future," says Murphy.

Copies of the draft 2001 Plan are available on APCD's website at www.sbcapcd.org, or by calling Jim Fredrickson at (805) 961-8892. For more information, contact Tom Murphy at (805) 961-8857, or murphyt@sbcapcd.org

Shipping Emissions (cont'd from page one)

The USEPA is required to develop and adopt air pollution rules for large marine vessels, and APCD's Board recently directed staff to urge USEPA to adopt stringent requirements.

Board member DeWayne Holmdahl was appointed to work with staff and our local congressional representatives to apply pressure in the federal process.

APCD will be emphasizing the following points to USEPA:

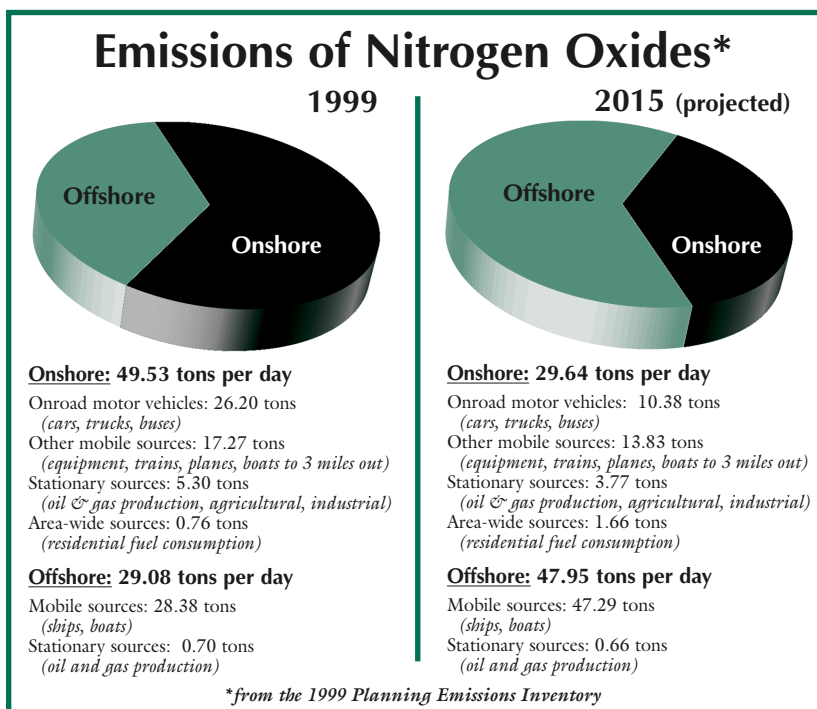
- ❖ Rules should apply to foreign ships as well as US ships (an estimated 85 percent of the ships going through the channel are foreign-flag ships);
- ❖ Rules should apply strict NOx control requirements (beyond levels suggested in a 1997 annex of the International Maritime Organization);
- ❖ Rules should include requirements that apply not just to new engines, but also to engines that are rebuilt;
- ❖ Rules should include provisions

for use of low-sulfur diesel fuel.

Murphy notes that some countries have already implemented measures in this area. In Sweden, for example, a portion of port fees is based on emissions, and ships with older, dirtier engines pay higher fees than ships with newer, cleaner engines.

Says Murphy, "USEPA has a long way to go in regulating shipping emissions, and there are many challenges here, especially in attempting to regulate foreign-flag ships. We don't want to have unrealistic expectations – but it's important to set the bar high."

For more information on channel shipping emissions, see APCD's draft 2001 Clean Air Plan at www.sbcapcd.org, or contact Tom Murphy at (805) 961-8857, or murphyt@sbcapcd.org



Recent Ozone Exceedences

APCD Board Roundup

Following are the highlights of the May, June and July Board meetings.

May

- ✓ Executed grant agreements for the purchase of low-emissions agricultural pumps and burners for boilers, and low-emissions engines for repower of trash trucks.
- ✓ Set a June 21 hearing date for APCD's proposed budget for FY 2001-2002.

June

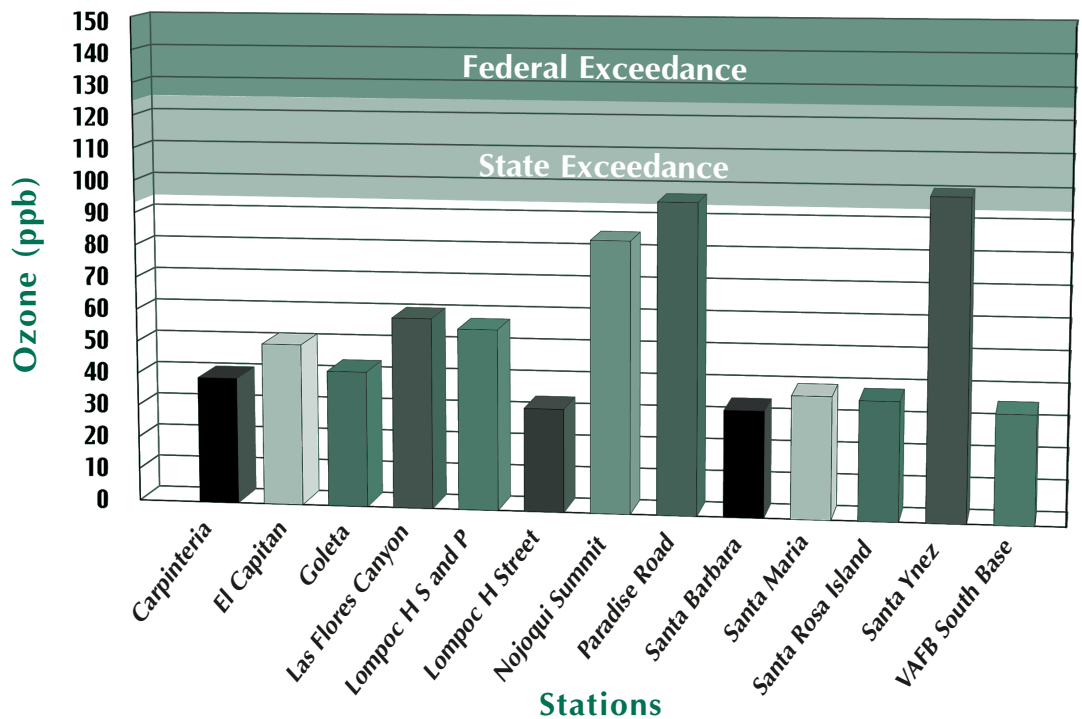
- ✓ Executed grant agreements for purchase of two low NOx stationary agriculture pumps and purchase of a new low-emissions propane delivery truck, and adopted resolution proclaiming June 30, 2001 Energy Conservation Day.
- ✓ Adopted APCD budget for FY 2001-2002.

July

- ✓ Executed a grant agreement for purchase of low-emissions agricultural water pumps.
- ✓ Approved proposal by APCD and Santa Barbara County Association of Governments (SBCAG) to organize a countywide conference on growth, economic development, and jobs/housing balance.
- ✓ Executed a grant agreement with SBCAG for a "Coastal Express" bus service between Santa Barbara and Ventura counties.
- ✓ Executed grant agreements with two school districts for purchase of low-emissions school buses.
- ✓ Directed staff to work with DeWayne Holmdahl and congressional representatives to influence the USEPA to reduce air emissions from channel shipping.
- ✓ Adopted amendments to APCD Rule 325, Crude Oil Production and Separation.

In recent months, APCD's monitoring stations have recorded exceedences of the state ozone standard, and of the proposed federal eight-hour ozone standard. See the graph below for one of the exceedences in July. For additional charts on ozone levels and the day's Air Quality Index, see "Today's Air Quality" on APCD's website at www.sbcapcd.org.

Ozone Daily 1 Hour Maximums – July 4, 2001



Celebrate Pollution Prevention Week

Pollution Prevention Week will be celebrated nationally and locally September 17-23. To find out how you can prevent pollution at work, and at home, see www.greendifference.org. Green Award winners will be announced during Pollution Prevention Week. Check out APCD's website at www.sbcapcd.org/new.htm for the announcement of the winners.

For more information, contact Frances Gilliland at 961-8838 or gillilandf@sbcapcd.org.



greendifference.org

a coalition of Santa Barbara County organizations helping people make a green difference... at work... and at home.



Air Pollution Control District Board

Supervisor Naomi Schwartz

First District

Santa Barbara County

Supervisor Susan Rose

Second District

Santa Barbara County

Supervisor Gail Marshall

Third District

Santa Barbara County

Supervisor Joni Gray

Fourth District

Santa Barbara County

Supervisor Tom Urbanske

Fifth District

Santa Barbara County

Councilmember Russ Hicks

City of Buellton

Councilmember Dick Weinberg

City of Carpinteria

Mayor Sam Arca

City of Guadalupe

Councilmember DeWayne Holmdahl

City of Lompoc

Councilmember Gil Garcia

City of Santa Barbara

Councilmember Larry Lavagnino

City of Santa Maria

Councilmember Ed Andrisek

City of Solvang

APCD Board Calendar

*All meetings start at 2 p.m.
For final meeting agendas,
call the APCD Board Clerk,
961-8853.*

September 20

Board of Supervisors
Hearing Room
511 East Lakeside Parkway
Santa Maria, CA 93455

October 18

Board of Supervisors
Hearing Room
105 East Anapamu Street
Santa Barbara, CA 93101

November 15

Lompoc City Hall
Council Chambers
100 Civic Center Plaza
Lompoc, California 93438

December 20

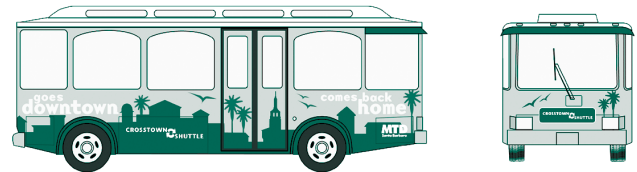
Board of Supervisors
Hearing Room
105 East Anapamu Street
Santa Barbara, CA 93101

Community Advisory Council

The APCD Community Advisory Council meets the second Wednesday of every month at the Days Motor Inn in Buellton. The public is welcome. For more information, call Linda Beard, 961-8853.

New... Electric... Quiet... Purple...

Santa Barbara Metropolitan Transit District recently launched a new Crosstown Shuttle Service designed to attract commuters traveling from the Westside of Santa Barbara to downtown. The electric shuttles will run approximately every twelve minutes on weekdays, during peak commuter hours in the mornings and early evenings. The clean, quiet electric shuttles, similar to the Downtown Waterfront shuttles, can travel further into residential neighborhoods without disturbing residents. The service will be extended to the Eastside of Santa Barbara at the end of this year, according to MTD. For more information, see www.sbmtd.gov.



"Goes downtown ... Comes back home."



Santa Barbara County
Air Pollution Control District

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(805) 961-8800

Business Assistance

(805) 961-8868

Daily Air Quality Report

(805) 961-8802

Complaints/Public Information

(805) 961-8800

World Wide Web

www.sbcapcd.org

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On the Air is a bimonthly newsletter published by the Community Assistance Section of the Santa Barbara County Air Pollution Control District.

For further information on items in this newsletter, or to be added to our subscription list, please call Bobbie Bratz, 961-8890 or Email bratzb@sbcapcd.org.

Our Vision: Clean Air



Streamlining Federal and Local Permits: The Part 70 Process

Facilities in our county that can produce large amounts of air pollution are required to obtain federal permits, issued locally through APCD, under Title V of the federal Clean Air Act amendments. Recently APCD completed the process of issuing final Part 70 Federal Operating Permits, as these Title V permits are called, to fifteen sources, including all of the major sources in our county that were initially required to have these permits (a few additional permits are currently in process).

APCD also integrated the federal permitting program with the local program, instituting a three-year cycle for permit renewals, so companies can

meet local and federal Part 70 requirements as part of the same permit process. This avoids duplicative permit documents, and results in reduced costs to permit applicants.

APCD Major Source Division Manager Terry Dressler points to three principal features of the Part 70 program that provide major benefits:

- ❖ Increased accountability to the public. The public is invited to comment on Part 70 permits, and these permits are considered to be enforceable by the public.
- ❖ Enhanced monitoring, record-keeping and reporting



requirements. These requirements promote ongoing internal vigilance by industry operators.

- ❖ Emission reductions. Some potential Part 70 sources have reduced their emissions to get below the Part 70 thresholds so they will not be required to obtain these federal permits.

Brian Shafritz, APCD Engineering Supervisor, notes that the air quality in an area affects the application of these federal rules. Santa Barbara County has been classified by the U.S. Environmental Protection Agency as a “serious” ozone nonattainment area, due to violations of the federal ozone standard. Ozone is the primary component of smog. Because of this classification, more companies have been required to obtain the Part 70 federal permits, as the threshold levels of smog-

forming pollutants were set lower. Our county recently attained the federal ozone standard and is requesting reclassification as an ozone attainment area. That reclassification would result in higher Part 70 threshold levels, and fewer county sources would be required to obtain the federal permits.

Shafritz notes that sources come under this federal program based on their potential to produce certain levels of air pollution, given the kinds of equipment and processes at their facilities. Several sources were able to make equipment or process changes that allowed them to avoid the federal Part 70 permitting process.

Shafritz explains the public accountability of the federal program: “During the review and comment period that’s part

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Sources in Santa Barbara County with Federal Part 70 Permits

Sources are divided into facilities, and permits are issued on a facility level. Sources with multiple facilities have multiple permits. Sources include offshore oil and gas platforms, onshore processing plants, and a mineral processing plant.

	Date Issued	# Permits
Arguello – Point Arguello Project	4/19/01	4
Celite Corporation	4/11/00	1
ExxonMobil – SYU Project	1/11/00	5
Greka – Cat Canyon	11/1/00	6
Greka Casmalia	4/16/01	7
Hallador – South Cuyama	1/28/99	3
Nuevo – Lompoc/Pt. Pedernales	10/17/00	13
Nuevo – Orcutt Hill	7/20/99	15
Nuevo – Platform Habitat	3/30/01	1
Nuevo – South County offshore	3/22/00	5
So Cal Gas – La Goleta	1/13/98	1
Texaco – Cat Canyon	3/25/99	1
Venoco – Carpinteria	8/28/98	2
Venoco – Ellwood	9/25/98	2
Venoco Ellwood Marine Terminal	12/20/00	2

Permits in Progress

Pacific Operators (offshore platform near Carpinteria), Tajiguas Landfill, and Santa Maria Landfill

Renewal schedule for Fiscal Year 2001-2002

Venoco-Ellwood, Venoco-Carpinteria, Hallador - South Cuyama, and Southern California Gas – La Goleta

New Fuel Cell Initiative

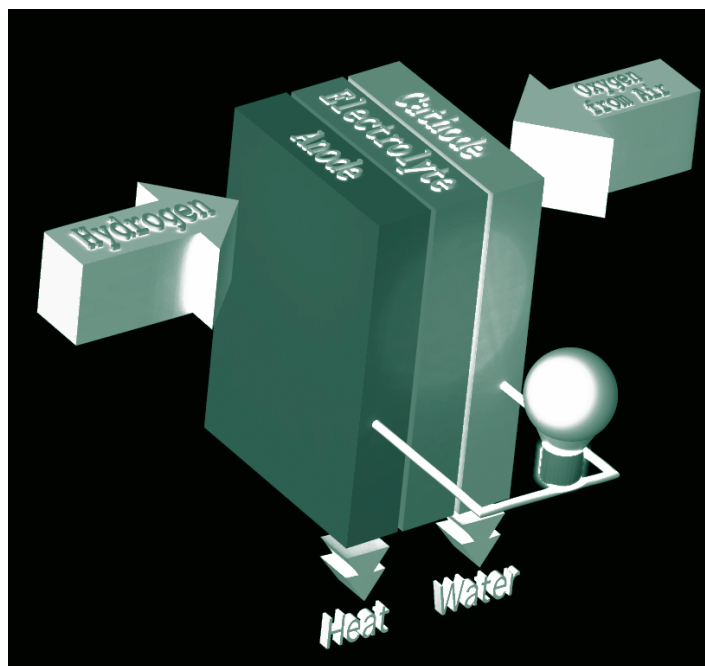
Our state's energy crisis is prompting many to take a closer look at a variety of alternative power-generation technologies, including fuel cells. Recently, a new public/private collaborative began meeting in Sacramento to discuss ways to promote commercialization of fuel cells. The group includes a range of local, state, and federal government agencies, educational institutions, and private entities.

At the kickoff meeting of the collaborative, S. David Freeman, Governor Gray Davis' senior energy advisor, called on the group to "Move fuel cell technology out of the lab and into the marketplace." Dr. Woodrow Clark of the Governor's Office added, "We now have the resources, opportunity, and technology, to install fuel cells for power generation throughout the state by next summer."

Fuel cells produce electricity through chemical reactions involving hydrogen. Because the energy in the fuel is converted directly to electrical energy, without combustion, fuel cells generate electricity efficiently, and produce very little air pollution. Water is the principal by-product of the fuel cell power generation process.

Fuel cells, first used in our space program, are currently in use in a few locations around the state for power generation, and under test for use in vehicles. Dr. Alan Lloyd, Chairman of the State Air Resources Board, one of the agencies participating, noted, "The new collaborative complements California's efforts to encourage this technology in cars through the California Fuel Cell Partnership."

DaimlerChrysler has announced it will have thirty fuel cell buses ready for



delivery to customers by the end of 2002, and will be marketing fuel cell vehicles to consumers by 2004. Other automakers, including Ford, Honda, Hyundai, General Motors, and others, have announced plans to market

fuel cell vehicles to consumers in similar timeframes.

For more information:
National Fuel Cell Research Center: www.nfrcr.uci.edu
California Fuel Cell Partnership: www.drivingthefuture.org

The Part 70 Process (Cont'd from front)

of the permitting process, the public has direct input on the permit itself. The APCD holds public hearings, if requested, and responds to public comments submitted in writing. Some comments result in changes to the final permit. After the Part 70 permit is issued, if citizens are concerned that the business is not complying with that permit, their first option is to call on us to enforce the permit. If they're still not satisfied, then they can

call in the U.S. Environmental Protection Agency to enforce the permit."

Shafritz notes that incorporating local permitting procedures and requirements with the federal program will reduce redundancy. "We hope it will be easier and more efficient if companies can go through a combined process on a single schedule rather than have to be on two different schedules, with permit renewals coming up at different times."

APCD has begun the process of renewing permits according to the streamlined schedule that was established (see sidebar for lists of existing permits, permits in process, and permits in the renewal process).

For more information, see www.sbapcd.org/eng/titlev/titlev.htm, or contact Brian Shafritz at 961-8823, or shafritz@sbapcd.org.

Energy Help for Businesses

The U.S. Environmental Protection Agency's Energy Star program identifies and promotes energy-efficient products in a wide range of areas.

See www.energystar.gov or call 888-782-7937 for information.