

Agenda Date: December 16, 2010  
Agenda Placement: Regular  
Estimated Time: 45 Minutes  
Continued Item: No

## **Board Agenda Item**

**TO:** Air Pollution Control District Board

**FROM:** Terry Dressler, Air Pollution Control Officer

**CONTACT:** Ron Tan, 961-8812

**SUBJECT:** Draft 2010 Clean Air Plan and Associated Draft Environmental Impact Report

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### **RECOMMENDATION:**

1. Receive a briefing and provide comments on the Draft 2010 Clean Air Plan and Associated Draft Environmental Impact Report.

### **DISCUSSION:**

Air quality in Santa Barbara County continues to improve to the point that it meets the state 1-hour ozone standard. While our air quality has improved significantly, we do not yet comply with the more health protective state 8-hour ozone standard. Therefore, as required by the California Health and Safety Code we have developed a draft 2010 Clean Air Plan (2010 Plan) that will expedite the attainment of the state 8-hour ozone standard.

The 2010 Plan represents the blueprint for air quality improvement in Santa Barbara County, with the goal of attaining the state 8-hour ozone standard. The 2010 Plan also represents a partnership among the Santa Barbara County Air Pollution Control District (District), the Santa Barbara County Association of Governments (SBCAG), the California Air Resources Board (ARB), the Community Advisory Council (CAC), local businesses, and the community at large to reduce pollution from all sources: cars, trucks, industry, consumer products, and many others.

We have made remarkable progress in cleaning our air; the number of days on which we experience unhealthful air quality in Santa Barbara County has been reduced over 90 percent from 1988 to now. The community should be proud of the accomplishments made to date in reducing air pollution. The 2010 Plan reflects a commitment to continue this progress and bring clean air to all of the residents of Santa Barbara County.

## **Planning Mandates**

The 2010 Plan complies with all planning mandates outlined in the California Clean Air Act of 1988 (State Act).

The key requirements of the California Clean Air Act addressed in this 2010 Plan are the Triennial Progress Report (H&SC Section 40924(b)) and the Triennial Plan Revision (H&SC Section 40925(a)). Additionally, this 2010 Plan must provide an annual five percent emission reduction of ozone precursors, or, if this cannot be accomplished, include every feasible measure as part of the emission control strategy. Finally, state law requires this 2010 Plan to provide for attainment of the state ambient air quality standards at the earliest practicable date (H&SC Section 40910).

Section 40924(b) of the California Health and Safety Code requires the District to conduct an assessment of its air quality control program every three years, starting in 1994. This assessment must address the expected and revised emission reductions scheduled for adoption during the previous three years. This triennial report must also include an assessment of progress based on monitored pollutant levels and air quality indicators.

H&SC Section 40925(a) requires the District to review and revise its attainment plan at least once every three years, beginning in 1994. The review and revisions are to correct for any deficiencies in meeting the interim measures of progress incorporated into the plan pursuant to Section 40914 (emission reductions), and to incorporate new data or projections.

## **2010 Clean Air Plan Components**

The 2010 Plan has an Executive Summary and ten chapters that document our local air quality conditions and how we propose to comply with applicable air quality mandates. A brief summary of each chapter and its major highlights is provided below.

### Executive Summary

The Executive Summary uses a question and answer format to address the major requirements and elements of the 2010 Plan.

### Chapter 1 – Introduction

This chapter discusses the purpose of the 2010 Plan, current state planning requirements that apply to Santa Barbara County, a summary of our local planning efforts and the Plan's organization. The chapter provides the planning background that has brought us to this point and then describes our efforts to comply with the State Act.

### Chapter 2 – Local Air Quality

Chapter 2 provides a summary of our local air quality and discusses the nature and extent of the ozone problem. Starting with a discussion on the climate of the county, we transition into how our local and regional weather patterns influence the air quality concentrations recorded at our monitoring stations. Then we review the declining trend of state 8-hour ozone standard exceedances, air quality indicators used to assess progress toward the state standard and our 2007-2009 designation values which demonstrates our progress towards attaining this standard.

### Chapter 3 – Emission Inventory

Chapter 3 establishes an updated inventory for Santa Barbara County by quantifying the emissions of reactive organic compounds (ROC) and oxides of nitrogen (NO<sub>x</sub>) for the year 2007. This emission inventory is divided into two geographical regions: Santa Barbara County (including state tidelands out to three miles) and the Outer Continental Shelf (OCS). Annual emissions estimates are developed for stationary sources, area-wide sources, mobile sources (both on-road and off-road), and natural sources. The chapter also documents that for planning purposes, several adjustments must be made to the annual inventory. The major adjustments include temporal adjustments to account for the May to October ozone season, the exclusion of natural sources (vegetation, seeps, and wildfires) that are not regulated, and the conversion of the inventory units of tons per year to tons per day. The attainment inventory shows that mobile sources (on- and off-road) are the most significant source of pollution onshore while international marine vessels are the most significant source in the OCS.

### Chapter 4 – Emission Control Measures

Chapter 4 provides an overview of the District's control measures. District measures are classified as adopted, proposed, and further study. For state purposes, each proposed control measure is identified for adoption in the near-term or mid-term. There are 13 measures proposed for adoption in the 2010 Plan. All of which involve revisions to existing District rules. These measures satisfy the requirement to include all feasible measures in the Plan. The chapter also summarizes our progress made since the adoption of the 2007 Clean Air Plan and identifies additional measures that require further study.

### Chapter 5 – Transportation Control Measures

Chapter 5 discusses the transportation control measures (TCMs) developed and evaluated by SBCAG for this 2010 Plan. The measures are identified as adopted, proposed, contingency, further study, or deleted. There are no new TCMs identified in this Plan, although a suite of new projects identified during SBCAG's "101 in Motion" process are identified as proposed for adoption. An emission overview is also provided to document the travel and emission factor modeling executed to estimate the on-road mobile source emissions.

### Chapter 6 – Emission Forecasting

Chapter 6 details the forecast procedures used to develop future year emission inventories for 2020 and 2030. Forecasting emissions is accomplished by applying various activity indicators (future estimates of growth) and control factors (estimates of emission reduction strategies) to the base year (2007) inventory. The future inventories are then adjusted slightly to reflect the current amount of emission reduction credits available in Santa Barbara County and will also be adjusted to reflect an existing growth allowance for Vandenberg Air Force Base. Future emission inventories are presented for Santa Barbara County (including state tidelands out to three miles) and the OCS. Santa Barbara County mobile sources (both on-road motor vehicles and off-road equipment) show a significant decline in both NO<sub>x</sub> and ROC emissions by 2030. From 2007 to 2030, a reduction of marine vessel NO<sub>x</sub> emissions of 15% is anticipated due to International Maritime Organization emission standards and engine controls, along with state and federal marine fuel and engine standards.

The 2007 Regional Growth Forecast (2007 RGF), prepared by SBCAG, is utilized in the 2010 Plan to forecast future emissions for on-road motor vehicles and certain stationary source categories (e.g., residential fuel combustion). With respect to on-road vehicle emissions, 2007 RGF data are used in

SBCAG's Travel Model, which together with another model (ARB's EMFAC) generate the on-road emission estimates.

#### Chapter 7 State Clean Air Act Requirements

Chapter 7 provides an overview of all State Act planning requirements and discusses how the work completed in conjunction with this 2010 Plan complies with all applicable requirements.

#### Chapter 8 State Mandated Triennial Progress Report and Triennial Plan Revision

Chapter 8 summarizes how the development and adoption of this 2010 Plan satisfies the triennial progress report and plan revision requirements of the State Act.

#### Chapter 9 Greenhouse Gases and Climate Change

Upon the recommendation of the District's CAC, and with direction from your Board, the District is for the first time including a discussion of greenhouse gas emissions and climate protection in a clean air plan. This chapter is informational and not regulatory in nature; its inclusion is not mandated by state planning requirements and is not intended to address attainment for the state ozone standard.

This chapter presents an overview of global climate change issues and a baseline 2007 carbon dioxide (CO<sub>2</sub>) inventory for the county. This inventory will provide a starting point to track the county's progress in reducing gases that cause global climate change.

#### Chapter 10 Transportation Policy, Land Use and Air Quality

This chapter discusses the relationship of transportation and land use policies and air quality with an emphasis on the impact of our jobs-housing imbalance. It sets forth policies and strategies through which air pollution impacts of population growth could be minimized. This chapter is also informational and not regulatory in nature; its inclusion is not mandated by state planning requirements and is not intended to address attainment for the state ozone standard. The CAC recommended that the 2010 Clean Air Plan contain this chapter to discuss the relationship of air quality, transportation, and land use policies.

#### Chapter 11 Public Participation

This chapter documents comments received from the CAC and public during the preparation of 2010 Plan, as well as the District responses to the comments. As the public comment period for the 2010 Plan is still ongoing, this chapter will be provided to your Board at the January 2011 Board hearing where your Board will be requested to adopt the 2010 Plan and certify the associated EIR.

### **Santa Barbara County Association of Governments Board Action**

On November 18, 2010 the SBCAG Board of Directors approved the Transportation Control Measure component of the Draft 2010 Plan per the existing Memorandum of Agreement between SBCAG and the District.

## **Community Advisory Council Process**

The Community Advisory Council (CAC) was established by your Board to review District rules and plans. Starting January 2010, the CAC met regularly to review and provide input on individual chapters of the 2010 Plan. The CAC provided a range of input including grammatical and formatting suggestions, specific technical input, and policy direction that helped shape many components of the 2010 Plan. Staff appreciates the time and effort the CAC devoted to the development of the 2010 Plan. On November 10, 2010 the CAC voted unanimously to recommend that your Board adopt the 2010 Plan.

## **Public Process**

On November 1, 2010, the Draft 2010 Clean Air Plan was released for public comment. A public notice was published in the Santa Barbara News Press, the Santa Maria Times and the Lompoc Record and copies were provided to interested parties. On November 8, 2010, The Draft Environmental Impact Report (EIR) was released for public comment. A public notice was published in the Santa Barbara News Press, and copies of the Draft EIR were made available for review at public libraries. Both documents were also made available for review at the north and south county District offices and on the District website at [www.sbcpd.org](http://www.sbcpd.org). The EIR is available for review and comment for a period of 45 days as required by the California Environmental Quality Act; therefore, the EIR public comment period closes on December 22, 2010.

On November 10, 2010, a public workshop was held immediately prior to the District's Community Advisory Council meeting in Buellton to receive comments on the 2010 Plan. Both District and SBCAG staff attended the workshop. Public comments and questions from the workshop and all written comments received by the close of the public comment period along with all District and SBCAG staff responses are included in Chapter 11 – Public Participation. This chapter will be provided in your Board's 2010 Plan adoption package for the January 2011 Board hearing.

The District will request that your Board adopt the 2010 Plan and certify the associated Environmental Impact Report at the January 20, 2011 Board hearing. Also, SBCAG is the CEQA lead agency for the Transportation Control Measures that are in Chapter 5 of the 2010 Plan. Therefore, at the January 20 Board hearing your Board will need to consider SBCAG's EIR for the 2008 Regional Transportation Plan that evaluated the impacts of the TCMs that are part of the 2010 Clean Air Plan.

## **Compliance with the California Environmental Quality Act**

To comply with the California Environmental Quality Act (CEQA), the District prepared a Draft Environmental Impact Report (State Clearing House No. 2010071014) for the 2010 Clean Air Plan. The public review period for the Draft EIR began November 8, 2010 and closes on December 22, 2010. We will ask your Board to certify the Final EIR at the January 20, 2011 hearing on the 2010 Clean Air Plan.

### **Attachments:**

1. Draft 2010 Clean Air Plan
2. Draft Environmental Impact Report for the 2010 Clean Air Plan