

CHAPTER 11

STATE MANDATED TRIENNIAL PROGRESS REPORT AND TRIENNIAL PLAN REVISION

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Transportation Performance Standards

Triennial Plan Revision

11. STATE MANDATED TRIENNIAL PROGRESS REPORT AND TRIENNIAL PLAN REVISION

11.1 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 2001 Clean Air Plan (2001 Plan). The APCD has been working with 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 2001 Plan satisfies the triennial update requirements of the State Act. Our 1994 CAP and 1998 CAP addressed both state and federal requirements by identifying how the work performed for our specific federal mandates also satisfied our state mandates.

Santa Barbara County was reclassified to a “serious” nonattainment area under Section 181 (b)(2) of the Federal Act on December 10, 1997. This additional federal mandate placed a significant burden on the APCD’s planning resources resulting in an increased need to address both state and federal requirements simultaneously in the 1998 CAP. Since we are now eligible to be redesignated as an attainment area for the federal 1-hour ozone standard, this 2001 Plan must once again address both state and federal planning requirements. While this 2001 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 2001 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.

11.2 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 2001 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 2015.

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. Chapters 4 and 5 of this 2001 Plan document that "every feasible measure" is being adopted as expeditiously as practicable. In addition, Table 10-1 summarizes our rule-making activity from 1998 to 2000 while Table 11-1 provides the most recent emission reductions expected in 2005 from these rules that were either adopted or implemented between 1998 and 2000.

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 for Santa Barbara County is presented in Chapter 2. Chapter 7 includes a maintenance demonstration of the federal 1-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 below.

11.3 AIR QUALITY INDICATORS

The ARB recommends the use of three air quality indicators to assess progress toward attaining the state 1-hour ozone standard: peak indicator, population-weighted exposure, and area-weighted exposure. These data were provided to us by ARB on November 30, 2000 with the recommendation that we report improvement using the measured differences in the indicators that translates to a 50 percent confidence interval.

Figure 11-1 presents the 1990 through 1999 peak air quality indicators for three sites in Santa Barbara County that measured the highest ozone concentrations: Carpinteria, Las Flores Canyon, and Paradise Road. The figure shows that peak air quality indicators at these sites have declined significantly from 1990 levels. Peak indicators at all sites also declined from 1997 to 1999 with the exception that Paradise Road experienced a slight increase in 1998 before declining again in 1999. These data show (with 50 percent confidence) that ozone air quality in Santa Barbara County continues to improve.

Figure 11-2 displays both the population-weighted and area-weighted exposure indicators for Santa Barbara County from 1990 through 1999. While there is no clear trend evident in these data, the exposure indicators from 1997 through 1999 are very low compared to the early 1990's. These data, taken with those presented in Figure 11-1 confirm that Santa Barbara's air quality has improved over both the short term (1997-1999) and long term (last 10 years).

11.4 TRANSPORTATION PERFORMANCE STANDARDS

The State Act requires areas classified as having a "moderate" air quality classification for the state one-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.¹ ARB has defined substantial reduction as holding growth in 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.

As shown in Figure 11-3, the annual VMT growth rate since 1987 has been highly variable with peaks in 1988, 1989, 1993, and 1997. The figure also shows that the annual VMT growth rate is significantly lower than VMT growth rate during the 1980's (5.6 percent) for seven out of ten years since 1990. The average of the annual VMT growth rates from 1990 through 1999 is 1.45 percent, well below the 5.6 percent average for the 1980's showing a significant decline from those previous levels. The annual average population growth rate is 1.12 percent and is comparable to the averaged annual VMT growth rate of 1.45. Chapter 5 discussed transportation control measures aimed at reducing the growth rate of VMT in Santa Barbara County.

11.5 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 11-2 identifies what is required and how this 2001 Plan complies with the requirement.

¹ 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

TABLE 11-1

**Summary of Emission Reductions in 2005 for Rule Activity
(Rules Adopted or Implemented) from 1998-2000**

Rule #	CAP ID#	Description	2005 ROC Emission Reductions (tons/summer day) ¹
344	R-PP-1	Petroleum Sumps, Pits, and Well Cellars	0.1712
330	R-SC-2	Surface Coating of Metal Parts and Products	0.0885
351	R-SC-5	Surface Coating of Wood Products	0.0125
353	R-SL-9	Adhesives and Sealants	0.1430
352	N-XC-1 N-XC-3	Natural Gas-Fired Fan-Type Central Furnaces and Residential Water Heaters	0.0224 (NO _x)

¹ From Table 4-2 in Chapter 4

TABLE 11-2**TRIENNIAL PLAN REVISION REQUIREMENTS**

CCAA Mandate	APCD Submittal
Emission Inventory	The updated 1999 attainment emission inventory is presented in Chapter 3.
Air Quality Analysis	Discussed in Chapter 2 and Section 11.3.
Control Measures	The control measure strategy is fully described in Chapter 4 and Chapter 5.
Transportation Performance Standards	Discussed in Section 11.4.
Emission Reductions/All Feasible Measures	All feasible measures have been incorporated into this plan as described in Chapter 4 and Chapter 5.
Expeditious Adoption/Implementation	The schedule of adoption and implementation is provided in Chapter 4 and Chapter 5.
Transport	All feasible control measures are described in Chapter 4 and Chapter 5.
Cost-Effectiveness	A cost effectiveness analysis of the control measures is included in Chapter 4 and Appendix C of the 1991 AQAP and Appendix B of this 2001 Plan.
Population Exposure	Discussed in Section 11.3
Contingency Measures	The schedule of adoption of the control measures is included in Chapters 4 and Chapter 5.
Public Education	APCD public education efforts are outlined in Chapter 8.

Figure 11-1
Santa Barbara County Peak Air Quality Indicators

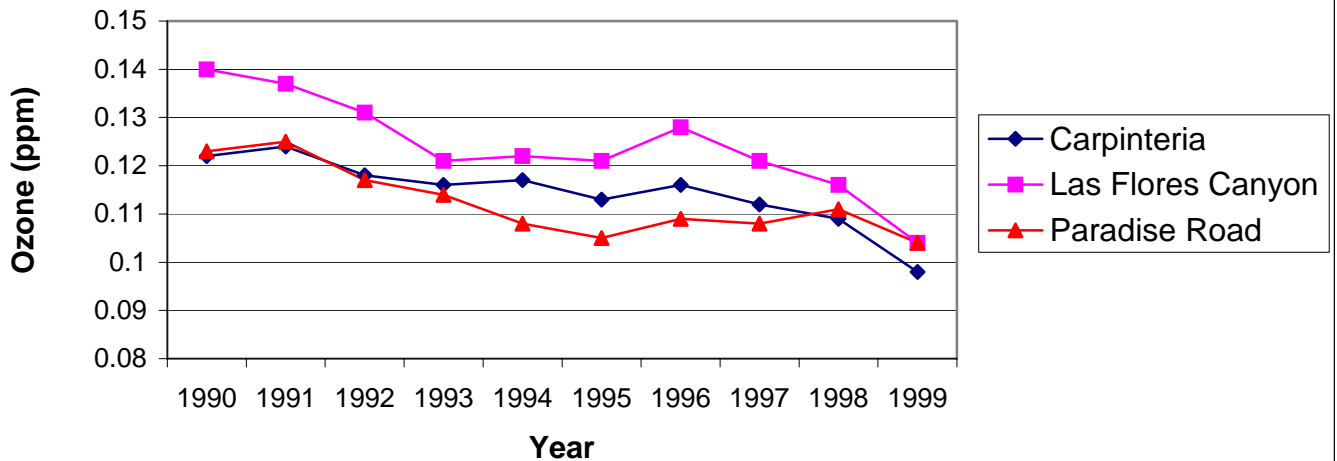


Figure 11-2
Population- and Area-Weighted Exposure
Santa Barbara County
(ppm-hrs)

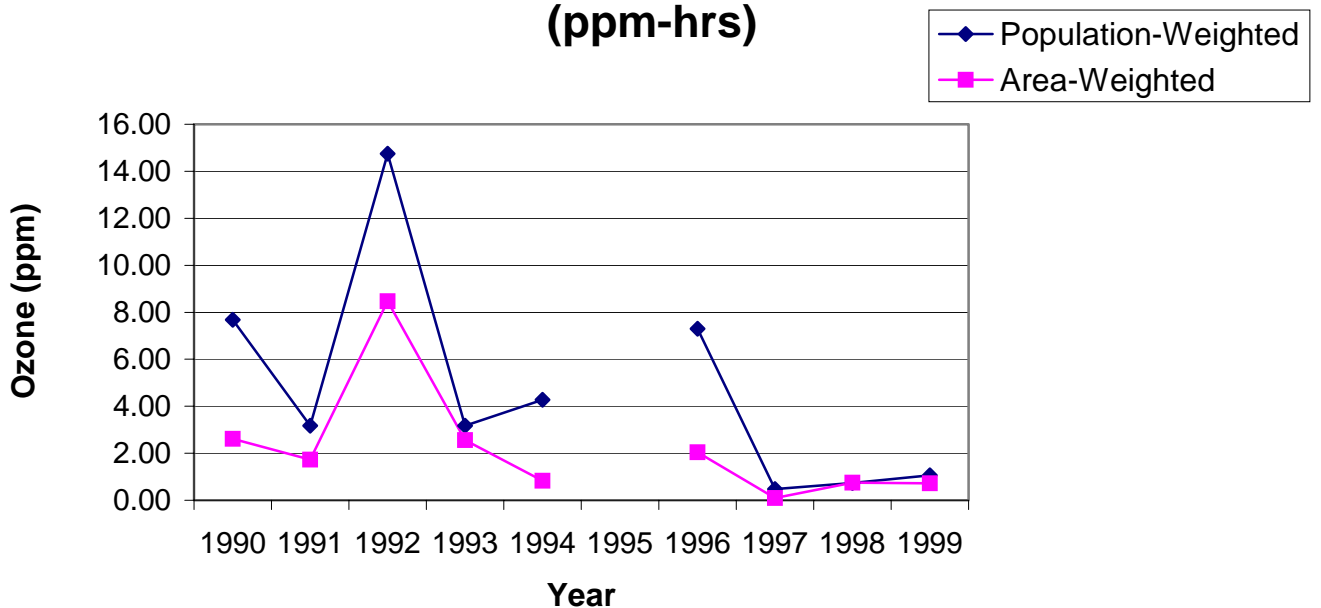
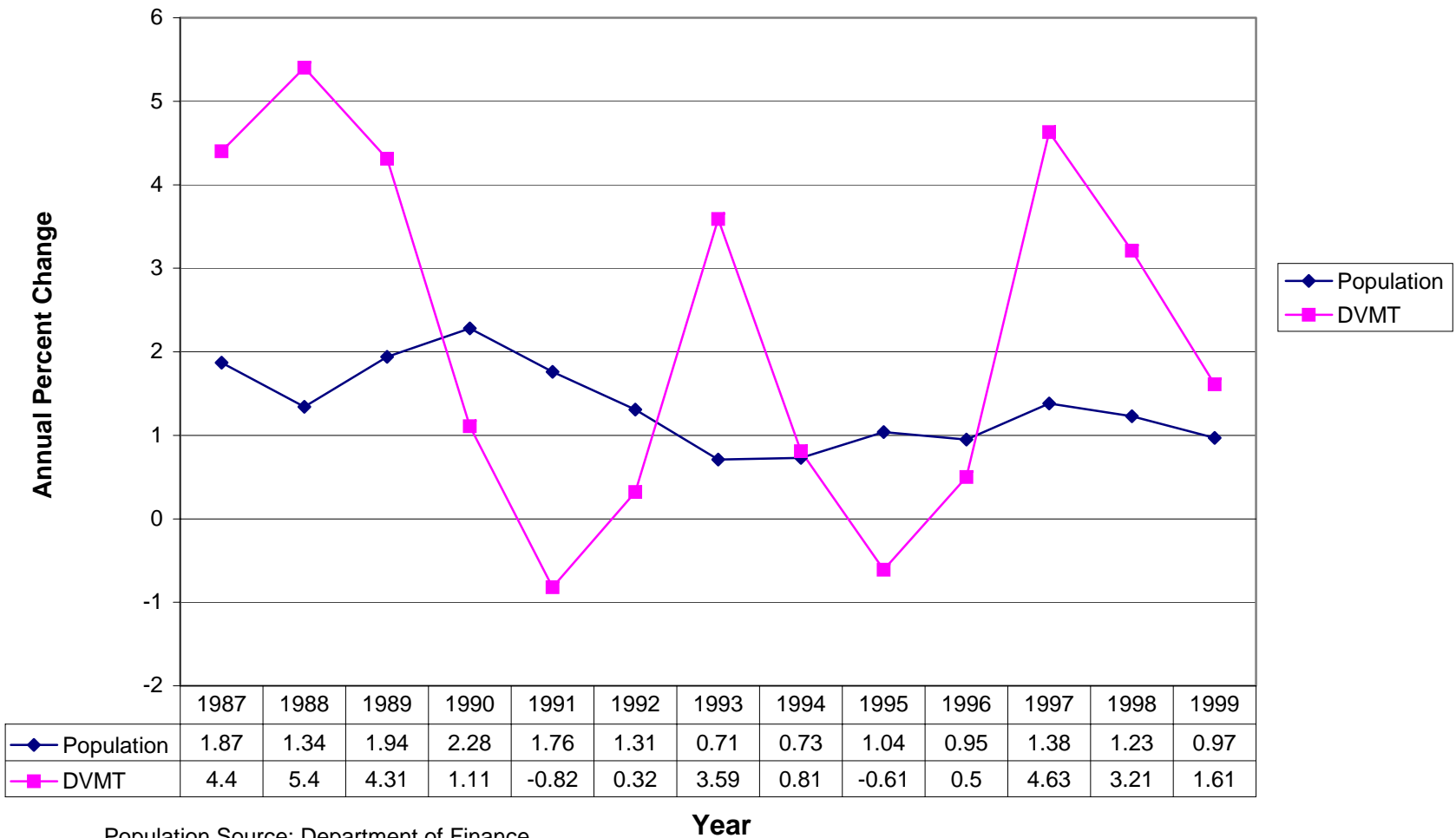


Figure 11-3
Population Growth Rate vs. Daily VMT Growth Rate (1987-1999)
Santa Barbara County



Population Source: Department of Finance
Daily VMT Source: Caltrans HPMS Program

