

Agenda Date: March 19, 2015
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Continued Item: No

Board Agenda Item

TO: Air Pollution Control District Board

FROM: Dave Van Mullem, Air Pollution Control Officer

CONTACT: Molly Pearson (961-8838)

SUBJECT: Adoption of the 2013 Clean Air Plan

RECOMMENDATION:

- A. Hold a public hearing to receive public testimony on the 2013 Clean Air Plan and the Addendum to the Final Environmental Impact Report for the 2010 Clean Air Plan; and
- B. Adopt the resolution included as Attachment 1. This resolution contains the following action items:
 - B.1 The Board finding that the Addendum to the 2010 Clean Air Plan Final Environmental Impact Report has been prepared in compliance with the California Environmental Quality Act and that the Addendum was reviewed and considered by this Board along with the 2010 Clean Air Plan Final Environmental Impact Report (Attachment 2) prior to approving the 2013 Clean Air Plan, and that the Addendum reflects the Board's independent judgment and analysis;
 - B.2 Adoption of the California Environmental Quality Act Findings (Attachment 3);
 - B.3 The Board finding that the transportation control measures approved by the Association of Governments as part of the RTP/SCS¹ meet the emission reduction objectives established by the District for the attainment and maintenance of the state ozone standard;
 - B.4 Adoption of the 2013 Clean Air Plan (Attachment 4); and

¹ Santa Barbara County Association of Governments, Final 2040 Regional Transportation Plan & Sustainable Communities Strategy, adopted August 15, 2013.

- B.5 Authorization of the Chair to sign the attached letter (Attachment 5) transmitting the 2013 Clean Air Plan to the California Air Resources Board.

DISCUSSION:

While our air quality has improved significantly over the years, Santa Barbara County does not yet comply with the State 8-hour ozone standard. Therefore, as required by the California Health and Safety Code we have prepared a triennial update to our Clean Air Plan. The 2013 Clean Air Plan (2013 Plan) reflects a commitment to continue making progress towards attainment of the state ozone standard and to achieve our vision of clean air to all of the residents of Santa Barbara County. The planning requirements for Santa Barbara County are specific to the attainment of the State ozone standard. A summary of the plan contents are discussed below.

Planning Mandates

The 2013 Plan complies with the planning mandates outlined in the California Clean Air Act of 1988. The key requirements of the California Clean Air Act addressed in this 2013 Plan are the *Triennial Progress Report* (Health & Safety Code Section 40924(b)) and the *Triennial Plan Revision* (Health & Safety Code Section 40925(a)).

Section 40924(b) 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 progress report must also include an assessment of progress based on monitored pollutant levels and air quality indicators.

Section 40925(a) requires the District to review and revise its ozone attainment plan at least once every three years. 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.

2013 Clean Air Plan Content

The 2013 Plan has five chapters that document our local air quality conditions and progress, and discusses our future control strategies. A brief summary of each chapter is provided below.

Chapter 1 – Introduction

This chapter discusses the purpose of the 2013 Plan and current California planning requirements that apply to Santa Barbara County.

Chapter 2 – Local Air Quality

Chapter 2 provides a summary of our local air quality. It highlights the declining trend of State 8-hour ozone standard exceedances (from 97 in 1991 to 3 in 2013), and includes other measures

of air quality demonstrating our continued progress towards attaining the state 8-hour ozone standard.

Chapter 3 – Emission Inventory

This chapter presents the baseline inventory and forecasted future nitrogen oxides (NO_x) and reactive organic gas (ROG) emission inventories (both are precursors to the formation of ozone) used in the development of this 2013 Plan. The emission inventories account for the types and amounts of pollutants emitted from a wide variety of sources, including on-road motor vehicles and other mobile sources, fuel combustion at industrial facilities, solvent and surface coating usage, and consumer product usage.

The future inventories (2020 and 2030) account for growth and emission control measure impacts. Our forecasts show significant decreases in NO_x over time, with ROG levels having only a slight decline. The NO_x decreases are primarily driven by stringent California clean engine standards for vehicles (on- and off-road). The most dominant human generated source of pollution in the County is from marine vessels. While we have no direct regulatory authority at the local level to control pollutants from marine shipping, this chapter discusses the various efforts the District is pursuing to make further progress on emission reductions in this unique sector.

Chapter 4 – Emission Control Measures

Chapter 4 provides an overview of the District's stationary source control measures. District measures are classified as already adopted, proposed, contingency, and further study. There are seven proposed control measures, one contingency measure, and four measures proposed for further study. The seven measures proposed for adoption, all of which are identified in prior adopted Plans, were evaluated for cost effectiveness, and considered to be feasible. These measures are projected to result in emission reductions of 160 tons per year of reactive organic gases and 5 tons per year of NO_x.

Chapter 5 – Transportation Control Measures

Chapter 5 discusses the transportation control measures (TCMs) developed and evaluated by SBCAG for this 2013 Plan. The TCMs are designed to reduce on-road mobile source emissions. The TCMs adopted in the prior Clean Air Plan (2010 Plan) largely form the basis for the 2013 Plan's on-road mobile source control strategy. There are two new TCMs proposed for adoption:

- 1) TCM T-9 (Park and Ride Lots) was moved from "Further Study" to "Proposed" TCM because a Park and Ride Study was completed and showed benefits.
- 2) TCM T-14 (Activity Centers) moved from "Further Study" to "Proposed" since the RTP/SCS was adopted in August 2013.

2013 Plan Process

Community Advisory Council Process

The Community Advisory Council (CAC) was established by your Board to review District rules and plans. Starting December 2012, the CAC met regularly to review and provide input on individual chapters of the 2013 Plan. The CAC provided a range of input that helped shape many components of the 2013 Plan. On May 8, 2013 the CAC voted to recommend that your Board adopt the 2013 Plan. After presenting the 2013 Plan to the Board in June 2013 and full consideration of the Board's comments, staff made changes to the May 2013 version of the Plan. An October 2014 revised version of the Plan was taken back to the CAC on October 29, 2014, and the changes were presented to the CAC. The changes were discussed, and a few additional changes were recommended by the CAC. The CAC unanimously voted to recommend the Board adopt the October 2014 version with the additional changes incorporated (Attachment 7). The current draft of the 2013 Plan contains these changes and is included as Attachment 4.

Air Pollution Control District Board

At the June 20, 2013 Board meeting, APCD staff briefed the Board on the contents of the 2013 Plan. Board discussion ensued and centered on a proposed growth allowance in the draft Plan and its relationship to the offsets scarcity issue. At the March 2014 Board meeting, the Board approved a delay of the 2013 Plan in order to resolve the offset scarcity issue. A Clean Air Plan update was then brought back to the Board on October 16, 2014. This update described the steps APCD staff had taken since the June 2013 Board meeting, and explained that input from the California Air Resources Board provided a basis to remove the growth allowance from the Plan.

Public Process

On May 19, 2013 the Draft 2013 Clean Air Plan was released for public comment. A public notice was published in the Santa Barbara News Press and copies of the Draft 2013 Plan were made available for review at the District offices and on the District website at www.ourair.org. After the October 29, 2014 CAC meeting, the 2013 Plan was revised to include all the CAC requested changes. This version was posted on the District website at www.ourair.org. A public notice for the Board adoption hearing was published in the Santa Barbara News Press on December 14, 2014, and then again on December 21, 2014, to extend the public comment period into February 2015.

Santa Barbara County Association of Governments (SBCAG) Board Action

To meet the requirements of Health and Safety Code Section 40717(b)(3)(B), the District worked with SBCAG to identify a reasonable range of feasible transportation control measures that would reduce air pollution in the County, per the existing Memorandum of Agreement between SBCAG and the District (Attachment 6). To meet the requirements of Health and Safety Code section 40717(b)(2), SBCAG developed and adopted a plan to control emissions from transportation sources that will achieve the emission reductions established by the District. SBCAG has adopted the identified transportation control measures discussed above as part of

their RTP/SCS for Santa Barbara County. On December 18, 2014 the SBCAG Board of Directors approved the Transportation Control Measure component of the Draft 2013 Plan.

Compliance with the California Environmental Quality Act

Pursuant to California Environmental Quality Act Guidelines section 15164, the District prepared an Addendum to the Final Environmental Impact Report (State Clearing House No. 2010071014) for the 2010 Clean Air Plan. The Addendum documents that no new impacts, above and beyond those that were analyzed in the 2010 Clean Air Plan EIR, are anticipated to occur with implementation of the 2013 Clean Air Plan, and no new mitigation is required. The Addendum, as well as the Final EIR for the 2010 Clean Air Plan², are included in Attachment 2.

Conclusion

Your Board's action on the 2013 Clean Air Plan will further our efforts to meet the State 8-hour ozone standard. This document reflects the successful efforts of a partnership including the District, the SBCAG, the CAC, ARB, local businesses, and the community-at-large all working to reduce pollution from multiple sources: cars, trucks, industry, consumer products, and many more. This partnership along with other partnerships such as the one to address marine shipping emissions, are important for continuing our progress towards attainment of the state ozone ambient air quality standard.

ATTACHMENTS:

1. District Board Resolution for the 2013 Clean Air Plan.
2. Final Environmental Impact Report for the 2010 Clean Air Plan and Addendum to the 2010 Clean Air Plan EIR.
3. California Environmental Quality Act Findings.
4. 2013 Clean Air Plan.
5. Transmittal Letter for the 2013 Clean Air Plan.
6. SBCAG/APCD Memorandum of Understanding.
7. October 2014 CAC Requested Changes to the 2013 Clean Air Plan.

² Due to its length, the 2010 Clean Air Plan EIR is included as a CD rather than as a paper version.