




air pollution control district
SANTA BARBARA COUNTY

MEMORANDUM

DATE: March 30, 2022

TO: Community Advisory Council (CAC) Members

FROM: Aeron Arlin Genet, Air Pollution Control Officer 

SUBJECT: Community Advisory Council Update

The last meeting of the Community Advisory Council (CAC) occurred on April 14, 2021. Per the CAC By-Laws, if there are no planning or rulemaking matters to discuss, District staff provides a quarterly update to the CAC. The last update to the CAC was in December 2021 and can be found [here](#) on our website. The following items are provided as a quarterly status update.

Assembly Bill 617 BARCT Efforts

District staff continues to work on multiple projects related to the District Board-adopted Assembly Bill (AB) 617 Best Available Retrofit Control Technology (BARCT) Rule Development Schedule.¹

BARCT for Particulate Matter (PM) Control Devices (Draft Rule 363)

Following the rule development workshop and CAC meeting in April 2021, staff has met with representatives of the affected facility (Imerys Filtration Minerals, Inc.) on multiple occasions to determine how the facility can meet BARCT requirements for PM Control Devices. The company has submitted an Authority to Construct application to remove four older baghouses from service and retrofit the remaining PM Control Devices to comply with the BARCT standards. Once the details of this proposal have been finalized and the District has determined that the required emission reductions will be achieved, staff will present the evaluation to the CAC.

BARCT for Reciprocating Internal Combustion Engines (Revisions to District Rule 333)

This BARCT requirement involves lower emission limits for reciprocating internal combustion engines. Pacific Coast Energy Company – Orcutt Hill (PCEC) is the only AB 617 source that is expected to be affected by this BARCT requirement. PCEC is currently in the process of field testing and evaluating the feasibility and effectiveness of new control equipment on their existing engines. The District will review the outcome of PCEC's six month testing effort and will use the information to determine the appropriate BARCT emission standard for reciprocating internal combustion engines.

¹ More information is available at www.ourair.org/wp-content/uploads/2018-12bd-d5.pdf

2022 Ozone Plan

The 2022 Ozone Plan will be the tenth triennial update to the initial state Air Quality Attainment Plan adopted by the District Board of Directors in 1991. The 2022 Ozone Plan will cover various topics including air quality trends, the emission inventory, stationary source and transportation control measures, and voluntary incentive strategies and grant programs. District staff are actively working to compile the draft chapters for this extensive document and collaborating with the California Air Resources Board (CARB) and Santa Barbara County Association of Governments (SBCAG) on additional data needs. We plan to discuss the 2022 Ozone Plan with the CAC over two meetings, with the first meeting expected to be in June 2022.

One of the highlights of the 2022 Ozone Plan is a significant update to the Ocean-Going Vessel (OGV) emission inventory and related methodology, which was finalized by CARB in March 2022. The updated inventory provides a more accurate estimate of the vessel operating conditions (ship speeds and engine loads). Changes to vessel operating conditions have occurred at least in part due to the District's successful Vessel Speed Reduction (VSR) program. Overall, the newer data set results in a 50% decrease in current and future marine shipping nitrogen oxides (NOx) emission estimates within Santa Barbara County waters.

California Air Resources Board's (CARB) 2022 State SIP Strategy

In January 2022, CARB released their draft 2022 State Implementation Plan (SIP) Strategy that outlines their commitments to further reduce ozone precursor emissions from State-regulated sources, as additional measures are necessary to support statewide attainment of the ozone standards. Three of the proposed commitments are briefly discussed below, and the full document is expected to be brought before the CARB Board of Directors in the Summer of 2022.

- CARB is developing measures to accelerate Zero-Emission Vehicle (ZEV) adoption in the medium- and heavy-duty sectors with the Advanced Clean Fleets regulation. This effort is part of a comprehensive strategy to achieve a ZEV truck and bus fleet, where feasible, by 2045. Specific sectors, such as last-mile delivery, drayage, and government fleets, may be able to comply earlier.
- Using its regulatory authority for greenhouse gases, CARB is proposing a new zero-emission standard for space and water heaters sold in California. This measure may require that beginning in 2030, 100 percent of new space and water heaters sold in California (for either new construction or replacement of existing equipment) would need to meet a zero-emission NOx standard. It is expected that this regulation would rely heavily on electric heat pump technologies, and natural gas units would be phased out.
- Although OGVs, such as containerships and auto carriers, are primarily regulated by the U.S. EPA and the International Marine Organization (IMO), CARB is evaluating the concept of incentive or regulatory measures that achieve slower vessel speeds within Regulated California Waters (24 nautical miles from shore). A statewide program is not anticipated until year 2025 or beyond, but if adopted by CARB the program could be similar to or work in conjunction with the voluntary VSR incentive program that is currently implemented in the Southern California and San Francisco Bay Area regions. CARB's draft SIP Strategy also includes a commitment to petition both the U.S. EPA and IMO for additional cleaner marine engine standards.

This concludes the status update for this quarter. If you have any questions, please contact me (aag@sbcapcd.org) or Molly Pearson (mmmp@sbcapcd.org).

##

The CAC's charter is to consider issues related to air pollution planning and rulemaking for which the District has jurisdiction, and to render advice to the District Board and the APCO. The CAC serves an important function by providing expertise and representation of community interests during planning and rulemaking. The CAC's advice has helped the District Board adopt plans and rules, which have contributed to improving air quality in our county, and District staff appreciate the care and consideration you show in carrying out your service. These updates will also be posted to our website at www.ourair.org/community-advisory-council-info.