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SANTA BARBARA COUNTY

## 2022 OZONE PLAN – MEETING #3

### Community Advisory Council Santa Barbara County Air Pollution Control District

Our Mission: To protect the people and the environment  
of Santa Barbara County from the effects of air pollution.

Aeron Arlin Genet, Director / APCO  
Alex Economou, Planning Division Manager  
Jim Fredrickson, Planning Division Supervisor  
Tim Mitro, Air Quality Engineer  
Andrew Orfila, SBCAG, Principal Transportation Planner

October 13, 2022



# TIMELINE

- **April 27, 2022 - CAC Meeting:** Introductory meeting
- **June 22, 2022 - CAC Meeting:** Presented Chapters 1 - 3
- **October 13, 2022 - CAC Meeting:**
  - 1) Present Chapters 4 - 7
  - 2) Consider Complete Plan (Chapters 1 - 7)
- **December 15, 2022 - Board Meeting:** Target adoption hearing



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# 2022 OZONE PLAN STRUCTURE

- **Chapter 1:** Introduction
- **Chapter 2:** Local Air Quality
- **Chapter 3:** Emission Inventory
- **Chapter 4:** Stationary Source Control Measures
- **Chapter 5:** On-Road Transportation Control Measures
- **Chapter 6:** Voluntary Incentive Strategies
- **Chapter 7:** Attainment Strategy



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## CHAPTER 4: STATIONARY SOURCE CONTROL MEASURES

- Adopted over 30 control measures since the original 1991 Clean Air Plan, including:
  - Fugitive Emissions from Oil and Gas Operations
  - Internal Combustion Engines
  - Boilers, Steam Generators, and Process Heaters
  - Residential Furnaces and Water Heaters
  - Architectural Coatings
  - Industry-specific Coating and Solvent Operations
- Based on “every feasible measure” strategy (California Health & Safety Code §40914.b)



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# BACKGROUND ON PREVIOUS PLAN MEASURES

- **2017 Nonattainment-Transitional Analysis**

- Less than 3 ozone exceedance days per year.
- Are additional control measures necessary to accomplish expeditious attainment?
  - District is NOx limited. Mainly looking for additional NOx reductions to reduce ozone levels.
  - ROC measures from the 2016 Plan were shifted to contingency.

- **2019 Ozone Plan**

- Santa Barbara County in the process of being designated Attainment.
- No new stationary source control measures proposed.



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# 2022 PLAN MEASURES

- **New Measures:**

- Recommend no new stationary source measures for adoption in the next 3 years.

- **Contingency Measures:**

- Rule 321: Solvent Cleaning Machines and Solvent Cleaning
- Rule 351: Surface Coating of Wood Products

*Retained from Previous Plan*  
*Retained from Previous Plan*

- **Further Study:**

- Rule 354: Graphic Arts
- New Rule: Organic Material Composting
- Rule 352: Residential Furnaces & Water Heaters

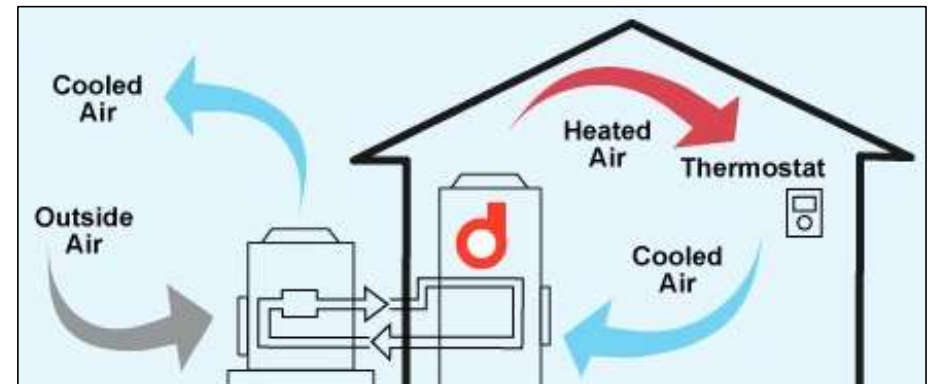
*Moved from Contingency*  
*Retained from Previous Plan*  
*Added to Further Study*



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# RULE 352: FURTHER STUDY

- Rule 352: Residential Furnaces & Water Heaters
  - “Point of Sale” rule
  - **Ultra-low NOx Furnaces:** Reduce NOx limit from 55 ppm to 20 ppm.
    - Based on South Coast AQMD & San Joaquin Valley rule amendments in 2014-2018.
  - Ventura & SLO APCD are still at 55 ppm.
- Kept as Further Study to also evaluate upcoming zero-emission standard.
  - **CARB 2022 SIP Strategy**
    - Point of sale for most space and water heaters, beginning in 2030.
  - **Bay Area AQMD & South Coast AQMD**
    - Rulemaking efforts for similar zero NOx emission standard.



Example Heat Pump HVAC System

# REMAINING BARCT ASSESSMENTS (TABLE 4-4)

Rule	Description	Scheduled Adoption	Potential Emission Reductions
<b>333</b>	<b>Reciprocating Internal Combustion Engines</b> Require applicable units to meet the BARCT NOx standards. Remove the rule exemption for units that have been derated to less than 50 horsepower.	<b>2023</b>	76 tpy NOx
<b>358</b>	<b>Stationary Gas Turbines</b> Require applicable units to meet the BARCT NOx standards.	<b>2023</b>	45 tpy NOx
<b>362</b>	<b>Miscellaneous Combustion Sources</b> Require applicable units (e.g. dryers, dehydrators, ovens, furnaces, and kilns) to meet the BARCT NOx standards.	<b>2023</b>	1 tpy NOx



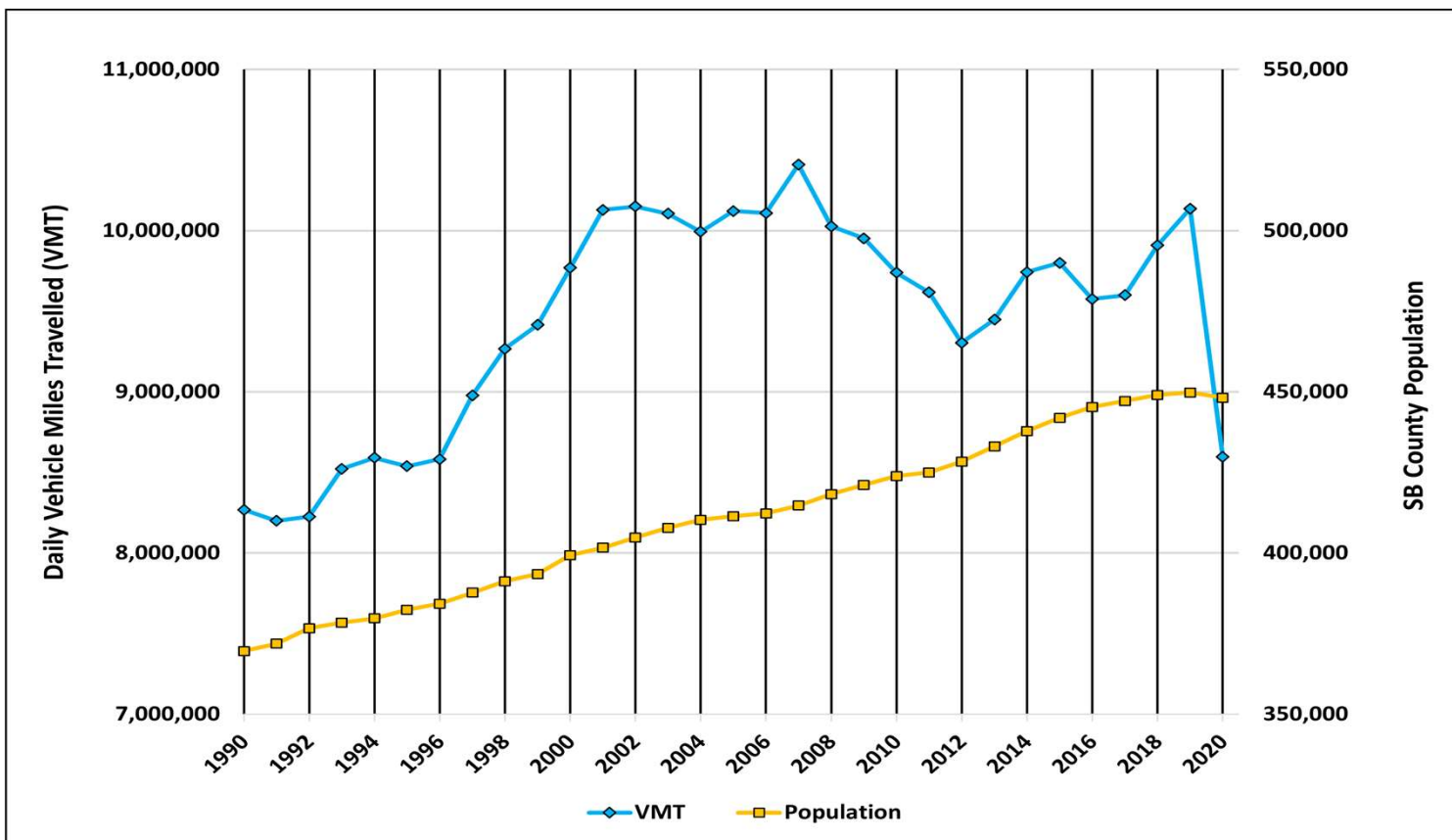
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# QUESTION BREAK

# POPULATION & DAILY VMT TRENDS (FIGURE 5-1)



*Countywide VMT decreased by approximately 15% in 2020 due to the effects of the COVID-19 pandemic.*

## CHAPTER 5: ON-ROAD TCMs

- SBCAG: Responsible for developing Transportation Control Measures (TCMs)
- TCMs are defined as:
  - “any strategy to reduce vehicle trips, vehicle use, vehicle miles traveled, vehicle idling, or traffic congestion for the purpose of reducing motor vehicle emissions.”  
(CA HSC §40717.g)
- TCMs reduce emissions from on-road motor vehicles by:
  - improving the existing transportation system to allow motor vehicles to operate more efficiently;
  - inducing people to change their travel behavior to less polluting modes; or
  - ensuring emission control technology improvements are fully and expeditiously realized.

## CHAPTER 5: ON-ROAD TCMs

### Adopted TCMs:

- T-1 Trip Reduction Ordinance
- T-2 Employer-Based Transportation Demand Management Programs
- T-3 Work Schedule Changes
- T-4 Area-wide Ridesharing Incentives
- T-5 Improve Commuter Public Transit Service
- T-6 High Occupancy Vehicle (HOV) Lanes
- T-7 Traffic Flow Improvements
- T-8 Parking Management
- T-9 Park-and-Ride Lots / Fringe Parking
- T-10 Bicycle and Pedestrian Programs
- T-13 Accelerated Retirement of Vehicles
- T-14 Activity Centers
- T-17 Telecommunications
- T-18 Alternative Fuels
- T-19 Public Education

# CHAPTER 5: PROJECT HIGHLIGHTS

TCM	TCM Name	Project Sponsor	Project Description
T-6	High-Occupancy Vehicle Lanes	SBCAG, Caltrans	US 101 HOV Lanes: Carpinteria
T-10	Bicycle and Pedestrian Programs	SBCAG, Caltrans, County and Cities	Active Transportation Program
T-14	Activity Centers	SBCAG, SBMTD, County and Cities	Sustainable Community Strategy implementation





# QUESTION BREAK

## CHAPTER 6: VOLUNTARY GRANT & INCENTIVE STRATEGIES

- Voluntary emission reductions from mobile sources of air pollution
- ~\$5,300,000 in state and local funds allocated for projects for our 2022 Clean Air Grants Program
- Grants funded with Carl Moyer, Community Air Protection (AB 617), FARMER, and DMV revenue
- Prioritize projects in Disadvantaged and Low-Income Communities and Zero-Emission Technologies





# CHAPTER 6:

## VOLUNTARY GRANT & INCENTIVE STRATEGIES

### Disadvantaged Communities

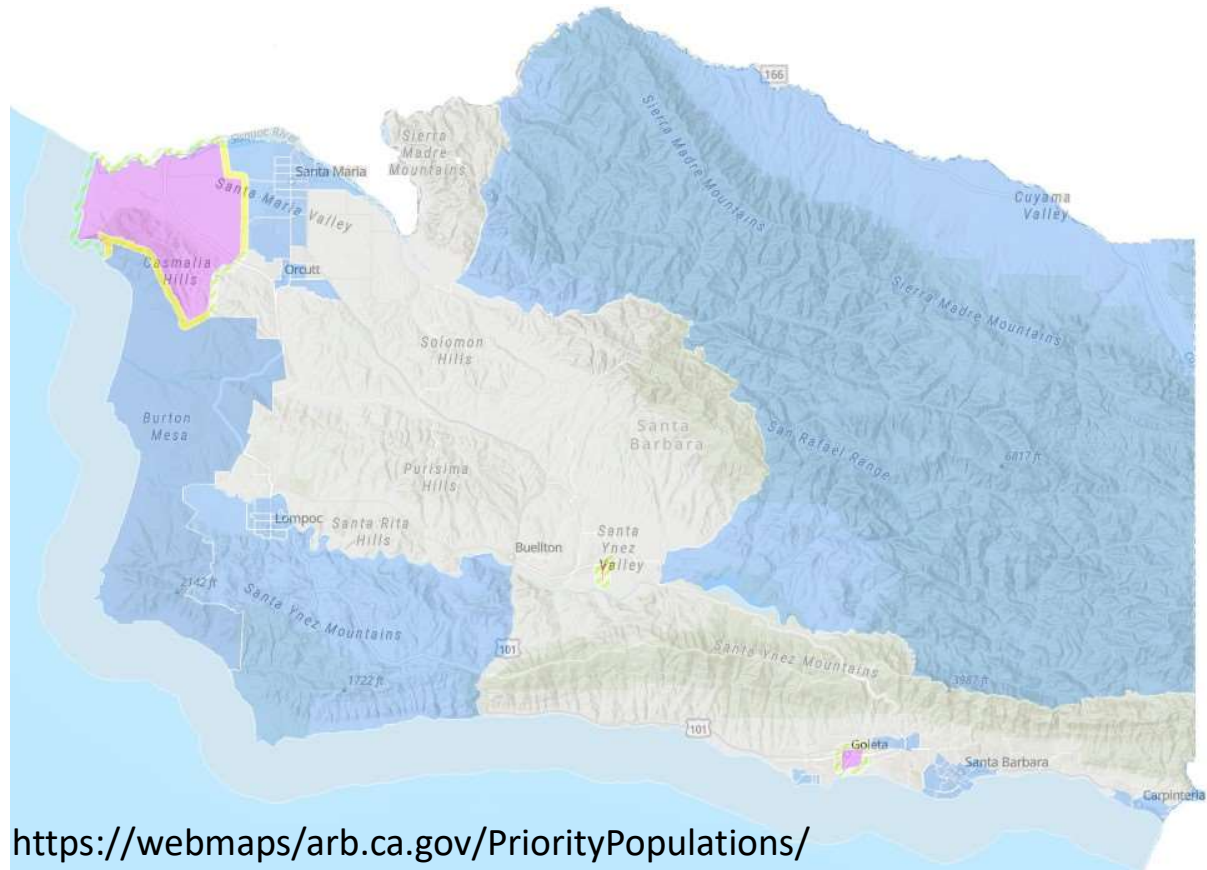
1. Guadalupe census tract
2. Old Town Goleta census tract
3. SYV Band of Chumash Indians

#### Map Legend

##### Priority Populations CES4 2022

##### PriorityPopulationsCES4

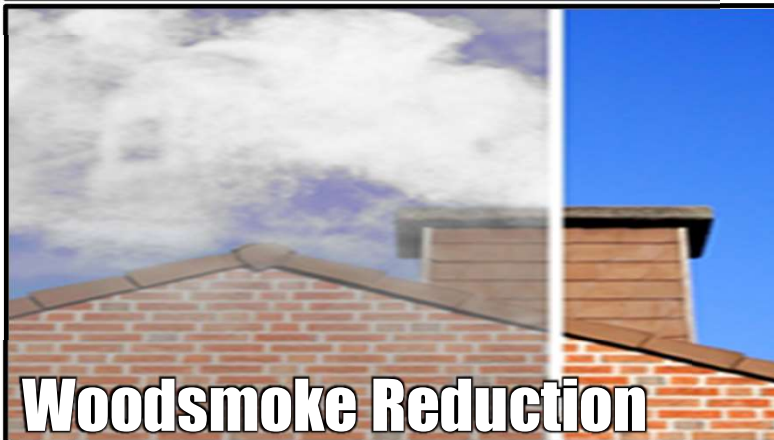
- Disadvantaged Communities
- Disadvantaged and Low-income Communities
- Low-income Communities
- Low-income Communities within 1/2 mile of Disadvantaged Communities
- Low-income Households within 1/2 mile of Disadvantaged Communities
- \* Low-income households statewide are also considered a priority population for the purposes of California Climate Investments



<https://webmaps/arb.ca.gov/PriorityPopulations/>



## CHAPTER 6: VOLUNTARY GRANT & INCENTIVE STRATEGIES





# QUESTION BREAK

# CHAPTER 7: ATTAINMENT STRATEGY

- Connect key points from previous chapters
- Summarize how the District plans to **attain** the state ozone standard
  - 1) Stationary Source Program
  - 2) Emission Inventory Tracking
  - 3) Land-use/CEQA Review
  - 4) Transportation Control Measures
  - 5) CARB Mobile Source Strategy
  - 6) Voluntary Grant & Incentive Strategies
  - 7) Prescribed Burn Program
  - 8) Public Awareness and Education



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# STAFF RECOMMENDATIONS

- Recommend consideration of the 2022 Ozone Plan at the December APCD Board Hearing.

# CONTACT INFORMATION

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