
TECHNICAL ADVISORY COUNCIL

Larry R. Allen, APCO
San Luis Obispo County APCD

Michael Villegas, APCO
Ventura County APCD

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Santa Barbara County APCD

COUNCIL MEMBERS

Christine Mullholland
Council Member, City of San Luis Obispo

Mike Morgan
Council Member, City of Camarillo

Eric Onnen
Council Member, City of Goleta

**MEETING MINUTES
October 15, 2008**

Present

Council Members: Mike Morgan, Ventura County
Eric Onnen, Santa Barbara County
Christine Mulholland, San Luis Obispo County

Staff: Mike Villegas, Ventura County
Terry Dressler, Santa Barbara County
Larry Allen, San Luis Obispo County
Kim Johnson, San Luis Obispo County

- 1. Approval of Minutes of July 16, 2008**
- 2. ARB Revised AB 32 Scoping Plan (*Larry Allen*)**

The revised plan is expected to be released 10/15/08 and is now being called a "Proposed Plan." Not many changes have been made from the June version. The Plan relies mostly on a cap and trade market-based system; still no requirements related to review and control of new sources. Districts are concerned about ensuring that GHG issues are addressed during CEQA and the permit process. The new document will include discussion on CAPCOA and air district roles in implementation. The plan is also looking at GHG impacts from refrigerants. ARB wants a statewide reporting system with Districts inspecting the facilities. It is estimated at there are 200,000 affected facilities in California. Mobile refrigerated trucks will not be regulated. Funds to implement this program will be necessary.

There is a 45 day comment period for the Scoping Plan, with approval required by 12/31/08. Due to the short timeframe, public comments most likely will not influence the final document and air Districts won't have time to bring it to their Boards. Districts will need to plan on what rules and enforcement efforts will be necessary to implement applicable measures in the plan. An example – SCAMD is estimating they will need to add 25 new staff just for the refrigerant rule, which would include annual record review and facility inspections every 5 years. More information on Scoping Plan implementation will be provided at next meeting.

3. **SB 375 Update (Mike Villegas)**

The bill was just signed by the governor and requires metropolitan planning organizations (MPO) to adopt Sustainable Communities Strategies (SCS) to meet GHG emission reductions targets established by ARB; targets for each MPO will be proposed by the end of 2009. Projects consistent with the SCS would be designated priority and would receive streamlined CEQA review (such as projects near public transportation and mixed use projects). If a Sustainable Community Strategy can't meet the target an alternate planning strategy must be implemented. The bill does not assess penalties if emission reduction targets are not achieved, but provides incentives for mixed use and transit friendly projects.

4. **Regulatory Issues for Gas Stations – Enhanced EVR (Terry Dressler)**

Vapor recovery has been the most successful and most problematic air pollution reduction strategy in California. Discussion of the history of the vapor recovery program: The first phase focused on reducing vapor loss from filling underground storage tanks; the next phase was collection of vapors in the fueling process. Testing showed these programs weren't as efficient as projected. Gas station owners have to continually upgrade their equipment which is very expensive. The program has been enhanced and is now nationwide. The deadline for the latest enhancement is April 2009. The question is how to deal with gasoline dispensing facilities that can't meet the deadlines. The Districts are working closely with industry to ensure everyone is aware of the deadline.

Gas stations in rural areas can't afford to install enhanced systems – they would not be able to recover costs. There is an exemption for small throughput stations, but it applies to only 5-6 counties in the state. ARB is considering extending the April 2009 deadline for stations with throughput of 240,000 gallons or less; this puts Districts in a bad spot with businesses who have already complied but might have been eligible for an extension. High throughput stations will have highest priority. The problem now is lack of available financing in this economy to perform the improvements. ARB is working with CAPCOA on implementing the compliance part of this program, which should be consistent statewide after the compliance deadline hits. The requirement gives SLO until Nov. 2011 as a newly designated nonattainment district so equitability is not as big an issue there. A suggestion was made to make non-complying stations identify themselves publicly. Also, perhaps oil companies could underwrite loans to the stations who need to upgrade.

5. **Potential Shoreside Electrification for Ships at Port Hueneme (Mike Villegas)**

Port Hueneme has no onshore cranes – cargo is offloaded by diesel powered ship cranes. . Some of the wharfs are fairly close to homes, so reducing these diesel particulate emissions is a priority. The Port is looking at different options. Shore power for the cranes is quite expensive, and the ships would also need to be retrofitted. Shore power is also not very cost-effective for some ships. Another option would be a "bonnet" control unit that goes over the ship's smoke stack to seal and then funnel the exhaust through the control system to be captured. This would be a large infrastructure project and would be even more expensive than shore power. The Port is concerned because the lack of cost-effective control options might make shipping companies move their business to another port. The District is working with the Port to see if Proposition 1B funds can be utilized to reduce the cost of controlling these emissions.

6. **CAPCOA Model General Plan Element on Climate Change (Larry Allen)**

CAPCOA is in the process of developing a document to assist local jurisdictions in incorporating GHG reduction strategies in general plans, similar to the document

CAPCOA produced last year on how to address GHGs in the CEQA process. CAPCOA worked with consultants to put together a model general plan that addresses climate change with strategies that could reduce GHGs long term (i.e. smart growth strategies, green building technologies, etc.) The draft is undergoing internal review and will also go to some outside planners for comment. The Final document should be ready by the end of the year. The State OPR is undertaking a similar project to develop a document that explains how all plans relate to each other (general plans, SCS, climate action plans, etc.), with specifics on how GHG reduction strategies link to other plans. CAPCOA hopes the document will prove to be of significant value by giving planners a comprehensive reference with information on appropriate GHG strategies. Individual jurisdictions will have to look at their own needs in determining how best to incorporate various recommendation (housing vs transportation strategies, etc.).

7. **Other Business**

Vessel Emissions: further update from previous meeting. The proposal for new federal/international emissions standards look good for new ships, but still no retrofit requirement for existing ships.

Home Based Natural Gas Refueling Stations: Camarillo now has two test sites. The fuel range is about 150-160 miles with CNG at about 70¢ per gallon. CNG is marketed to fleets. SLO Garbage Company is switching to CNG using grants to help with the cost. Ventura has 50 CNG trash trucks. Questions: will home vendor be taxed on the fuel as commercial vendors are? If not, what happens to infrastructure?

Next Meeting Date

February 18, 2009

8. **Adjourn**

11:55 a.m.