

Agenda Date: September 20, 2010
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Board Agenda Item

TO: Air Pollution Control District Board

FROM: Terry Dressler, Air Pollution Control Officer

SUBJECT: Fortieth Anniversary of the Air Pollution Control District

RECOMMENDATION:

Receive and file acknowledgement of the fortieth anniversary of the Air Pollution Control District.

DISCUSSION:

The Santa Barbara County Air Pollution Control District was created on September 14, 1970, by resolution of the Board of Supervisors. We recommend that your Board acknowledge the fortieth anniversary of the District, and the air quality issues and milestones of the last forty years as shown in the attached timeline.

Santa Barbara County Air Pollution Control District

Forty Years Working for Clean Air

1970

Santa Barbara County Air Pollution Control District is established. The federal Clean Air Act amendments of 1970 are enacted, setting up the U.S. program for controlling air pollution. The California Environmental Quality Act is passed, the U.S. Environmental Protection Agency (EPA) is established, and the first national celebration of Earth Day is held. Joseph Nardo, the District's first Air Pollution Control Officer, is also the County Health Officer.

1971

The California Air Resources Board (ARB) adopts the first nitrogen oxides standards for cars in the U.S. The EPA promulgates National Ambient Air Quality Standards for pollutants referred to at that time as particulate matter, photochemical oxidants (including ozone), hydrocarbons, carbon monoxide, nitrogen oxides and sulfur oxides.

1974

District Board approves inclusion of the entire county in the South Central Coast air basin. Previously the county was split between two air basins, dating from a 1968 plan prepared for the ARB by the "Bureau of Air Sanitation" in the state's Public Health Department.

1975

For the first time cars use catalytic converters, which greatly reduce car exhaust pollution. These cars are designed to use unleaded gasoline, reducing levels of lead in the air. Lawrence Hart is appointed Air Pollution Control Officer.

1976

District monitoring stations record extremely high levels of ozone (240 parts per billion, one-hour level).

1979

The District issues its first Clean Air Plan.

1980s

Ozone in the county reaches extremely high levels, requiring the District to issue multiple health advisories, and declare First Stage Smog Alert Days.

1984

Smog Check goes into effect in California, enforced by the ARB.

1986 – 1989

The District permits several major oil and gas facilities in the county and requires mitigation of associated emissions. In 1986, the highest one-hour level of ozone recorded in the county is 160 parts per billion.

1987

Jim Ryerson is appointed Air Pollution Control Officer and Director, and the Board combines these into one position (up to this point the District has had Directors in addition to Control Officers).

1988

The District establishes the Innovative Technologies Group to fund voluntary pollution-reduction projects. The California Clean Air Act is signed into law, setting forth the framework for how air quality will be managed in California. District monitoring stations record 42 days of ozone levels exceeding state standards.

1989

Santa Barbara County experiences its *last* First Stage Smog Alert Day.

1990

District staff is instrumental in developing language in the federal 1990 Clean Air Act Amendments that gives local air districts jurisdiction over offshore oil and gas platforms for the first time.

1992

University of Southern California researchers initiate the Children's Health Study, which has documented the negative impacts of air pollution on lung function and lung development in children over almost two decades, and which continues to date.

1993

Douglas Allard is appointed Air Pollution Control Officer and Director.

1994

The District Board approves the 1994 Clean Air Plan, which provides for attainment of the federal one-hour ozone standard "but for" emissions from shipping that are beyond local control. The District's Community Advisory Council is established to advise the Board and the Air Pollution Control Officer on clean air planning and rules, and related policy matters. After being delegated authority to regulate air emissions from Outer Continental Shelf facilities, the District issues the first operating permits for fifteen oil and gas platforms under county jurisdiction.

1995

The District is removed from the county government structure and becomes an independent special district. The District Board approves a letter to EPA urging action to control marine shipping emissions.

1996

The District receives the President's Award for Sustainable Development and the Governor's Award for Environmental and Economic Excellence for the Innovative Technologies Group funding programs. The highest one-hour level of ozone recorded in the county is 134 parts per billion.

1998

The District founds the “Take a Vacation from your Car” partnership project (known later as Santa Barbara Car Free). The ARB declares that diesel particulate is a toxic air contaminant, setting in motion a series of actions to reduce diesel exhaust pollution in the state.

1999

Santa Barbara County experiences its cleanest year on record, and meets the federal one-hour ozone standard. The District receives the EPA Region IX Earth Day Award for Innovative Technologies Group projects. The District Board approves a letter to EPA calling on the agency to take a leadership role with the International Maritime Organization (IMO) on controlling pollution from ships. The South Coast Air Quality Management District issues results from a study that finds that diesel particulate accounts for 71 percent of the cancer risk from air toxics in the state.

2001

The District Board adopts the 2001 Clean Air Plan, which identifies significant increases in nitrogen oxides (NOx) emissions from international marine vessels that almost eliminate the NOx reductions forecast to occur onshore by 2015.

2002

The District Board Chair, Air Pollution Control Officer, and Technology and Environmental Assessment Division Manager meet in Washington D.C. with the EPA Director of Office of Transportation and Air Quality, the EPA Region IX Air Division Director, U.S. Maritime Administration officials, and a U.S. Congressional Representative, and call for the U.S. government and agencies to take a leadership role in reducing marine shipping emissions. The District and the Santa Barbara County Association of Governments convene the “Building Stronger Communities” regional forum.

2003

The District moves into offices in Casa Nueva, a green building. The District presents a paper on the problem of marine shipping emissions at the Air and Waste Management Association annual conference.

2004

The District is honored for the Santa Barbara Car Free project with a California Travel and Tourism Commission Marketing Excellence Award and an EPA Region IX Earth Day Award. The District Board adopts the 2004 Clean Air Plan, which documents that the forecasted increases in marine shipping NOx emissions will eliminate the anticipated NOx reductions onshore by 2020. Terry Dressler is appointed Air Pollution Control Officer and Director; he is the fifth Control Officer in the District’s history.

2005

The District receives an award from the ARB for excellence in air monitoring. The District Board adopts revisions to Rule 202 so the agency can fully enforce the state’s air toxics control measure for diesel internal combustion engines, to reduce harmful emissions.

2006

The highest one-hour level of ozone recorded in the county is 102 parts per billion.

2007

Santa Barbara County air attains the state one-hour standard for ozone. The District issues multiple advisories for residents in areas affected by smoke and ash from the Zaca Fire. On the evening of December 24, 2007, District monitors record extremely high particulate matter levels due to a severe wind event blowing soot from the Zaca Fire. The District Board approves suing the EPA over its failure to adopt standards regulating air pollution from marine vessels.

2008

The District Board approves filing of a second lawsuit over the EPA's failure to adopt standards for marine vessels. The Air Pollution Control Officer and a District Board Member make presentation to National Association of Counties Legislative Conference and achieve Resolution on Air Quality – Ocean-Going Marine Vessel Emissions. The District issues several advisories for residents affected by smoke and ash from the Basin Fire in Monterey County, the Gap Fire in the Goleta area, and the Tea Fire in the Montecito area.

2009

The National Association of Counties unanimously approves resolution introduced by a District Board Member calling for regulatory and other actions to reduce shipping emissions. The District issues several advisories for residents affected by smoke and ash from the Jesusita Fire in southern Santa Barbara and the La Brea Fire in the Los Padres National Forest.

2010

The IMO designates the coast off the United States and Canada an Emission Control Area, and requires large ships traveling up to 200 miles off the coast to meet stricter engine and fuel standards; this action is projected to reduce NOx emissions from this source affecting the county by 37 percent by 2020. The District receives a national Clean Air Excellence Award from the EPA and the Clean Air Act Advisory Committee for the Santa Barbara Car Free project. The EPA issues a new standard for ground-level ozone, and...

...the District celebrates its 40th Anniversary.