
SOUTH CENTRAL COAST BASINWIDE AIR POLLUTION CONTROL COUNCIL

Santa Barbara County APCD, 260 N. San Antonio Rd. Suite A, Santa Barbara, CA, 93110

TECHNICAL ADVISORY COMMITTEE

Gary Willey, APCO
San Luis Obispo County APCD

Dr. Laki Tisopulos, APCO
Ventura County APCD

Aeron Arlin Genet, APCO
Santa Barbara County APCD

COUNCIL MEMBERS

Dawn Ortiz Legg, *Chair*
Supervisor, District 3
San Luis Obispo County

Lynn Edmonds, *Vice Chair*
Council Member, City of Fillmore
Ventura County

Paula Perotte
Mayor, City of Goleta
Santa Barbara County

MEETING MINUTES

March 25, 2021

Meeting Commenced at 10:00 a.m.

Present Council

Members:

Dawn Legg and Lynn Edmonds

Staff:

Gary Willey, Dr. Laki Tisopulos, Aeron Arlin Genet, and Karl Tupper.

1. Election of Chairman & Vice Chair for Next Year

It was moved by Ms. Edmonds, seconded by Ms. Ortiz Legg and voted to elect Dawn Ortiz Legg as Chair for 2021. It was moved by Ms. Edmonds, seconded by Ms. Ortiz Legg, and voted to elect Lynn Edmonds as Vice Chair for 2021.

2. Approval of Minutes of December 3, 2020

A motion was made by Ms. Edmonds, seconded by Ms. Ortiz Legg that the minutes be approved. The motion carried by the following vote:

Ayes: 2 - Edmonds, Ortiz Legg

Noes: 0 - None.

Abstain: 0 - None.

Absent: 1 - Perotte.

3. Public Comment Period

Ms. Colby Morrow, representing Southern California Gas Company (So Cal Gas), was present and stated that So Cal Gas made a major announcement committing to have its whole value chain become net zero greenhouse gas by 2045, which is very much in alignment with the state goal. Ms. Morrow offered to send more information if the Board members or APCOs were interested. Chair Ortiz Legg mentioned that she would certainly like the ability to see what So Cal Gas has announced since it is very critical and great news. Vice Chair Edmonds agreed and stated that she would like to know how the product can be net zero. Ms. Morrow stated that they have not figured it out but she is currently working on a letter for the California Energy Commission with regard to hydrogen blending. Currently, it is a combination of solar, hydrogen, and natural gas. It will include videos and a website with more information and there is also going to be a demonstration home, a real house in Downey, where the energy resource center is located. Aeron Arlin Genet asked if the gas in homes will be net zero; she would like to know how this would affect gas stovetops. Ms. Morrow answered that there may be residential fuel cells, so gas coming into the home would feed the fuel cell, which then would produce the electricity that fuels the appliances. She knows that large power plants can use 100% hydrogen to produce electricity; she has not seen yet the percent of hydrogen that can go into the system. She does not believe it will reach 100% in the transmission and distribution system, therefore, time will tell since it comes down to cost. Dr. Tisopulos stated that it is an overall net zero policy and not every single line will be at zero, so there will be a lot of blending with hydrogen and renewable natural gas, and the introduction of new technology like fuel cells. Ms. Morrow stated that fuel cells are not small enough to install inside people's homes, but they do have a new demonstration on a product that is coming from Japan and they would like to get a demo in all of the air districts, not just South Coast.

4. AB 1647 Refinery Monitoring Implementation Update

a) SLOCAPCD Fence Line Monitoring MOA (Tupper)

Mr. Karl Tupper presented on the Phillips 66 Fence-line monitoring network. Mr. Tupper provided a summary of the events that led to the passing of AB 1647 and the rules that were passed by Bay Area and SCAQMD. At the state level, a few bills were passed: AB 1646, which requires an emergency response and AB 1647, which requires statewide fence-line monitoring. Local implementation of AB 1647 happened in 2020 when they approved the fence-line monitoring plan and an MOU was signed for the Philips refinery. AB 1647 which is titled "Petroleum Refineries: Air Monitoring Systems" was signed in 2017. It added new sections to the health and safety code, and requires "refinery-related community air monitoring systems," in communities near petroleum refineries, run by local air districts, but paid for and funded by the refinery. They are meant to assess exposure to pollutants and estimate health risks. It also requires "fence-line monitoring systems" at/or adjacent to a petroleum refiner. They are to be run and paid for by the refinery but approved by the local air district. It is intended for "detecting or estimating the quantity of fugitive emissions, gas leaks, and other air emissions from the refinery." SLOCAPCD has only one facility in their district (Philips 66) which would be subject to AB 1647. In lieu of passing the rule, they decided to negotiate a Memorandum of Understanding (MOU). Mr. Tupper discussed the existing stations, the chemicals that they currently monitor, and the modifications that the District made to the systems to make them compliant with AB 1647. They decided to consider combining the "fence-line" and "refinery-related community" air monitoring networks into one system and they instructed Philips to follow SCAQMD's "Rule 1180 Refinery Fence-line Air Monitoring Plan Guidelines." Because of limited space for the equipment at CDF, a new site was selected for the proposed air monitoring station on the refinery property. The implementation of the new MOU incorporates the network plan by reference, a mechanism for reviewing and changing the

network, housekeeping, and the website. As for enforcement, it is all enforceable through their existing Title V permit. The network will be up and running soon; new instruments have been installed and the website prototype is up. Within the next couple of months, we should start seeing the data up and running and available on the website.

b) SBCAPCD Rule 364 (Arlin Genet)

Ms. Aeron Arlin Genet provided the update on Santa Barbara's efforts for the one facility that SBCAPCD has within their jurisdiction. When AB 1647 was passed, SBCAPCD was not 100% certain that an asphalt plant qualified as a refinery under the legislative action. It was not until Kern Oil was trying to lobby the legislature for an exemption from AB 1647 that the spotlight was placed on the facility in Santa Barbara County. Based on the SIC code, the asphalt plant was subject to AB 1647, and Rule 364 was unanimously approved by the APCD Board on May 21, 2020. The asphalt refinery is approximately 2.5 miles to the closest residential area in Santa Maria city limits. The California Asphalt Plant (CAP) submitted the fence-line monitoring report and the second version is under review by District staff. Once approved, the refinery has one year to install and operate the fence-line system. At the earliest, the fence-line system would be in place by April of 2022. An open path system is being proposed to assess certain chemicals. Chair Ortiz Legg asked what an open-path system is. Ms. Arlin Genet responded that it is a two-point system that has an analyzer and a reflector (beam) that crosses over an open space and has the ability to measure pollutants over that entire line. The system also has the ability to provide real-time information through the website for the general public or for the agency to see how the facility is performing. The District worked with CARB to get the Santa Maria monitoring station relocated to a place that has a dual-purpose. Lakeview Junior High was selected as the location and an agreement was drafted with the school, presented to the Board, and approved. Vice Chair Edmonds asked that if the facility (that SBCAPCD is working with) will comply with the rules, or will more enforcement be needed? Ms. Arlin Genet answered that the current compliance issue with CAP is associated with the asphalt plant's late submittal of the monitoring plan by the due date defined in the rules. When the due date to modify the monitoring plan and address the District's questions/comments on that plan arrived, CAP missed the 30-day deadline and another NOV was issued. She stated that they seem to have full intent to comply with the plan, so they are making sure to remain in close contact with them in order to set them up for success. Dr. Tisopulos asked if SBCAPCD ever receives odor complaints regarding the asphalt facility. Ms. Arlin Genet stated that they did receive a recent complaint from a ranch south of the asphalt plant when a large plume emitted from the facility was observed. Vice Chair Edmonds mentioned that the District's air monitoring station is also downwind from the airport and asked if they get many pollutants from the airport. Ms. Arlin Genet responded that they have not opened the monitoring station yet, but that the flight path most often used by planes is not one that directly impacts the station; however, all pollutants will be assessed.

5. California Electric Vehicle Infrastructure Project Update
(Tisopulos)

Dr. Tisopulos gave an overview of the California Electric Vehicle Infrastructure Project (CALeVIP). California Energy Commission (CEC) established the CALeVIP program to offer pass-through funding to locations to facilitate the deployment of the electric vehicle charging infrastructure. Districts have to apply for the funds and they have the ability to leverage the funding that they are applying for with their local investment to enhance their chance of getting those funds. The three APCDs (Santa Barbara, San Luis Obispo, and Ventura) applied for funding and were approved. They are working in collaboration with the Ventura Regional Energy Alliance, and the Central California Community Energy (3CE). All three agencies managed to receive a CEC contribution of \$7.1 million dollars, \$6.7 million from partners, and altogether, \$13.8 million

dollars will be invested locally into electric vehicle charging infrastructure. There is a good likelihood that the investment will result in installing about 200 fast chargers and more than 2,000 level 2 chargers. While those will be distributed across the three county regions, there are provisions in the program that will facilitate or incentivize the installation of some of those chargers in low-income and disadvantaged communities as well. The Governor's 2035 100% EV goal for light, medium, and heavy-duty vehicles is setting aside close to \$1 billion dollars for electric vehicle infrastructure. Chair Ortiz Legg asked about the timeline and Dr. Tisopulos responded stating approximately three years. Ms. Arlin Genet wanted to highlight the 3CE and the Clean Power Alliance for their efforts to assist. Dr. Tisopulos mentioned that VCAPCD has been utilizing DMV funds for this program. Mr. Gary Willey mentioned that one issue facing SLOCAPCD is that it is going to cost a little bit out of their pocket to do this. The admin fee that they want to charge is 7% and the maximum they can collect from grants from the State through this program is 6.25%, so they are having to make up the difference. Since it is a matching fund program, it is a lot of bang for their buck. Chair Ortiz Legg wanted to clarify that the 3CE (Community Choice Aggregators) are spending what they had always promised (that they are spending some of their profits from being an aggregator and a supplier, in a sense). They are not a generator, they are not a transmission, but they are the supplier, so those are some results that they have seen.

6. **AB 617 District Update**

a) SLOCAPCD (Willey)

Mr. Gary Willey presented on AB 617, a multi-faceted program that is meant to help bridge the gap in lower income communities and environmental justice areas. It has two parts: an incentive program and an implementation program and they are both funded from state GHG auction funds. Most of the funds are going to the five larger air districts, and the medium air districts are fighting for any scraps that they can get. The program is in its third year; the first year, the funds were used for electric school buses, solar, chargers, and diesel school buses. The second year, funds were used for transit EV bus infrastructure and chargers. The third year, the funds were used for chargers, EV buses, EV bus infrastructure, and electric and diesel tractors. The implementation funding is there to target underserved communities with outreach. They have utilized NextDoor, Board meetings, and Council meetings for public outreach and found out that they need to go to different community events to reach the public more effectively. From this outreach feedback, they addressed community concerns for the 2019 Oceano Community and 2020 Nipomo Mesa monitoring projects. Oceano is less influenced by dust from ODSVRA than CDF, Mesa2, and NRP but more influenced by local traffic.

b) VCAPCD (Tisopulos)

Dr. Tisopulos summarized the purpose of AB 617 and the responsibilities of the Districts to develop or revise existing rules to reduce emissions. As far as the VCAPCD is concerned, there are five rules to revise: Rule 74.23 (Gas Turbines), Rule 74.15 (Boilers & Process Heaters), Rule 71.3 (Bulk Loading), new rule for Flares, and Rule 74.10 (Fugitive Components). One element was for the Air Resources Board to develop regulation for the reporting of criteria air pollutants and toxic air contaminants. Some District comments regarding the regulation were heard and incorporated. Community selection was based on the CalEnviroScreen 3.00 mapping tool, toxic "Hot Spots" program information, emission inventory, U.S. EPA EJSCREEN mapping tool, and community input. For VCAPCD, the three potential communities include Oxnard, Ventura, and Fillmore/Piru, but none have been selected by CARB yet. There are a number of incentive programs being funded by these pass-through funds: Carl Moyer, FARMER, CAP, VAVR, Clean Air Fund, VSR, Lower Emission School Bus. \$5.4 million provided from APCD (local, state, and federal grants) for a total of \$8.8 million invested in eligible projects, including grantee cost-share

amount. Projects funded in 2020 through the CAP program included agricultural equipment, electric zero emission school buses, and electric school bus chargers. Current efforts to collaborate with CARB to standardize the reporting requirements under CTR, to implement incentive programs in disadvantaged & burdened communities to reduce emissions, to develop BARCT rules and amend older rules, and public outreach to these disadvantage/burdened communities to solicit information on community projects.

c) SBCAPCD (Arlin Genet)

Ms. Aeron Arlin Genet discussed AB 617 and funding issues. In addition to the incentives, there is an implementation component to the community grants. For the implementation, the state has awarded \$50 million dollars across all air districts, and of that \$50 million, \$49 million has gone to the five large air districts. The remaining \$1 million is then split across another 29 or 30 air districts, which is a huge struggle to cover all of the associated expenses. SBCAPCD has 6 Best Available Retrofit Control Technology rules that need to be modified; two have been completed, one is under development, and four more still need to be completed by 2023. Ms. Arlin Genet shared SBCAPCD's website with the AB 1550 Map for Santa Barbara County that identifies the areas that are captured by the census blocks for low-income for all the eastern county in blue. All of the projects that they have been working on, with regard to AB 617 implementation, are detailed on this section of their website, including the Community Air Protection Projects that SBCAPCD has implemented over the past three years. Ms. Arlin Genet stated that community outreach has also been a big focus for her district. Outreach at farmer's markets has been successful in the past, and this year, surveys were a good tool for English-speakers, but with limited Spanish-speaker participation. They reached out to community groups (e.g., Chumash, Mixteca, CAUSE, etc.) to do more listening sessions and awareness building. One of the ongoing challenges for the District is to cover the staff time needed for implementation needs, with limited compensation from the State. Dr. Tisopulos mentioned that it was a very well-intended program, but that it was poorly structured with regard to financial support. Colby Morrow stated that she is in charge of AB 617 for So Cal Gas, and there are 9 out of 13 communities that are in So Cal Gas service territory. Her ideas for public outreach to environmental justice communities is to contact faith-based organizations (like Catholic Charities or other churches). She also stated that in her opinion, CARB staff should be utilized more since they have such a large staff and more resources that should be reallocated to the smaller Districts. She also stated with regard to the community air grants that there is no transparency as far as she can tell.

7. Other Business/Confirm Next Meeting Date

No other business was discussed. The next meetings was tentatively scheduled for June 2021.

8. Adjourn

Meeting was adjourned at approximately 11:56 a.m.