
SOUTH CENTRAL COAST BASINWIDE AIR POLLUTION CONTROL COUNCIL

TECHNICAL ADVISORY COMMITTEE

Larry R. Allen, APCO
San Luis Obispo County APCD

Michael Villegas, APCO
Ventura County APCD

Dave Van Mullem, APCO
Santa Barbara County APCD

COUNCIL MEMBERS

Debbie Arnold
5th District Supervisor
San Luis Obispo County

Mike Morgan
Council Member, City of Camarillo
Ventura County

Janet Wolf
2nd District Supervisor
Santa Barbara County

MEETING MINUTES May 14, 2014

Present

Council Members: Jan Marx, San Luis Obispo County (for Debbie Arnold)
Mike Morgan, Ventura County
Janet Wolf, Santa Barbara County

Staff: Aeron Arlin Genet, San Luis Obispo County (for Larry Allen)
Michael Villegas, Ventura County
Dave Van Mullem, Santa Barbara County
Jennie Thompson, San Luis Obispo County (Minutes)

1. Election of Officers

Chair: Debbie Arnold
Vice Chair: Mike Morgan

2. Approval of Minutes of October 16, 2013

Received and filed.

3. Public Comment Period

There were no public comments.

4. **Presentation regarding the future of natural gas** (Colby Morrow, SoCalGas)

Colby Morrow with Southern California Gas Company (SoCalGas) provided a presentation on the role natural gas could provide in meeting California's emission goals. Both the Federal Clean Air Act and California Climate Change Initiatives emphasize the need for "near zero" and "zero" emission technologies. Many times, electrification is considered the primary option to reach the emission goals; however, natural gas vehicle application in both near and long-term range can provide significant emission reductions for both ozone precursors and greenhouse gases. In addition to natural gas usage in the heavy-duty transportation sector (e.g., transit, long haul trucks, locomotives and marine vessels), the fuel could also be applied to stationary sources (e.g., micro-turbines and fuel cells), and "de-carbonizing" of the pipeline. SoCalGas can reduce NOX emissions to the equivalent of what the general mix is in the electric grid. The presentation provided to the BCC can also be provided to each of the Air District Boards who may be interested.

5. **Update on recent amendments to ARB's Truck and Bus Rule** (Aeron Arlin Genet)

In 2008, the California Air Resources Board (ARB) adopted the Truck and Bus rule to reduce diesel particulate matter and ozone precursors. The regulation became effective in January 2010. Due to the economic impacts caused by the recent recession, many fleets have found it difficult to comply with the requirements. At its April 25, 2014 meeting, the ARB approved amendments to the Truck and Bus Rule to provide additional time and a lower cost pathway for small fleets, new options for owners that cannot get financing to comply, and expansion of the low use vehicle exemption. ARB also provided benefits to the larger fleets by extending their compliance schedule. With the regulatory changes, both the Carl Moyer and AB 923 grant programs can provide further incentives to small fleets to help assist in updating their fleet. ARB staff has determined that by year 2023 the amended regulation will achieve 93% reduction in emissions.

6. **California's Progress Toward Clean Air and the ALA's State of the Air Report** (Mike Villegas)

Ventura County has been seeing fewer days going over the federal ozone standards. The primary air quality impacts seem to occur during Santa Ana wind conditions when the winds blow air pollution from outside the region out over the ocean, and then when the winds shift to onshore conditions, it brings the pollutants back into Ventura County. Nevertheless, air quality trends indicate that VCAPCD will meet the 2021 attainment goal.

The American Lung Association's (ALA) State of the Air Report continues to produce confusing air quality information to media outlets regarding local air quality conditions. There is a new CEO for ALA and it was recommended to have the APCO's meet with the new CEO regarding their concerns with the report. Colby Morrow stated that she is on the ALA Board and will coordinate a joint meeting.

7. **EnviroScreen 2.0** (Dave Van Mullem)

The State's allocation plan for the revenue generated through the Cap and Trade program is to reduce greenhouse gases throughout California. Twenty-five percent (25%) of all revenue is earmarked to go to disadvantaged communities as an indirect benefit. An additional ten percent (10%) goes straight to these communities, so the disadvantaged communities are actually receiving thirty-five 35% of all Cap and Trade revenue. California Office of Environmental Health Hazards Assessment (OEHHA) developed Cal EnviroScreen as a means to identify disadvantaged communities. The majority of the South Central Coast Basin has not been identified in Cal EnviroScreen as disadvantaged communities, thus reducing the potential for receiving a portion of the Cap and Trade revenue. While the region has sources that are captured under the Cap and Trade program, it does not appear that the region is eligible for a portion of the revenue.

The governor and legislature are responsible for how these funds are allocated. The allocation is a three year plan and the next plan is due in 2015. Questions and concerns about the Cap and Trade revenue should start with ARB and the need to preserve our clean air communities as well. Mr. Morgan recommended we keep up to date on this information at each BCC Meeting.

8. Local and statewide greenhouse gas mitigation efforts and issues (Aeron Arlin Genet)

In January 2014, CAPCOA launched the GHG Rx, a registry and information exchange for greenhouse gas emissions reduction credits designed specifically for projects in California. San Luis Obispo County is working to expand on protocols for the CAPCOA Rx that will provide local entities with the ability to secure revenue for voluntary greenhouse gas reduction projects. This will provide local facilities the opportunity to benefit in selling of GHG credits while ensuring that the reductions occur in our region.

All but one city in SLO County has approved local climate action plans. Agencies are now moving forward to implement reduction strategies to decrease greenhouse gases as defined in their plans. The Local Government Commission's Civic Spark Grant is a three year program that assists nine regions in California with their Climate Action Plans; San Luis Obispo County has been identified as one of those regions. The grant provides student interns to develop implementation action plans and tracking mechanisms. Lastly, Central Coast Clean Cities Coalition is working with SLO, Santa Barbara and Ventura County Air Districts to secure state and federal grant funding for the expansion of alternative fuel use throughout the South Central Coast Basin. Most recently, California Energy Commission funds were awarded for the EV charging infrastructure throughout the three county region.

9. Other Business

No other business was discussed.

10. Confirm Next Meeting Date

Next Meeting Date – 9:30 am, September 17, 2014

11. Adjourn

Meeting was adjourned at 11:50 a.m.