
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

Karen Bright
Council Member, City of Grover Beach
San Luis Obispo County

Mike Morgan
Council Member, City of Camarillo
Ventura County

Janet Wolf
2nd District Supervisor
Santa Barbara County

MEETING MINUTES

July 22, 2015

Present

Council Members: Karen Bright, San Luis Obispo County
Mike Morgan, Ventura County

Staff: Larry Allen, San Luis Obispo County
Dave Van Mullem, Santa Barbara County
Michael Villegas, Ventura County
Carolina Guerra, Ventura County (Minutes)

1. **Approval of Minutes of March 4, 2015**

Approved.

2. **Public Comment Period**

There were no public comments.

3. **SB 513 and the Future of the Carl Moyer Program**

Mike Villegas stated that the Carl Moyer Incentive Program is an effective program for the Ventura County Air Pollution Control District achieving significant reductions outside of their regulatory measures. In Ventura County, the projects are mostly tractors, agricultural pump engines, and fishing vessels, which are very cost-effective. Looking at it from a State standpoint, there are Districts that are having trouble finding cost-effective projects. The Districts need to consider that as they complete these very cost-effective projects, it's going to get to a point where they need to start looking at advanced technology. The administrative funds cover just about all of the costs, in Ventura County APCD's case. Monitoring the grants is resource intensive because of the requirements for multiple inspections. The District also has to look over the reports and make sure that they're utilizing the new equipment by

doing a record review of their fuel usage. With their 10% allowance for administrative fees, they are able to cover field staff time and some fiscal costs. The District funds the remaining fiscal costs and legal counsel expenses. Mike Villegas stated that the key change to SB513 is an update to the program to make it clear that attainment areas can implement the Carl Moyer program as it is currently limited to non-attainment areas. When the District reaches attainment in Ventura County, it would allow them to continue to run the program. Once a standard is reached, the population still continues to grow, so more projects are required in order to stay in attainment. Cost effectiveness thresholds are being adjusted to encourage advanced technology. They are also recognizing greenhouse gas reductions, so that would open things up to possible match funds from State money for greenhouse gas emission reduction projects from cap and trade.

4. CARB's Sustainable Freight Initiative

Mike Villegas discussed the Port of Hueneme, located in the city of Port Hueneme, in south Oxnard. When looking at the CalEnviro screen model, it shows Port Hueneme and south Oxnard as potential environmental justice areas where care must be taken to make sure citizens are not being exposed to pollutants at levels higher than other areas. Mike Villegas noted that a significant reduction in the emissions of both nitrogen oxides and diesel particulate matter has been achieved by the port's shorepower project. With all the diesel equipment basically running their freight system, they're having an impact on both air quality and climate change. Looking at the progress, in 2005, PM 2.5 from the freight sector accounted for 60 tons per year, and it's down to about 18 tons per year now. On the NO_x side, they were looking at about 1,500 tons per year, and now it's at about 800 tons per year. Looking at the SO_x number, emissions have decreased from 150 tons per year in 2005 to 10 tons per year. When looking at the main contributors in the overall state freight sector, it's really heavy duty trucks that are the main contributor and ocean going vessels are in second place. The Air Resources Board considering measures to deploy advanced technology, looking at alternate fuels, fuel cells, and hybrid electric trucks. They're also looking at logistics, trying to work with the ports to reduce the amount of time that trucks are queued up waiting to get in and out of the port, and reduce idling emissions.

5. Tri-County Hydrogen Readiness Plan

Dave Van Mullem discussed the third tri-county alternative fuel grant from the California Energy Commission. To give you background, on-road vehicles emit 18% of the smog-forming pollutants in the tri-county area. Larry Allen stated that San Luis Obispo County has a hugely different percentage because of the ships. Clean air goals have always relied on significant reductions from on-road and off-road emissions, not to mention greenhouse gases. Hydrogen vehicles throughout the state of California have zero emission vehicles. Mike Morgan asked how you obtain a fuel cell vehicle. Dave Van Mullem stated that they are coming in really strong, but Toyota is the only dealer that has a vehicle road ready. Larry asked when the vehicles would be available to the public, and Dave responded that it would be some time in the fall. Larry inquired about how expensive they are, and Dave mentioned that they wouldn't be as expensive as a Tesla, obviously, but it's more than your standard car. Mike Morgan asked about trucks, and Dave responded that they are not ready. Dave mentioned Honda would be

coming out with a vehicle in 2016 and that Toyota is not producing electric vehicles anymore and Honda is taking theirs off. Nissan is going to be the only one that's producing electric vehicles. Dave Van Mullem then presented California's transportation vision for vehicle fleets. Standard autos is where we're at today. Taking its place today is the conventional (non-plug in) hybrid vehicle, and following that is the plug-in hybrid electric vehicle. Later on, we'll move on to the battery electric vehicle, they'll come in stronger and stronger, but then further on, we'll be moving to the hydrogen fuel cell vehicles. The Tri-Counties are a bit ahead of the State's vision, which is by 2050, 85% of vehicles will be hydrogen fuel cell or battery electric. The tri-counties were awarded \$242,872 by the California Energy Commission and it commits the counties to some specific goals. They have to meet regularly with the commission staff, prepare critical path review reports, and submit a final report by March 2017. The grant will answer questions such as: where to refuel these vehicles, how to get a permit for a hydrogen fueling station, how firefighters/first responders will keep people safe, and how cities, counties and fleet operators can learn about hydrogen vehicles. Karen Bright asked if there has been any interest or pushback from firefighters about having to respond and Dave Van Mullem answered no, and mentioned that hydrogen has become a lot safer. The hydrogen readiness plan identifies possible refueling sites and assesses readiness of the tri-county area for hydrogen. It will also produce a permitting manual to provide guidance for reviewing applications for new refueling stations, it will provide safety guidelines and training for first responders, and it will help them adopt a promotion plan. The Santa Barbara APCD is the lead for the grant, and will be working with partners such as the Ventura County APCD, San Luis Obispo County APCD, Central Coast Clean Cities Coalition, Energy Independence Now, Community Environmental Council, UC Irvine, Ivor John Associates, and A-Z Safety. The next steps are to have a kickoff meeting with the California Energy Commission staff and a team meeting with Districts and Partners to define goals and expectations, establish timeline and deliverables, and identify division of labor and responsibilities.

6. Greenhouse Gas Cap and Trade Investment Plan

The Cap and Trade program is a key element of California's Climate Protection Plan that sets statewide limits on sources over 25,000 metric tons of carbon dioxide that are responsible for 85% of the greenhouse gas emissions created in California. It went into effect in 2013 for electricity generators and large industrial facilities, and in 2015 for distributors of natural gas and other fuels. The Cap was set in 2013 at 2% below the emission levels forecasted for 2012, declines an additional 2% in 2014, then declines about 3%, annually from 2015 to 2020. For most industrial sectors, distribution of emission allowances is updated every year according to the production in each facility, with trading and banking of allowances as strategies to minimize the cost of pollution controls. A portion of those allowances are sold in quarterly auctions known as reserve sales. The legislature and governor then appropriate the proceeds from the reserve sales through a triennial investment plan designed to fund GHG reduction projects and programs that support the goals of AB32. The plan is required to identify both near-term and long-term greenhouse gas emission reduction goals and targets; it also analyzes gaps in current state funding for meeting those targets and identifies priority investments to help facilitate those reductions. The first investment plan was for years 2013 to 2015 and appropriated an estimated \$200 to \$500 million dollars to fund three primary program categories: sustainable communities and clean transportation (e.g., improved mass transit, high speed rail, electrification of vehicles, etc.); energy

efficiency and clean energy (e.g. - home energy efficiency projects, reducing energy used for water supply, conveyance and treatment, etc.); and natural resources and waste diversion (e.g. - improving forest and ecosystem management, agricultural management, waste diversion, etc.). They are now working on the second triennial plan that will cover 2016 through 2019, with an estimated \$1 to \$3 billion dollars available for that plan. The Governor is intent on having his "Five Pillars for Climate Protection" be the focus of that investment plan, which are 1) increasing the renewable energy portfolio standards to 50%; 2) cutting petroleum use by 50% by 2030; 3) doubling the energy efficiency of existing buildings; 4) implementing ARB's Short-lived Climate Pollutant Plan (e.g. - methane, black carbon, fluorinated gases, and tropospheric ozone); and 5) management of natural lands for sequestration. The Cap and Trade regulation requires that at least 25% of the program funding be allocated to projects that benefit disadvantaged communities (environmental justice communities), with at least 10% of the program funding allocated to projects specifically located in those communities, most of which lie in the San Joaquin Valley and the South Coast areas.

7. U.S. EPA's EJSCREEN Mapping Tool

CALENVIRO Screen is a program that California EPA put together to identify potential environmental justice areas in the State and it's going to be used to target some of those Cap and Trade funds into those areas. An environmental justice area, in the classic case, is where we have a susceptible community, near facilities that have significant emissions. On June 10, the U.S. EPA, rolled out their version of a model called EJSCREEN. EPA conducted a webinar for air agencies, and they stressed that this model is not to be used for locating or identifying environmental justice areas. What it does, is it identifies areas with susceptible populations. For example, in a low income neighborhood, there's a good chance that they wouldn't have as high a rate of medical insurance as an upper income neighborhood, therefore, if they are exposed to air pollutants, the chances of getting proper or adequate medical care are lower.

Mike Villegas stated reviewed two areas in the county that he's very familiar with. First Simi Valley, with an ozone level that's nonattainment, (the standard is 75 ppb), and their design value is 79 ppb; it's the highest in Ventura County. When he reviewed the rank for Simi Valley, based on their environmental indicator for ozone, they came out the 91st percentile in the US. Looking at Oxnard, which is the cleanest area in the county from an ozone standpoint (with a design value of 60 ppb), the environmental indicator for ozone was the 41st percentile. However, EJSCREEN shows an EJ index for ozone in Oxnard of the 96th percentile, while Simi Valley is reported as the 64th percentile. The EJ index calculated by EJSCREEN may be too heavily weighted to demographic indicators.

8. SLOAPCD Civic Spark Program

Civic Spark is a three-year program initiated through a partnership between the Governor's Office of Planning and Research and the Local Government Commission utilizing Americorps volunteers to help develop and implement climate protection programs throughout California in a positive way. The San Luis Obispo APCD board initially approved the first year of the program based on the availability of \$75,000 in grant funding to fund three Americorps members for an 11-month service year that ends in

mid-September. Throughout California, there are nine regional partners stretching from Eureka to San Diego, working with a total of 48 Americorps volunteers on various climate protection programs in each area. In San Luis Obispo County, the Civic Spark program has focused on implementing 3 climate protection measures common to the Climate Action Plans adopted by each jurisdiction: a small scale, on-site Solar Photovoltaic Incentive program; an Energy Efficiency Outreach and Incentive program; and an Energy Audit and Retrofit program. Our Americorps members are now working on enabling a smooth transition between them and the next group that comes in to implement Year 2 of the program.

9. Other Business

No other business was discussed.

10. Confirm Next Meeting Date

The next meeting will be October 21, 2015.

11. Adjourn

The meeting was adjourned at 12:10 p.m.