
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

Michael Villegas, APCO
Ventura County APCD

Aeron Arlin Genet, APCO
Santa Barbara County APCD

Larry R. Allen, APCO
San Luis Obispo County APCD

COUNCIL MEMBERS

Mike Morgan
Councilmember, City of Camarillo
Ventura County

Steve Lavagnino
5th District Supervisor
Santa Barbara County

Barbara Harmon
Councilmember, City of Arroyo Grande
San Luis Obispo County

MEETING MINUTES March 29, 2017

Present

Council Members: Mike Morgan, Steve Lavagnino and Barbara Harmon.
Staff: Mike Villegas, Aeron Arlin Genet and Larry Allen.

1. **Approval of Minutes of November 9, 2016**

On motion by Ms. Barbara Harmon, seconded by Mr. Mike Morgan, minutes are unanimously approved by voice vote.

2. **Election of Chair and Vice-Chair for 2017**

On motion by Mr. Steve Lavagnino, seconded by Ms. Barbara Harmon, motion to elect Mr. Mike Morgan as Chair, and Ms. Barbara Harmon as Vice-Chair, is unanimously approved by voice vote.

3. **Public Comment Period**

Chairperson Morgan opens the floor to public comment; no public members present.

4. **SCAQMD Ultra-Low NOx Petition** (Mike Villegas)

Mr. Mike Villegas provides a brief update on the challenges meeting the Ozone standards, with transport being a major contributor. He reports light duty vehicles are about as clean as possible, and as much that can be done with stationary sources that is feasible and cost effective has been achieved. This leaves heavy-duty trucks, locomotives and other mobile sources as the few

remaining source categories where additional emission reductions can be achieved. California Air Resources Board staff have completed a technical assessment, and believe it will be achievable in the near future to certify heavy-duty diesels at 0.1 g/bhp-hr, and later engines meeting 0.05 g/bhp-hr. Air districts should request USEPA to consider a standard at 0.02 g/bhp-hr and adopt it if it is deemed feasible. If California were to adopt this standard alone, it would put the California truck dealerships at a considerable disadvantage.

Mr. Mike Morgan mentions the development and advancement of hydrogen vehicles as a solution, with discussion by committee members about the limitations and refuel accessibility of this concept. Committee members also discuss the viability of the Presidential Administration's support on this petition.

5. SLOCAPCD's Mobile Air Monitoring Station (Larry Allen)

Mr. Larry Allen discusses a fully mobile monitoring station currently under construction and intended to be used in residential areas impacted by dust from the Oceano Dunes State Vehicular Recreation Area (ODSVRA) to start with; it can also be used across the county for short-term or long-term PM₁₀ and PM_{2.5} monitoring for special studies or to respond to specific air quality issues, such as wildfires. The station provides enough space to add additional monitors for Ozone, H₂S etc. An additional fully mobile solar power trailer is also under construction to fully power the mobile monitoring station in remote locations where line power is not available. Funding for the mobile monitor was provided by a \$110,000 grant from USEPA, administered by the California Air Resources Board. Mr. Allen also provides a brief overview of the studies performed by SLOCAPCD since 2007 to evaluate the dust blowing from the ODSVRA and explains why mobile monitoring is such a useful tool.

6. CAPCOA Legislative Brief (Mike Villegas)

Mr. Mike Villegas provides an overview of the discussions at the CAPCOA Legislative Brief which took place on March 9, 2017. Discussions included Ozone and transport, Woodstove Change-out Programs, and the death of trees as a result of the drought and its impact on wildfire risk. Many participants were surprised air quality is improving.

Committee members discuss several assembly bills set for consideration by the California Legislature that can be supported by and pose specific concerns for air districts. SB 49 would adopt the existing federal clean air laws and regulations into state law, making districts unable to amend or revise regulations to be less stringent than the present federal regulations. The concern with this being that districts would be locked into the current regulations making them much more challenging to modify, even when we know now of problematic federal regulations.

7. Pending Changes at USEPA and impacts to local districts (Aeron Arlin Genet)

Ms. Aeron Arlin Genet discusses the Trump Administration's proposed changes to the Clean Power Plan, fuel efficiency standards and waivers for final action, among others, and invokes discussion on what the implications may be to local air quality. There is concern that the automobile manufacturers may seek elimination of the California waiver for vehicle emission standards, and the implications it could have to the state's efforts to reach attainment of the clean air goals. CARB recently approved the oil and gas regulation previously discussed and voted unanimously to continue with the vehicle greenhouse gas emission standards for cars and light-duty trucks sold in California through 2025.

The proposed cuts to the federal budget has many air districts throughout the nation concerned about the implications to relied upon air quality grants and emission reduction programs. The Administration recently released their Budget Blueprint and proposes to reduce the USEPA budget by 31%, staff by 21% and grant funding by 45%. Impacts of this cut would impact Santa Barbara considerably as a recipient of the 105 grant funds. The National Association of Clean Air Agencies reports there will be a 10% budget cut for the current 2016-2017 budget year. All air districts are monitoring federal discussions to determine impacts to their budgets and operations.

8. Oceano Dunes State Vehicular Recreation Area Modeling by CARB / 2017 Dust Mitigation Proposal (Larry Allen)

Mr. Allen provides a status report on the ODSVRA PM₁₀ modeling and the proposed mitigation for the 2017 calendar year. CARB has completed some preliminary modeling runs and is working on finalizing the modeling. The next step is to conduct sensitivity analyses to determine the effectiveness of potential control measures and where they should be placed.

In the past, State Parks' mitigation measures have consisted of 40 acres of sand fencing in a single location at the eastern edge of the riding area. State Parks proposed the same mitigation for 2017; however, SLOCAPCD negotiated a 10 acre increase in the amount of sand fencing and changing the location to a two-tiered configuration, with the first tier placed much closer to shore and abutting the camping area. The expectation is that a demonstrable reduction in downwind PM₁₀ levels will occur with this new configuration. Approval by the Coastal Commission for the 2017 mitigation plan is anticipated very soon.

9. Other Business/Confirm Next Meeting Date

No other business was discussed. The next two meetings are tentatively scheduled for May 31st, 2017 and September 7, 2017 at 10:00 a.m.

10. Adjourn

Meeting was adjourned at 11:54 a.m.