

Valley Air News

A publication of the San Joaquin Valley Air Pollution Control District

Fall | 2004

Board adopts "Extreme" Ozone Plan

The plan demonstrating attainment approved by the District's Governing board on Oct. 8, 2004, sets the District on a path to meet the federal health-based standard for one-hour ozone. The Demonstration Plan will also help to meet a new federal eight-hour ozone standard.

The one-hour ozone plan is designed to bring the San Joaquin Valley air basin into compliance with the one-hour standard for ground-level ozone, the chief ingredient of smog. The Valley air basin is considered "extreme" non-attainment of the one-hour standard and must meet the standard by Nov. 15, 2010. The measures outlined in the plan, however, also will help the air basin meet the new eight-hour standard. The air basin is considered "serious" non-attainment of the eight-hour standard and must meet the standard by 2013.

The "extreme plan must be submitted to the U.S. Environmental Protection Agency (EPA) by Nov. 15, 2004.

In the plan, is a combination of District and state control measures to reduce emissions of nitrogen oxides and volatile organic compounds that combine to form ozone in the atmosphere.

District and state reductions of these ozone precursors fulfill federal Rate of Progress requirements for the milestone years of 2008 and 2010. The plan also satisfies California Health and Safety Code requirements.

Included among the plan's estimated reductions are additional rules for industry, such as the reduction of

agricultural burning and fireplace restrictions, as well as state emission controls on cars, diesel engines and lawn mowers, and District rules still under development that address indirect sources of ozone pollution from motor vehicles.

In order to meet the federal one-hour ozone standard, the District needs to reduce emissions of both nitrogen oxide and volatile organic compounds by five tons per day, each.

The EPA plans to revoke the one-hour standard on June 15, 2005, and replace it with the more stringent eight-hour ozone standard that became effective last June.

The SJVAB's deadline of 2013 for reaching the federal eight-hour ozone standard is an extended deadline from the previous one-hour standard, but much more difficult to meet, according to Dave Jones, District planning director. "In order to meet the new eight-hour standard, the District will have to utilize all the measures in the Extreme Plan and seek other additional strategies," Jones said.

Another ozone demonstration plan will have to be submitted to the EPA in 2007 for the new eight-hour standard. "First things first," said District planning supervisor Don Hunsaker. "First, we need to get this plan to the EPA. Then we have to redo the PM10 plan and submit it to EPA by March 31, 2006, followed by a PM2.5 Plan. Then we can develop our eight-hour ozone attainment demonstration plan. We really have our work cut out for us," Hunsaker said.

"We really have our work cut out for us."

Don Hunsaker
District planning supervisor

Residents reminded to "check BEFORE you burn"



The residential wood-burning season began in the San Joaquin Valley on November 1. The Air District would like to remind all Valley residents of the importance of checking air quality and wood-burning status before using their fireplaces or wood stoves this winter.

Rule 4901 (Wood-Burning Fireplaces and Wood-Burning Heaters) prohibits the burning of any solid fuel for heat in the San Joaquin Valley on days when air quality is forecast to reach unhealthy levels. The no-burn rule doesn't apply to gas appliances, homes in which wood burning is the sole source of heat, homes at an elevation higher than 3,000 feet and homes that don't have access to natural gas.

The pollutant of concern in the San Joaquin Valley from November through February is particulate matter. Particulates include smoke, soot, fly ash, dust, salts, nitrates and tiny droplets of liquid. Residential wood burning emits as much as 24 tons of particulate matter into Valley air

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Companies and residents can help air quality by ridesharing

by Steve Mayo, San Joaquin Council of Governments Commute Connection

Contrary to popular belief, the majority of our air pollution is created right here at home! Nearly 60 percent of the Valley's air pollution is caused by motor vehicles. Today's automobiles are less polluting than older models but there are more of them on the road and they are traveling further. You can drive smarter by organizing errands into one motor vehicle trip, not several. Keep your car in good working condition and maintain proper tire pressure. When replacing your vehicle, look for the most efficient, lowest polluting model.

While it's not feasible to give up your car, you can drive less by taking an alternative mode a few times a week. Such alternative modes are biking, carpooling, taking transit, vanpooling, or walking.

You can get information regarding alternative modes of transportation from local rideshare agencies in your area. Many of these agencies conduct employer outreach to work with local employers to reduce the number of drive-alone commuters on the road every day.

There are many benefits to commuters and employers



A full car load like this one takes three cars off the road.



Van pools like this one could fit as many as 12 passengers.

through rideshare programs. Some are:

Commuters

1. Saving money
2. Less stress
3. Vehicles last longer
4. Making new friends
5. Reducing traffic congestion
6. More time for other things
7. Guaranteed Ride Home Program

Employers

1. Improving productivity
2. Reducing absenteeism
3. Expanding labor market
4. Creating parking areas
5. Improving morale
6. Possible tax breaks
7. Enhancement of company's image

Getting started is easy. Commuters can contact the local rideshare agency to get a free matchlist of people making the same commute as you every day or find what transit options may exist. Remember, you do not have to rideshare every day, but a few times a week really adds up. Employers can get help with setting up a trip reduction program for their employees or let the local rideshare agency conduct employer outreach and speak to the employees

at safety or resource meetings.

Agencies in the San Joaquin Valley are:

Commute Connection, San Joaquin Council of Governments San Joaquin and Stanislaus County residents and employers Phone: 1-800-52-SHARE (7-4273)

On-line:

www.commuteconnection.com

E-mail:

commuteconnection@sjcog.org

Merced Rides, Merced County Association of Governments Merced County residents and employers

On-line: www.mercedrides.com

Fresno Council of Governments - Rideshare, Fresno Council of Governments

Fresno County residents and employers

Phone: 559-233-4148

On-line: www.valleyrides.com

E-mail: brendal@fresnocog.org

South Valley Rideshare, City of Visalia

Tulare, Kings, Fresno and Kern County residents and employers

Phone: 866-808-RIDE (7433)

On-line: www.ci.visalia.ca.us/transit/transportation.htm



Public transportation is an excellent way to save gas and money.

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each winter day. These emissions are dangerous during stagnant winter conditions, when inversion layers hold pollution at ground level.

High concentrations of particulate matter can exacerbate existing lung conditions such as asthma and bronchitis, and can trigger heart attacks.

In order to protect public health, the Air District instituted the “no-burn” rule in 2003 with great success: residential wood burning was prohibited on only two days throughout the Valley.

Air District staff credit the program’s success to better-than-average meteorology, as well as participation by Valley residents.

“Great cooperation from not only Mother Nature, but also the public helped make the first season of no-burn nights even more successful than we’d anticipated,” said Jaime Holt, public education administrator for the Air District. “Residents really stepped up to the plate and did what needed to be done for air quality.”

WHAT TO LOOK FOR

Residents who enjoy a cozy fire need to find out if it’s okay to burn before doing so. The daily wood-burning status is available toll-free at 1-800-Smog-Info (766-4463), at www.valleyair.org, and through local news media.

When air quality is forecast to be good or moderate (between 0 and 100 on the Air Quality Index [AQI]) no restrictions are in effect. When air quality is forecast to be unhealthy for sensitive groups (AQI 101 – 150), wood burning is discouraged. When air quality is forecast to be unhealthy for everyone (151 or higher), wood burning is prohibited.

State moves ahead to improve air quality

The combination of several clean-air bills signed by Gov. Schwarzenegger and historical rules on vehicle emissions approved by the California Air Resources Board (CARB) made September a monumental month for air-quality improvement in California.

These bills include Assembly bill 923, which increases funding to the Carl Moyer Program. The Carl Moyer Memorial Air Quality Standards Attainment Program provides funding on an incentive basis for the incremental cost of cleaner-than-required engines and equipment. These new projects will include incentive-based emissions reductions programs for heavy-duty engines, light and medium-duty vehicles and school buses.

National Pollution Prevention week ended appropriately on Sept. 24, with California Air Resources Board approving strict vehicle emissions rules. The rules require auto makers to reduce greenhouse gas and smog-forming emissions from all cars, pickups and sport utility vehicles beginning with model year 2009. Cars and light trucks will be required to reduce emissions by 25 percent and larger trucks and SUVs by 18 percent.

Assembly bills signed

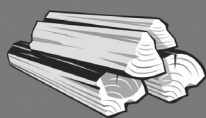
Also in September, the Governor signed a flurry of environmental bills that included several aimed at air-pollution reduction:

- AB 2628, allows owners of the certain fuel-efficient hybrid vehicles to obtain permits to drive solo in carpool lanes until 2008. Effective January 1, 2005.
- AB 471, prohibits cruise ships from burning garbage within three miles of the coast of California. Effective January 1, 2005.
- AB 923, allows for a \$2 increase in vehicle registration surcharges and adds a 75-cent surcharge to new tires for emission reduction programs. Effective January 1, 2005.
- AB 2683, ends an exemption on smog checks for cars at least 30 years old. The new law states that all cars made from 1976 on are required to have regular smog checks. Effective April 1, 2005.

CHECK BEFORE YOU BURN



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1-800-SMOG INFO | www.valleyair.org

San Joaquin Valley
AIR POLLUTION CONTROL DISTRICT

Clean air challenges & unique solutions focus of Air Quality Symposium

More than 200 representatives of business and industry, along with civic leaders, air quality experts, health officials and community activists, came together to discuss the Valley's healthy-air challenges at the Air District's 2004 Air Quality Symposium Sept. 29 - 30 in Bakersfield.



Eight clean-air vehicles, including a Toyota Prius Hybrid, a liquefied natural gas refuse hauler from the City of Bakersfield and a compressed natural gas Yellow Cab were on display at the Air Quality Symposium. The San Joaquin Valley Clean Cities Coalition organized the display.

"Unique Valley, Unique Solutions: Working Together for Clean Air in the San Joaquin Valley" featured panel discussions exploring innovative solutions to cleaning the air in the Valley, one of the nation's most polluted basins.

First-day panel discussion topics addressed new scientific approaches, emerging programs and practices for industry and innovative land use projects.

Curtis Johnson, president of the Minnesota-based think tank CitiStates Group, was the keynote luncheon speaker and moderated several panels. The CitiStates Group focuses, in part, on promoting effective regionalism in planning, transportation and quality of life issues.

Day Two focused on building effective strategies among Valley coalitions, innovative emission reductions and helping communities become part of "the pollution solution." Air Districts are responsible for the cleanup, but they don't have authority over cars, trucks, trains, planes, heavy diesel equipment and fuels, sources that contribute more than half of the pollution problem. That's why people need to approach the problem differently, said Norm Covell, retired air pollution control officer for the Sacramento Air Quality Management District.

"In Sacramento, shuttle services were provided around business parks, so people didn't have to start their cars," said Covell, an air pollution regulator for more than 30 years. "We came up with common-sense approaches to cut down on use of vehicles."



Air District Governing Board member Sam Armentrout, center, talks with other symposium attendees in the Vendors' Court during a break in the symposium panel discussions.

Businesses, environmentalists, local government officials, health advocates and community representatives must come together, he said. The other panelists, both members of new voluntary pollution-reduction efforts in the Valley, were Joseph Drew of the Tejon Ranch Co. and lawyer Hal Bolen II.

Covell said the voluntary groups are essential as Californians drive more and more miles. In the Valley, motorists drive about 90 million miles daily. By 2010, daily mileage is expected to climb to 107 million.

Kern County Supervisor Barbara Patrick, chairwoman of the Air District's governing board, opened the event. "We have a very

Continued on page 5, Symposium

Spare the Air season one of best

Spare the Air 2004 ended an extraordinary season Sept. 30 with an unusually low number of Spare the Air days in all eight District counties.

Overall, the number of Spare the Air Days Valley-wide was 27, down 34 percent from last year's 41. The decline was as much as 85 percent in the northern region, where Merced County tallied just five Spare the Air Days from June 8 through Sept. 30, compared to 37 such days last year. In the southern region, Kern County had a total of 27 Spare the Air Days this summer, compared to 41 last year.

"The remarkably low number of Spare the Air Days reflects, in part, the degree to which people are paying attention to the air-pollution problem and doing something about it," said Janelle Schneider, the District's Spare the Air employer coordinator.

Spare the Air Days are declared when air quality is forecast to reach unhealthy levels (151 and up on the air quality index) or unhealthy for sensitive groups (101-150) in adjacent counties. The tally by county was:

County	04	03
Fresno	11	40
Kern	27	41
Kings	10	39
Madera	5	36
Merced	5	37
San Joaquin	3	15
Stanislaus	3	15
Tulare	15	39



About 750 Valley employers are Spare the Air partners, who agree to notify their workforce when a Spare the Air Day is declared and may offer incentives for air-friendly behaviors, such as rewarding carpooling, offering alternative work schedules, or other encouragement.

Although next summer's forecast is a little far away to call, the District is hopeful that people will continue what they've been doing to help Spare the Air.

"It really is true that even small efforts can have a huge cumulative effect on improving air quality," Schneider said.

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serious air-quality problem and we have unique contributing factors," she said. "This symposium was an attempt to get people from all different sectors together to talk about unique solutions."

Joining the Air District in sponsoring the symposium was the Western States Petroleum Assn., Southern California Gas Co./A Sempra Energy Utility and the Independent Oil Producers' Agency.

Board Meeting Highlights

For complete agendas and minutes, please visit the Valley Air District's web site at www.valleyair.org.

August

- Board Chair welcomed new Governing Board Member, Supervisor Susan B. Anderson, Chair, Fresno County Board of Supervisors.
- Board re-adopted Rule 4550 (Conservation Management Practices) and Rule 3190 (Conservation Management Practices Plan Fee) to ensure that members of the public had the opportunity to provide comment on the rules.
- Board approved amendments to Regulation VIII. The new rules became effective Oct. 1.

September

- Board approved amendments to Rule 4103 (Open Burning), as required by recent changes to the state Health and Safety Code. The changes added procedures to authorize conditional permits for open burning of diseased materials.
- Board approved the agreement for implementation of a socioeconomic impact analysis program. Over the next three years, this agreement will encompass analyses for 15 rule development projects.

October

Board adopted the District's Extreme Ozone Attainment Demonstration Plan.

November

Board rejected increasing DMV fees by \$2 to fund mobile source reduction programs. Board moved to revisit the issue during their Dec. meeting with more specific information on how funds will be spent.

Meeting Schedule

The next meeting is scheduled for Thursday, Dec. 16. Unless otherwise noted, all meetings are held at 9 a.m. in the Central Region Office, 1990 E. Gettysburg Ave., Fresno, (559) 230-6000.

Governing Board meetings are also held via video teleconference in the offices below:

Northern Region Office, 4230 Kiernan Ave., #130, Modesto, (209) 557-6400
 Southern Region Office, 2700 M St., Suite 275, Bakersfield, (661) 326-6900.

Valley Air District Directory

San Joaquin Valley Air Pollution Control District

Smog Info Line (800) 766-4463
 Smoking Vehicle (800) 559-9247
 Job Line (559) 230-6019
 Valley Air District Web Site www.valleyair.org

Northern Region Office (209) 557-6400
 Complaint Line (800) 281-7003
 Small Business Assistance (209) 557-6446

Central Region Office (559) 230-6000
 Complaint Line (800) 870-1037
 Small Business Assistance (559) 230-5888

Southern Region Office (661) 326-6900
 Complaint Line (800) 926-5550
 Small Business Assistance (661) 326-6969

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