



# Valley Air News

A publication of the San Joaquin Valley Air Pollution Control District

December 1999

## District Air Quality Status to be "Bumped Up"

On November 15, the San Joaquin Valley air basin failed to meet the one-hour national ambient air quality standard for ozone as required by federal law. Ironically, this comes after the second best year of recorded air quality and a 59 percent decrease in the number of days exceeding the standard from 1987 to 1999.

Yet, despite this progress, the Valley missed attaining the standard by a considerable margin. In order to attain the federal ozone standard, the District could not record readings of .09 parts per billion more than three times in a three-year period at any monitoring station in the Valley. Eleven monitoring stations recorded levels exceeding

the standard on four or more occasions between 1997 and 1999. Air Pollution Control Officer David L. Crow explained that the U.S. Environmental Protection Agency (EPA) now has up to six months to review the District's monitoring data and formally reclassify the Valley from serious to severe nonattainment of the one-hour ozone standard. "This is called a bump up, and the EPA is expected to take this action well before the May 15, 2000 deadline," Crow said.

Once officially redesignated, the District will have 12-18 months in which to evaluate ozone control strategies, develop new emission-reduction measures and tighten existing rules in order to attain the standard. This will be done by developing Attainment Demonstration and Rate-of-Progress State Implementation Plans. In order for the Valley to attain the one-hour ozone standard by the new deadline of November 2005, the

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## Valley Air District Goes On-Line

As of November 15, air quality information is available on the Valley Air District's web site located by accessing the internet and logging on to [www.valleyair.org](http://www.valleyair.org). The web site will serve as an excellent informational and public outreach tool. In addition to regional forecasts and daily readings from the various monitoring stations throughout the Valley, visitors to the web site will have immediate access to the following information:



- ◆ Transportation and California Environmental Quality Act (CEQA)
- ◆ Health News and Education
- ◆ Spare the Air
  - ◆ Youth Activities and Information

In an effort to provide visitors with the most complete and accurate information about air quality topics, the District's web site will offer links to related sites such as the California Air Resources Board, United States Environmental Protection Agency, other air districts, and partner organizations.

Additionally, there will be a section that allows site visitors to provide valuable feedback on the most desired information and format of the site.

By offering on-line information, the District hopes to further demonstrate its commitment to improving air quality in the San Joaquin Valley through effective, cooperative air quality programs, public outreach, and public service.

- ◆ General Information about the District
- ◆ District Directory
- ◆ Air Quality Forecast and Daily Data
- ◆ Meetings & Agendas
- ◆ How to File Air Pollution Complaints
- ◆ Permitting Requirements
- ◆ Employment Opportunities

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## 2000 SCHEDULE

### The Governing Board meeting schedule for 2000 is as follows:

January 20  
 February 17  
 March 16  
 April 20  
 May 18  
 June 15  
 NO JULY MEETING  
 August 17  
 September 21  
 October 12  
 NO NOVEMBER MEETING  
 December 14

Meetings will commence at 9:00 a.m. in the Central Region Office, 1990 E. Gettysburg Avenue, Fresno, and via video-teleconference in the Bakersfield and Modesto Regional Offices.

### The Citizens Advisory Committee meeting schedule for 2000 is as follows:

January 4  
 February 1  
 March 7  
 April 4  
 May 2  
 June 6  
 NO JULY MEETING  
 August 1  
 September 5  
 October 3  
 NO NOVEMBER MEETING  
 December 5

Meetings will commence at 9:30 a.m. in the Central Region Office, 1990 E. Gettysburg Avenue, Fresno, and via video-teleconference in the Bakersfield and Modesto Regional Offices.

### BUMP UP

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emission reductions detailed in these plans must be realized no later than 2003. Failure to meet the health based standards by 2005 will trigger very serious sanctions outlined in the Federal Clean Air Act that essentially impose a defacto growth moratorium through economic penalties on business and curtailment of highway funding.

One of the major ramifications of the bump up includes reducing the definition of major sources from 50 tons per year to 25 for each ozone precursor. Additionally, it will also mean increasing the emissions offset requirement for new or modified major sources from the current minimum 1.2 to 1 ratio to at least 1.3 to 1.

Obviously, Crow said, "Over the next five years, we will place additional emission controls on business and industry. We will only be successful in improving air quality, however, if we are able to get stakeholders like cities, counties, and individuals involved voluntarily. These efforts must address land use, urban design, and multi-modal transportation systems that will reduce the public's dependency on automobiles. Not just because it is the right and healthy thing to do, but also because it will ensure the economic future of our area," he said.

## New Emissions Model Reveals Need for Additional Reductions

The California Air Resources Board (ARB) has recently released a new motor vehicle emissions inventory model. The new model titled EMFAC2000 indicates that mobile source emissions are a much larger portion of the emissions inventory than previously thought. The increase comes from emissions that were not included in previous versions of the model. These include emissions from heavy-duty vehicles that are optimized for fuel economy instead of emissions, unregistered vehicles, and "liquid leakers" which are vehicles that leak fuel from their fuel lines.

The District does not have authority to regulate mobile source emissions. Mobile source tailpipe and fuel regulations are developed by the ARB and the US Environmental Protection Agency. At the local level, transportation policies and funding decisions are made by the Regional Transportation Planning Agencies and by cities and counties. It is clear that in order for the District to attain the National Ambient Air Quality Standards and avoid costly

regulations and sanctions on the business community, local jurisdictions will need to aggressively pursue clean air policies and make funding decisions that help reduce motor vehicle emissions.

One direct way that local jurisdictions can assist in meeting the air quality standards is by adopting a clean fleet ordinance. Local governments operate large fleets of vehicles including refuse haulers, transit buses and maintenance trucks. By purchasing vehicles that are substantially cleaner than minimum standards, local jurisdictions will be doing their part to protect local business and the health of their citizens.

There are currently a number of grant programs available to assist in defraying the cost of low-emission vehicles including the Congestion Mitigation and Air Quality funds which are distributed by the Regional Transportation Planning Agencies and the Heavy-Duty Engine Incentive Program funds that are distributed by the District. Information about the Heavy-Duty Engine Program can be obtained by calling (559) 230-5858.

## Annual Wood burning Program Launched

On Nov. 15, the Valley Air District launched its annual Please Don't Light Tonight public education campaign to reduce wintertime air pollution, specifically airborne particles, caused by wood smoke. Through this program, the Valley Air District encourages residents to voluntarily refrain from using their wood-burning fireplaces or stoves for 24 hours when airborne particle levels are forecast to exceed the federal health-based standard.



Because natural gas does not create particulate matter emissions, the program is not intended for residents with gas inserts. Additionally, the request does not apply to anyone living above 3,000 feet and whose only source of heat is burning wood.

At this time of year, wood smoke poses a problem because it contains soot, ash, and toxic particles that get trapped in the Valley by inversion layers and fog. These pollutants form localized and highly concentrated pockets of toxic haze that are inhaled by Valley residents. Breathing fine particles reduces lung function, especially in children, and aggravates heart conditions and lung diseases, such as asthma, emphysema, pneumonia and bronchitis.

Most people don't realize that smoke particles are so tiny that they

seep into homes despite closed doors and windows. Even in homes where wood is not burned, indoor wood smoke pollution can reach up to 70 percent of the outdoor level. Neigh-

bors of wood burners may be breathing unhealthy particles, even if they are not using their own fireplaces or wood stoves.

Anyone who lights a fire is encouraged to follow these tips:

- Install an EPA-certified wood or pellet stove.
- Burn manufactured fireplace logs, which emit up to 50 percent less airborne particles than wood logs.
- Use only dry, seasoned wood, never trash, newspapers, magazines or painted wood.
- Build small, hot fires instead of large smoldering ones and allow the fire to receive a generous air supply for maximum combustion.

Additionally, for safety and peace of mind, residents who use wood-burning fireplaces or stoves frequently should have them professionally inspected and the chimneys swept annually.

To obtain the daily air quality information and Please Don't Light Tonight status, Valley residents may call 1-800-SMOG-INFO or, log onto the District's new web site at [www.valleyair.org](http://www.valleyair.org). Also, many newspaper and broadcast weather reports will feature this information.



## Clean Cam Technology Systems

**1999 Air District Award of Distinction for Development and Application of Innovative Technology**

Clean Cam Technology Systems (CCTS) of Bakersfield developed and currently offers EPA and CARB certified diesel engine rebuild technology. This technology reduces the air emissions of older diesel engines to below the required portable engine emission limits. Emissions from a typical 6-cylinder diesel engine are reduced by 40 to 75 percent depending on the original engine configuration. This reduction amounts to approximately 10 to 12 pounds of pollutants per day, per engine.

Clean Cam Technology and its sister firm, Gary Drilling Company began installing this technology on portable equipment before the development of District and state portable equipment rules. Additionally, more than 300 urban transit buses nationwide have been retrofitted.

As a result of this innovative technology, CCTS successfully reduced emissions from both stationary and mobile sources, as well as contributed to air quality improvements locally and throughout the country.

The San Joaquin Valley Air Pollution Control District applauds Clean Cam Technology Systems for its research and development of cleaner burning diesel engines.



**The Valley Air District wishes you and your family a happy and safe holiday season.**

Can you guess whose drawings were chosen for the 2000 Clean Air Kids Calendar? Be sure to check it out in the January issue!