In November the District re-launched the popular Old Car Buy Back Program, which was suspended in February after funds ran out. There are a few changes: the program now accepts gasoline or diesel vehicles of model year 1993 and older (instead of 1992 and older); vehicles must be under 10,000 pounds (instead of 8,500 pounds); and consumers will get a check in hand after their vehicles have qualified (instead of receiving the check by mail).

Cars and trucks are a major source of smog pollution in Santa Barbara County, and older vehicles pollute much more than newer ones. The vehicles that qualify for this program represent only 15 percent of vehicles in the county, but contribute two-thirds of the air pollution from vehicles. District Director Dave Van Mullem noted, "We estimate the program has cut almost 67 tons of smog-forming air pollutants since 2006 by taking more than 1,900 of these higher-polluting vehicles off the road."

The program is funded by vehicle registration fees designated for use by local air districts to reduce air pollution. The District has approval to purchase approximately 450 cars a year over the next five years. In the first few weeks of the program, the District purchased more than 60 vehicles. Travis Beifuss of Steelhead Recyclers in Goleta noted that people coming by his facility in November were looking to sell their cars for some extra holiday cash.

Three automobile dismantlers, in Santa Maria, Lompoc, and Goleta, crush the vehicles bought by the program to ensure they are retired permanently. Beifuss explained that once the vehicle is bought, after a ten-day waiting period, tires and wheels are taken off for re-use, the battery is taken out, and the fluids are drained. After the recyclables are pulled,
Old Car Buy Back Program (cont’d)

President announced the EPA would not propose this standard. On September 22 the EPA announced it would follow through with implementation of the 2008 standard of 0.075 ppm.

Attainment with the standard is determined based on data from the monitoring station with the highest levels of a pollutant as follows. Using the fourth highest level for each year, three years are averaged to determine the design value. As shown in the graph, the County’s design value for 2009-2011 data is 0.073 ppm, in attainment with the standard. The value for 2008-2010 data is 0.076 ppm, just over the standard.

EPA will be required to revisit the ozone standard starting in 2013, and can choose to propose a new standard at that point, or to reissue the existing standard. Santa Barbara County does not attain the state eight-hour ozone standard, which is set at 0.070 ppm and calculated differently from the federal standard.

For more information, see www.OurAir.org.

Federal Ozone Standard Update (cont’d)

The chart shows design values developed through a process using three-year averages. As shown in the chart, if the design value is derived from 2009-2011 data, the County should be considered in attainment of the federal ozone standard of 0.075 parts per million (ppm). Final designations are expected sometime this year.

Ozone: Good Up High, Bad Nearby

High in the atmosphere, ozone occurs naturally and helps protect the earth from harmful ultraviolet rays of the sun. At ground level, ozone, considered a principal component of smog, is produced when nitrogen oxides and reactive organic gases react chemically in the presence of sunlight and heat. Cars and trucks produce both nitrogen oxides and reactive organic gases, and are considered a major source of smog-forming pollution. Other sources of smog-forming pollution include other mobile sources (planes, trains, boats, and off-road equipment), oil and gas processing facilities, facilities that use solvents, engines and equipment that burn fossil fuels, and prescribed burning.

Ozone is made up of three atoms of oxygen, and is represented chemically as O3. Ozone is highly reactive, and because it is so similar to the oxygen we breathe, ozone is taken deep into our lungs where it reacts with lung tissue, and causes a range of respiratory symptoms. Health studies have shown that exposure to higher levels of ozone can harm long-term lung development in children, and contribute to the risk of developing early childhood asthma.
**APCD Board Roundup**

Following are the highlights of the October Board meeting.

**October**

- Delegated authority to the Air Pollution Control Officer to amend, enter into, and renew contracts for multiple employee benefit insurance plans to become effective January 1, 2012.
- Adopted the schedule for 2012 APCD Board meetings.
- Adopted proposed amended Rule 352 to incorporate requirements for small water heaters.
- Approved Old Car Buy Back Program contracts with three dismantlers.
- Received and filed an update on the implementation of the 2008 federal eight-hour standard for ground-level ozone.
- Executed interim office lease agreement with Aquistapace Ranches LP for real property located at 301 E. Cook Street, Suite L, Santa Maria, CA, for a lease term of 3 months.

$15 Million for Clean Vehicle Rebates

In November, the California Air Resources Board announced an additional $15 million to fund 6,000 to 8,000 clean vehicle rebates. The incentives are available for electric, plug-in hybrid electric, fuel cell vehicles and electric motorcycles.

Rebates range from $900 to $2,500, depending on the vehicle type, model year and fuel technology. For example, the highest level of rebate, $2,500, is available to consumers for purchase of the all-electric Nissan Leaf. The rebate program is managed by the California Center for Sustainable Energy.

Consumers who purchase electric or plug-in hybrid electric vehicles will set up home charging for their vehicles. Many will charge vehicles at night, when there is less electrical demand on the system and rates are lower. The California Air Resources Board has calculated that electricity costs for EV charging are several dollars less for an average commute trip than gasoline costs for the same trip in a gasoline-powered car.

The District is also working with the Community Environmental Council and other partners to help bring public vehicle charging stations to locations around the county. Federal and state grants will be funding a majority of the costs, including the purchase of the charging equipment.

Carbon Monoxide Dangers Indoors

Carbon monoxide poisoning can strike wherever combustion occurs in enclosed areas. More than half of all carbon monoxide poisoning deaths are from malfunctioning or improperly vented gas appliances in homes. The others come from a variety of combustion sources including: barbecues, kerosene space heaters, generators and fireplaces.

This past summer, a new state law became effective requiring every California home with an attached garage or gas-using appliance to have an operational carbon-monoxide sensor installed. Warning signs of exposure are headache, drowsiness, nausea and inability to concentrate; these symptoms will go away when the affected person is removed from the area and given fresh air. The California Air Resources Board recommends the following steps to avoid carbon monoxide poisoning.

- Properly use and maintain appliances that produce a flame.
- Never use gas ovens to heat the home; never use kerosene or propane space heaters, charcoal grills, barbecues, or unvented gas logs indoors.
- Place emergency generators outdoors away from windows and doors to prevent fumes from entering the home.
- Be especially careful with appliances in recreational vehicles, cabins and houseboats, and use carbon monoxide detectors specifically made for these locations.

The District does not monitor or regulate indoor air quality. The District measures carbon monoxide levels in outdoor air at monitoring stations; levels are well under health-based air quality standards.

For more information on dangers of carbon monoxide indoors, see this page: www.OurAir.org/edu/carbonmonoxide.htm. Also see page four of this newsletter for tips for cleaner, safer fireplace burning.
District Board Calendar

All meetings start at 1:30 p.m. For final meeting agendas, call Sara Brumit, 961-8853, or see www.OurAir.org/apcd/agenda.htm.

January 19
Board of Supervisors’ Hearing Room
511 East Lakeside Parkway
Santa Maria, California 93455

March 15
Board of Supervisors’ Hearing Room
511 East Lakeside Parkway
Santa Maria, California 93455

May 17
Board of Supervisors’ Hearing Room
511 East Lakeside Parkway
Santa Maria, California 93455

June 21
Board of Supervisors’ Hearing Room
105 East Anapamu Street
Santa Barbara, California 93101

Safer, Cleaner Fireplace Burning

This fall the District and the Santa Barbara County Fire Department issued tips for cleaner, safer fireplace burning. Fireplace fires can cause emergencies, and breathing wood smoke reduces lung function, aggravates heart and lung diseases, and can trigger asthma. Some simple actions listed below can reduce the volume of smoke produced by a wood-burning fireplace, and improve safety and health.

1. Don’t burn trash. Don’t burn: plastics, chemicals, wrapping paper, magazines, or colored or coated papers (including newspaper inserts, junk mail, etc.). Also don’t burn charcoal, coal, or holiday greens.
2. Be a good neighbor and notice your smoke. Build small hot fires rather than large smoldering ones. Use seasoned hard woods that burn hot and provide complete combustion.
3. Save your fireplace or woodstove for special occasions.
4. Use a gas log if you can.
5. Have your chimney inspected and cleaned regularly by a professional chimney sweep (pictured).
6. Never use gasoline, charcoal lighter or other fuel to light or relight a fire because the vapors can explode.
7. Do not allow small children near the fireplace.
8. Never leave a fire unattended.
9. Be sure no flammable materials hang down from or decorate your mantel.
10. Make sure you have basic fire safety equipment.

For more information, see www.OurAir.org.

Community Advisory Council

The APCD Community Advisory Council meets as needed at the Days Motor Inn in Buellton. The public is welcome. For more information, call Sara Brumit, 961-8853.
New Tractor Saves Money, Cuts Pollution

In November, a 14-ton new tractor, purchased with the help of a clean-air grant from the District, was delivered to Acquistapace Farms in Santa Maria. The 2011 tractor is 90 percent cleaner than the 30 year old high-polluting tractor it is replacing, reducing emissions of smog-forming pollution and toxic diesel particles by 4 tons every year. District Director Dave Van Mullem said, “This is a win for the farmers, and it’s a win for Santa Barbara County and clean air.” Ryan Acquistapace, Operations Director for the Farms, noted “I feel agriculture has been working very hard to help clean up its environmental effects, and I’m proud to be part of that effort.”

The new tractor is also very fuel efficient, and is expected to use 1-2 gallons of diesel fuel per hour less than the tractor it is replacing. Acquistapace remarked, “We’ll be saving on fuels costs. This tractor will be operating continuously, ten to twelve hours a day every work day—60 to 70 hours a week—over 500 acres, so saving 1 gallon of fuel an hour or more will add up to a lot in fuel savings.” Acquistapace Farms grows broccoli, cauliflower, head lettuce, romaine, and celery.

The District funded 80 percent of the purchase of the new tractor with clean-air grant funds; the Farms paid 20 percent. Some of the grant funds came from the state’s Carl Moyer Program, an initiative to reduce pollution from diesel engines. The grant program requires that the previous tractor be retired, to ensure that clean-air benefits are realized.

Coast Guard Issues Study of Shipping Lanes

In November the U.S. Coast Guard released a Port Access Route Study on the location of internationally-designated shipping lanes (also known as traffic separation schemes, or TSS) through the Santa Barbara Channel to and from the Ports of Los Angeles and Long Beach. The Study recommended: retaining the designated lanes through the Channel; decreasing the distance between northbound and southbound lanes, to move the southbound lane further away from the Channel Islands National Marine Sanctuary; creating traffic lanes south of the Channel Islands to accommodate any periodic increases in vessel traffic in the region; and creating a western approach south of the Channel Islands.

The Study was initiated to address concerns that arose when a number of ships started traveling outside the Channel in July of 2009 to avoid a new state rule requirement that ships use lower-sulfur fuel when traveling up to 24 nautical miles off the California coast. After safety concerns were expressed because there are no officially designated shipping lanes outside the Channel, and considering the fact that the U.S. Navy conducts missile tests in the Point Mugu Sea Range located in that area, the Coast Guard initiated the Study to evaluate options for ship routing. The state’s fuel rule has since been extended to 24 nautical miles outside the Channel Islands, which is expected to result in the return of most ships to the Channel route.

The Study stated, “The Coast Guard believes the proposed modifications will provide well-defined traffic corridors to facilitate the safety of navigation while helping to preserve the...” (continued on back)
marine environment. A proposed TSS south of the Channel Islands may at times see increased use above historical norms and thus operations in the Point Mugu Sea Range may be impacted, but a well-defined traffic route will increase predictability for vessel traffic passing through the range. Keeping a TSS through the Santa Barbara Channel gives vessels the option of avoiding Navy operations in the Sea Range south of the Channel Islands.”

Several organizations and agencies, including the District, called on the Coast Guard to propose vessel speed restrictions. The District estimates that air emissions could be cut significantly—possibly by as much as 50 percent—if ships traveling through the Channel were required to travel at speeds of 12 knots or less. Vessel speed reduction was also suggested as a strategy to reduce ship strikes on whales. While the Study stated the Coast Guard does not have the authority to impose speed restrictions to protect the marine environment, the proposal to move the southbound lane further away from the Channel Islands Marine Sanctuary was designed to help reduce the number of ship strikes on whales in that area. The National Oceanic and Atmospheric Administration is currently reviewing a petition from several organizations to establish a 10-knot speed limit for large commercial vessels within the national marine sanctuaries off the California coast.

Before the Port Access Route Study’s proposed modifications to ship routing can go into effect, approval from the International Maritime Organization is necessary, and a federal rulemaking process must be carried out.

For more information, visit www.OurAir.org/itg/shipemissions.htm

CA$H for Cleaner Engines

Funds to repower or retrofit engines in: off-road mobile equipment, farm equipment, fishing boats, school buses, and more.

Contact Al Ronyecz at 961-8877 or axr@sbcapcd.org.

Apply NOW!
www.OurAir.org/funding

Study of Shipping Lanes (cont’d)

Regional Transportation Plan and Sustainable Communities Strategy

Santa Barbara County Association of Governments is developing a Regional Transportation Plan identifying how the region will invest in transportation over the next twenty years to meet regional goals. As required by State Bill 375, the Plan will now include a Sustainable Communities Strategy to show how greenhouse gas emissions from cars and trucks can be reduced to achieve targets. Santa Barbara County must achieve a zero per capita increase in greenhouse gas emissions from passenger vehicles and light trucks in 2020 and 2035 when compared to 2005 emissions.

For more information, and to receive updates, visit: www.sbcag.org/planning/2040RTP.html