

Challenges Ahead: Energy, Diesel, and Growth

APCD started off the year 2000 with the county meeting the requirements for the federal ozone (smog) standard for the first time in years, and ended the year celebrating the agency's 30th anniversary. On the Air asked APCD Director Doug Allard to reflect on recent accomplishments and milestones, and to discuss the challenges ahead.

What are you proudest of? Attaining the standards?

I'm proud of that—and I'm especially proud of the way it happened, through a partnership of state and local agencies, businesses and organizations, and everyone in our community.

I'm also proud that even though we've had to cut our staff here at

APCD almost in half in recent years, we continue to be viewed as an effective, innovative, and dedicated air district. That says a lot about the quality of our staff.

You celebrated the agency's thirtieth anniversary in September of 2000.

How has the agency changed since its inception?

We've come a long way, and the times have changed as well. I joined APCD in 1986, at a time when air pollution control principally meant permitting businesses, and enforcing rules and regulations. Enforcement is important. It ensures that everybody has to live by the same rules, and no one gets an unfair economic advantage by breaking the rules. But we've evolved as an agency to the point where today, enforcement is only one of the tools in our toolbox. Over the years we've added many more tools. Today, we're relying more and more on grants, on voluntary strategies, and on innovative emission-reduction programs. However, enforcement will always have a place.

Now that we've met the federal smog standards, what's next?

First, we have to continue to meet those standards, and work on meeting the state smog

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Cruising the Clean Air Avenue



APCD Director Doug Allard (left) accepts the keys to a Honda EV Plus electric vehicle from Gayle Sweigert of the California Air Resources Board (ARB). APCD Administrative Services Division Manager John Nicholas (below) checks out the Honda EV Plus. Sweigert is Manager of a state program that provides electric vehicles on loan to selected air districts, for use in educational and outreach programs. APCD is taking the

Honda to classrooms, business and organization meetings, and community events. To find out more about APCD's Cruising the Clean Air Ave. (Alternate Vehicle Education) program, call 961-8800.

Electric vehicle charging uses a substantial amount of electric power. The Honda EV Plus is programmed to charge between the hours of 9PM and 5AM, off-peak hours. Southern California Edison Region Manager Ernie Villegas notes, "We want to continue to support electric vehicles for the many environmental benefits. The key here is to manage our peak load. It's important to understand that load management practices will be with us for the next decade. In terms of electric vehicles, our rates provide a cost incentive for charging during off-peak periods. This means waiting until after 8 PM to start charging an EV in the wintertime, or until after 6 PM in the summer."



Inside...

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Challenges (cont'd from page one)

standard, which we continue to violate. This won't be easy, especially as our county continues to grow (see box page three).

We also have to focus on some other areas: diesel exhaust, air toxics, and particulate matter pollution.

We're used to thinking of smog and ozone as the major problem. But some recent studies have shown that the air pollutant most closely associated with death and illness is actually particulate matter. And every day we learn more about harmful effects of air toxics, airborne substances that can cause cancer or other health effects. Our air doesn't violate federal standards for particulate matter, although we do violate the state standard at times. And our air toxics program staff has worked successfully with businesses to reduce air toxics. In fact, 92% of the county facilities that were creating a significant cancer risk in 1990 have reduced their risk, and 78% have reduced their risk to less than significant levels.

What about our state's energy crisis? Isn't that another challenge ahead for air pollution control?

Yes, and it's important to remember something. Many companies operating power plants that produce a lot of air pollution were offered a choice in the past: to install air pollution controls, or to operate the equipment fewer hours so pollution levels would not rise above a certain threshold. Many chose not to install the controls, even during

times when the companies were making enormous profits—they chose instead to operate fewer hours.

So some plants are operating now more hours but without the optimal controls. Could the energy crisis have significant impacts on our air?

While there aren't large power plants currently in our county, there could be impacts to our air from existing and planned plants in the greater area, and from the use of diesel-fired emergency generators in our own county. But I think we can all work together on solutions to address that. I know that's what the public wants. Again and again, whenever they're asked, people express concern about air pollution. In a poll done just last summer, Californians rated air pollution as the state's top environmental problem [June 2000 Poll by Public Policy Institute of California]. All the ethnic and economic groups agreed. I think the public wants a solution to this energy crisis

that will still maintain and continue the improvement in air quality we've seen in recent years in the state.

People talk a lot about the need to balance economic and environmental goals. I have a problem with the word "balance." When you talk about a balance, you're implying there's a trade-off; you're implying a compromise. I prefer to talk about the need to integrate economic and environmental goals so that both are achieved. California has shown that this is possible: we have the strongest economy in the nation and the biggest environmental success stories.

How far can we go in continuing to improve our air quality?

Some of the major improvements we've seen have been largely the result of technology: cleaner cars, cleaner gasoline, cleaner equipment and processes. We're on the way to realizing many of

technology's potential benefits in terms of cars. A key question is whether technology can continue to offset the air quality impacts of population growth, or whether we need to develop new transportation and land use policies to ensure that new growth doesn't mean more and more pollution from motor vehicles. But there is still one major technology frontier that comes to mind.

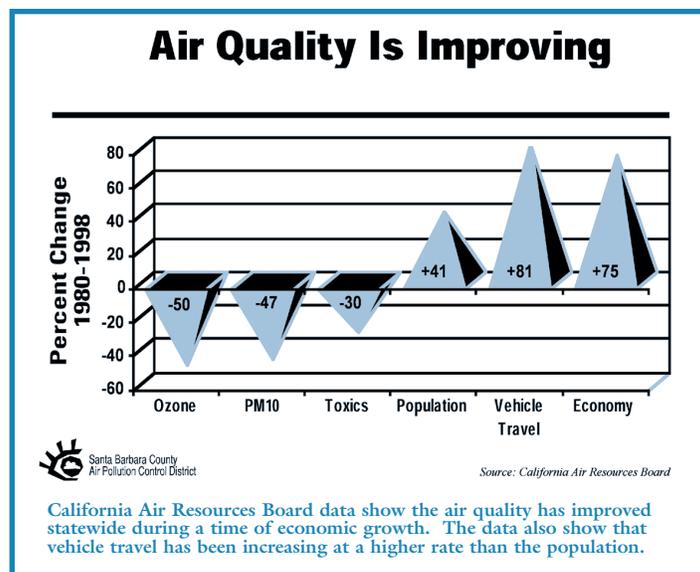
And that is...?

Reducing diesel risk. I see this as THE great air pollution opportunity of the first decade of the 21st century. Remember when we took the lead out of paint? We saw immediate health improvements in children, and tremendous long-term positive effects. Tackling diesel pollution has the same kind of potential. Exhaust from a diesel bus creates 130 times the toxic risk of that created by exhaust from a gas-powered car. Particles from diesel exhaust are the number one airborne carcinogen. It's ubiquitous in our state—in our country. Our county's children are breathing it every day inside and outside school buses. Now, for the first time, we're looking at a timeline nationally for getting sulfur out of diesel fuel—opening the door for multiple technologies to reduce diesel pollution.

Explain.

Many pollution control technologies can't work on diesel engines due to the presence of sulfur in the fuel. Take out the sulfur, and you can have more controls, and you can also make cleaner engines.

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Challenges (cont'd from page two)

APCD Board Roundup

Following are the highlights of the January Board meeting.

January

- ✓ Elected Susan Rose, Supervisor, 2nd District, as APCD Board Chair, and DeWayne Holmdahl, Councilmember, City of Lompoc Vice-Chair.
- ✓ Approved for the purchase of two replacement vehicles.
- ✓ Executed grant agreements for purchase of low-emissions boat engines.
- ✓ Received and filed a report on the state of the County's air quality and related issues.
- ✓ Adopted amendments to APCD rules 209, 1301, 1304, 370, 325, 326 and 346.
- ✓ Authorized APCD participation in the Carl Moyer Memorial Air Quality Standards Attainment Program.
- ✓ Executed a grant agreement with AMEC Earth and Environmental, Inc. to provide up to \$250,000 to continue implementing the Old Car Buyback Program.
- ✓ Received and filed a report on the ARB Lower Emissions School Bus Program, and authorized APCD participation in the program.

How long will this take?

It's already begun. At APCD, we're we're looking into a state program to put particulate matter traps on diesel engines in school buses. For these traps to work properly, the engines need to be running on low-sulfur fuel, so some of the state funding will also help provide the fuel.

So technology will offer us some solutions here.

That's right. We're going to see some huge health gains in reducing particulate matter pollution, and toxic risk.

And we'll be driving cleaner cars, so we'll be continuing to reduce smog emissions.

Yes. But it will take us some time to get to the point where the majority of our cars are close to zero emission.

And in the meantime...?

In the meantime, we have a very concerning development: everyone is driving, on average, more miles every year. We know we can expect a lot of growth in the next decades. When we talk about growth, we think about more people and more cars. What we don't always realize is that we also have more miles driven per person (see graph page two).

What do we do about that?

We need to look at the way our communities are growing. Sprawling development means you have to drive further to get somewhere, and it's more difficult to walk, bike, or take the bus.

Finding homes and employment for all the new residents we expect in this county can have enormous impacts on our air, and can reverse some of the progress we've made in cleaning up the air. If land is developed in a compact fashion, and transportation systems are laid out in a way that encourages such development, we could see a rapid decline in vehicle usage. If not, even more zero emission vehicles won't save us. We need to do better at integrating decisions about transportation, land use, and air quality.

You mean smart growth.

Yes. The solution here doesn't lie in technology so much as in partnerships and collaborative efforts. Because this is really so much bigger than just one issue. It's bigger than air quality. Our decisions about growth also impact our water quality, our energy and fuel conservation efforts, our housing issues, our traffic, our efforts to build communities and neighborhoods—and more. Our overall quality of life is at stake. I got into this field because I wanted to have a job where, when I went home at night, I could say, 'I've done something for the community today.' I think that's true of the majority of our staff here. Our mission is air quality, but that doesn't mean we have to ignore everyone else's mission. We can't ignore the energy crisis or the economy, we can't ignore water quality, we can't ignore housing and social equity, or recycling. We're part of this community, and we care about it. It's part of our mission to work with each other.

GROWTH*

*Facts and points taken from Santa Barbara County 2030: **Land and Population, Santa Barbara County Planning and Development Report, November 2000**

❖ The state Department of Finance (DOF) projects that the population of Santa Barbara County will grow by approximately 246,000 additional residents by the year 2030, a 60% increase. DOF's forecast does not account for the impact of local land use controls or other constraints on growth. Santa Barbara County Association of Governments is expected to issue an updated forecast through 2030 that will incorporate analysis of the effects of existing county land use policies on the growth rate. Santa Barbara County Planning and Development projects the county will grow by approximately 162,248 residents by 2030, a 30% increase.

❖ Santa Barbara County population growth is likely to substantially exceed what can be accommodated by today's urban areas at their current zoning, well before 2030...The next 30 years will see tremendous pressure to develop agricultural land.

❖ In Santa Barbara County, commute patterns that negatively impact traffic and air quality have resulted from an imbalance of jobs and housing between northern and southern parts of the county... Continued and increasing commuting of this kind may overburden the transportation system, which could eventually lead to the widening of Highways 101, 1 and 154, costing tens of millions of dollars and changing the county's rural character.

❖ \$72 billion is the estimated annual cost to U.S. consumers due to traffic congestion (taken from the Texas Transportation Researcher, 1999).



Air Pollution Control District Board

Supervisor Naomi Schwartz

First District

Santa Barbara County

Supervisor Susan Rose

Second District

Santa Barbara County

Supervisor Gail Marshall

Third District

Santa Barbara County

Supervisor Joni Gray

Fourth District

Santa Barbara County

Supervisor Tom Urbanske

Fifth District

Santa Barbara County

Councilmember Russ Hicks

City of Buellton

Councilmember Dick Weinberg

City of Carpinteria

Mayor Sam Arca

City of Guadalupe

Councilmember DeWayne Holmdahl

City of Lompoc

Councilmember Gil Garcia

City of Santa Barbara

Councilmember Larry Lavagnino

City of Santa Maria

Councilmember Ed Andrisek

City of Solvang

APCD Board Calendar

*All meetings start at 2 p.m.
For final meeting agendas,
call the APCD Board Clerk,
961-8853.*

March 15

Board of Supervisors
Hearing Room
511 East Lakeside Parkway
Santa Maria, CA 93455

April 19

Board of Supervisors
Hearing Room
105 East Anapamu Street
Santa Barbara, CA 93101

May 17

Board of Supervisors
Hearing Room
511 East Lakeside Parkway
Santa Maria, CA 93455

June 21

Board of Supervisors
Hearing Room
105 East Anapamu Street
Santa Barbara, CA 93101

Community Advisory Council

The APCD Community Advisory Council meets the second Wednesday of every month at the Days Motor Inn in Buellton. The public is welcome. For more information, call Linda Beard, 961-8853.

Safe Routes to School

Fewer kids these days are biking, walking, taking the bus, or carpooling to school. In fact, parents driving kids to school now may make up as much as 25 percent of the morning commute. Impacts on air quality and traffic are significant, especially since, in some cases, parents may not be able to take alternative transportation to work because they are driving their children to school on the way to work.

The Safe Routes to School through Safe Communities Project is a Santa Barbara area initiative that is working to create safer routes for kids to take to school, and to promote safety education, and awareness of the benefits of walking and biking to school. The project is led by a coalition that includes the City of Santa Barbara Public Works Department, the County of Santa Barbara Public Works Department, the Santa Barbara Bicycle Coalition, the Santa Barbara Area Council of PTA's Safety Committee, the City of Santa Barbara Police Department, APCD, and a variety of other partners, including school principals and administrators.

Coalition Co-Director Dru van Hengel notes, "We want to help schools find solutions to their traffic problems. This involves creative problem solving, the development of safe routes to school maps, incorporation of transportation into the school curriculum, and bicycle and pedestrian safety instruction. Our belief is that there are many life skills and health benefits that are associated with a child's walk or ride to school, and we would like to develop viable solutions that make this mode choice an option for more families."

For more information, and to find out about meetings being held regularly at South Coast schools, contact Dru van Hengel, Mobility Coordinator with the City of Santa Barbara, at 564-5544, or dvanhengel@ci.santa-barbara.ca.us.



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Air Pollution Control District

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On the Air is a bimonthly newsletter published by the Community Assistance Section of the Santa Barbara County Air Pollution Control District.

For further information on items in this newsletter, or to be added to our subscription list, please call Bobbie Bratz, 961-8890 or Email bratzb@sbcapcd.org.

Our Vision: Clean Air



Green Gardening



Maintaining a garden can be resource intensive, especially in Santa Barbara

County, where the climate allows us to have beautiful gardens all year long. Green gardening practices prevent waste, protect our environment, and save money.

APCD is a partner in the Green Gardener Certification Program, coordinated by the Community Environmental Council,

the City of Santa Barbara, the County of Santa Barbara and other partners.

The program trains landscape service providers in efficient watering, green waste reduction, fertilizer management, pesticide reduction, low maintenance plant material selection, and other pollution prevention methods. Once certified, Green Gardeners earn the right to display and advertise their certification. *Ask about certification when hiring a gardening service.

For a list of Certified Green Gardeners, visit www.greendifference.org/landscaping.htm

or call the APCD's Business Assistance Line at 961-8868. For information on how to become a certified Green Gardener, contact Phil Boise of the Community Environmental Council (CEC), at 963-0583, ext. 150.

The CEC is also working on establishing pesticide-free green gardening practices at a few of our county's schools. For more information, contact Phil Boise.

*Individual gardeners are certified, not companies.

Asbestos: The Basics

Asbestos is a naturally occurring mineral that has been widely used because it is strong and flexible, does not burn or corrode, and insulates well. From the late 1940s up until the mid 1980s, asbestos-containing materials, including sprayed-on acoustical ceilings, linoleum floor tiles, roofing felts and shingles, and insulation materials, were used extensively in construction. Most asbestos products have since been phased out. However, many older plastics, paper products, brake linings, floor tiles, textile products, sealants, cement pipes, cement sheets, and insulation products still in use contain asbestos.

Unlike most minerals, asbestos may break up into a dust of

microscopic fibers when crushed. Because the fibers are small and light, they can stay in the air for a long time. Once inhaled, asbestos fibers can remain in airways and lung tissue, producing the risk of severe health problems that do not appear until many years later.

Intact, undisturbed asbestos-containing material usually does not pose a health risk, and it is best to leave this material undisturbed if possible. Asbestos becomes a problem when, due to damage, disturbance, or deterioration over time, the material releases fibers into the air. Construction, demolition, and renovation activities can disturb asbestos-containing material, making it

“friable.” Friable asbestos-containing material is any material containing more than one percent asbestos that, when dry, may be crumbled, pulverized, or reduced to powder by hand pressure.

APCD is responsible for implementing federal laws regarding the renovation and demolition of commercial buildings (including apartment buildings with five or more units, and any building burned for fire training) that may contain asbestos. Written notice to the APCD is required before asbestos is disturbed or removed. Forms are available on APCD's website at www.sbcapcd.org/dl/dl08.htm. Companies that do not comply with these rules may face civil

penalties, and may be prosecuted. APCD does not regulate asbestos removal in single-family residences, or buildings with less than five units. However, especially for homes constructed before 1978, some common sense practices involving asbestos include the following:

- ❖ If you have an acoustic ceiling that you suspect may contain asbestos, do not drill holes in it or disturb it in any way.
- ❖ Don't dust, sweep, or vacuum particles suspected of containing asbestos.
- ❖ It's best not to remove asbestos materials yourself. If

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Tips for Saving Energy

- ❖ Change incandescent lights to fluorescents. Fluorescent lights produce four times as much light per watt as incandescent lights, last ten times as long, and cost one-third as much to operate.
- ❖ Turn off incandescent lights whenever they're not in use. However, fluorescents should only be turned off if they will not be in use for 15 minutes or more.
- ❖ Turn off computer, monitors, and printers to save energy over weekends, even those models that automatically power down when not in use. Cycling power on and off to computers will not harm late-model machines.

Additional tips are available at websites below.

The US Department of Energy's websites

Energy and your business:

www.energy.gov/business

Resources and renewable energy:

www.eren.doe.gov

Energy efficiency tips for small businesses from the California Energy Commission:

www.energy.ca.gov/consumer/business/index.html

Information on the Energy Star program and how businesses can participate:

www.energystar.gov

Emergency Ride Home Program

County businesses can take advantage of a new program offered by Traffic Solutions to encourage employees to use alternative transportation to get to work.

The Emergency Ride Home Program provides a free ride home for people who have unplanned personal emergencies after they have arrived at work using some form of alternative transportation. It helps people take a bike, bus, carpool, vanpool, or walk to work—without the fear of being stranded.

To find out how your business can register for the program, see www.sbcag.org/erh1.htm, or call Traffic Solutions at 963-SAVE.

Asbestos: The Basics (Cont'd from front)

you suspect materials in your home may contain asbestos, you may want to consult an independent certified asbestos inspector to evaluate your home, and give you advice about whether the asbestos should be encapsulated, removed, or left alone.

For more information, call APCD at 961-8800 and ask for

the Asbestos Coordinator. Additional information is also available on the following web pages:

Environmental Protection Agency:

www.epa.gov/asbestos/index.htm

California Air Resources

Board:

www.arb.ca.gov/toxics/asbestos.htm

American Lung Association:

www.lungusa.org/air/envasbestos.html