

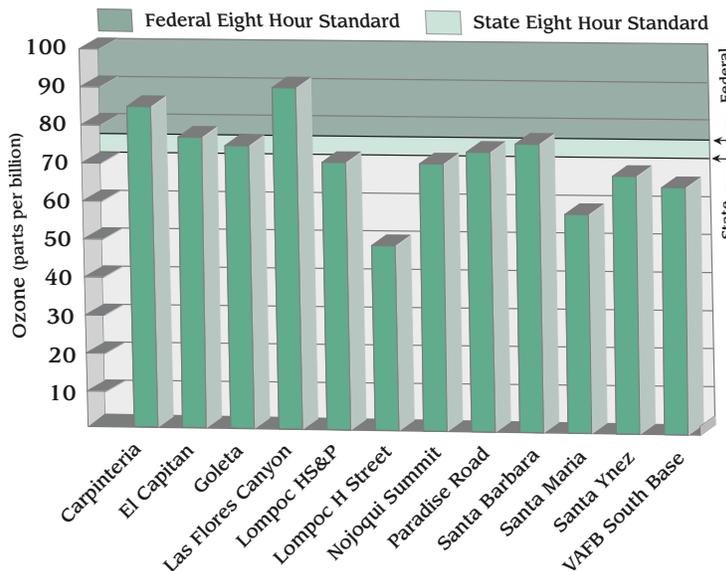
Hot Weather in May Impacts Air Quality

During a period of hot weather in May, county monitoring stations recorded levels of ground-level ozone that exceeded state and federal health standards. Ozone is a principal component of smog.

“Ozone forms much more rapidly in hot weather and disperses slowly when breezes are light or still. We can consider this the beginning of our 2011 smog season,” said District Director Terry Dressler. He added, “Ozone levels are typically highest in late afternoon and early evening.”

These levels of ozone are considered unhealthy for sensitive groups, including children, older adults, and people

Ozone Daily Eight Hour Maximums
May 4, 2011



with heart or lung conditions. Everyone, and especially sensitive individuals, should limit outdoor activities and avoid outdoor exercise during periods when air quality is impacted.

County air quality has been improving over the past ten years, and 2010 was one of the cleanest years on record.

For Smog and Fire Season Tips, see page three.

As shown in the graph, on May 4, the federal eight-hour ozone standard was exceeded at stations in Carpinteria, El Capitan, Las Flores Canyon (on the Gaviota Coast), and Santa Barbara. Ozone levels at these stations also exceeded the state eight-hour ozone standard, and stations in Goleta, Lompoc, Nojoqui, and Paradise Road exceeded the state standard as well. Standards were also exceeded on May 5 at a number of stations.

Terry Dressler Retires

Terry Dressler joined the District in 1987, and was appointed Director in 2004; he is retiring in June. Prior to joining the District he worked at the Ventura and San Luis Obispo air agencies. **On the Air** asked him to reflect on his time at the District and on his nearly 33 years in the air pollution field.

What are you most proud of?

Being part of the dramatic improvement in air quality in California over the last thirty years. The air quality management mission is one of the most, if not the most, successful public policy initiatives ever implemented. In Santa Barbara County, just since

I've been at the District, we've gone from more than 100 bad air days in a year to less than 10. This is an amazing achievement—and we've accomplished it without hurting the economy. In 1970, when the District was formed, the county had a population of 250,000 and about 90,000 jobs. Today, we have a population of more than 400,000 people and about 200,000 jobs—and much cleaner air. I am proud to have been part of that effort.

What has been the biggest challenge?

Funding the program. Regulations cost money, and nobody likes taxes and fees. It's always been

a challenge, and we've always met it. We always feel like we could do more if we had more resources. But I think being forced to operate lean is healthy, because it keeps us creative.

What was your best surprise coming in as Director?

The huge amount of goodwill from our board, staff, and stakeholders that I encountered. It made my job much more pleasant.

And the worst surprise?

When a new accounting methodology uncovered a

(continued on page two)

Inside...

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-  **Improving Mileage**
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-  **Earth Day and Bike Challenge**

Terry Dressler Retires (cont'd)

previously unknown budget deficit that required adjustments and reorganization.

Talk a little about your views on public service.

I believe public service is a calling. I come from a long line of ministers on my mother's side and I have that feeling about it—that you are called to it, because if you are not, the stress will interfere with your ability to derive satisfaction from your job.

There's a balance that we live with every day between our freedom as individuals and the freedoms we have to give up to live with our neighbors. When you work for a regulatory agency, you are in the fulcrum of that balance and you feel that tension acutely. If you don't wake up in the morning and feel that's a good thing, the job will wear you down and wear you out.

Public service isn't for everybody, but if you are called to it, it's very rewarding. It's a great feeling when you reach a point when stakeholders are prepared to put aside their differences to support a step forward. And the field attracts good people. I have always been impressed by the dedication to technical excellence and to personal and professional integrity in the people I've worked with. These are people who believe that finding the truth is important, and that you have to come up with solutions that allow businesses to move forward.

What changes have you seen in the field of air pollution control?

The growth and improvement in technologies, and the technological innovation across



all different types of air pollution sources. This is a big change, and it has helped us meet our air quality goals. The regulatory and policy development process has also become more collaborative and less confrontational. In the old days, a lot of energy was expended on confrontation. Everyone on all sides now realizes there's a lot more power in collaboration than confrontation—that's a big change.

What do you see as the challenges for the future?

We need to find a way to integrate our climate-protection and health-protection goals so that everything we do can achieve co-benefits. If we don't, both sides will suffer. The opportunity is there. Many climate protection strategies are about increasing efficiencies—and when you increase efficiencies you reduce pollution. That's true in transportation, land use decisions, combustion technologies, and other areas.

One problem with the climate protection area is that we humans are just not very good at being proactive. We are good at adapting after the fact, but we aren't skilled at preventing disasters. As we start to adapt to climate change, we may find that the adaptation will become more and more painful, and we will be able to work more on prevention. And of course we will be driven economically—the ever-dwindling supply of petroleum will drive us towards efficiency.

Are there any trends that concern you?

For a while now the term "command and control regulation" has taken on a pejorative meaning. There's talk about using some other paradigm. I think many people don't realize that we got to where we are with command and control—with regulations fairly negotiated and fairly applied. We know it works. We hear about market-based mechanisms, but the market does a poor job of protecting our environment and our health. Using the market may be a goal, but it's a goal that deserves some scrutiny. And when we talk about creating markets, we have to think about what that means. We don't really create markets, markets create themselves. And often that happens in response to regulations.

What are you looking forward to the most about retirement?

My time being my own.

What will you miss the most?

After a certain point in my career, the only problems that made it into my office were either very difficult to solve, or required development of a new policy. The exercise of solving these problems and developing policy was intellectually stimulating and satisfying. I doubt that I will ever be in an environment again that demands that type of intellectual rigor, and I will miss that. I will also miss the people I've worked with—here at the District, in industry, in the community—all the people.

Why retire now?

It's time to turn my attention to other aspects of my life while I still have the health and vigor to pursue them. After taking a break and spending more time with my wife, surfing more, traveling, and working on some home projects, I'll give some thought to my goals and on how to apply my energy to achieve them. I would imagine that after nearly 33 years of public service the habit won't be easy to give up; but instead of taking another job, I will be entering a volunteering phase of my life.

I also feel it's time to move aside and let a new generation bring energy and creativity to the mission. They come with much better training and more sophisticated networking skills than we had, and I expect great things from them.

Smog and Fire Season Tips

APCD Board Roundup

Following are the highlights of the March and May Board meetings.

March

- ☞ In closed session, authorized County Counsel to sign onto an amicus curiae brief in support of the South Coast Air Quality Management District (SCAQMD) regarding Southern California Gas Co. vs. SCAQMD.
- ☞ Received and filed the summary of notices of violation issued and penalty revenue received during the months of January and February 2011.
- ☞ Amended and terminated the Old Car Buy Back Program agreement with Environmental Engineering Studies, Inc.
- ☞ Held a public hearing and adopted proposed amended Rules 202 (Exemptions to Rule 201, Permits Required) and 102 (Definitions).

May

- ☞ Received and filed the summary of notices of violation issued and penalty revenue received during the months of March and April 2011.
- ☞ Received and filed the Fiscal Year 2009-10 Financial Audit.
- ☞ Adopted a resolution implementing an Electric Vehicle Charging Station Infrastructure Program and established an initial budget of \$100,000.
- ☞ Held a public hearing to accept comments on the Proposed Budget for FY 2011-2012, and scheduled a budget adoption hearing for June 20, 2011.

Hot summer weather can impact air quality, resulting in higher levels of ozone, a principal component of smog. Dry weather and winds can also result in increased levels of particles in the air, and an increased risk of wildfires. Here are some suggestions for steps you can take to protect your health – and the health of your family and friends.

- ☞ Check “Today’s Air Quality” on our website at www.OurAir.org. Use the “Summary by Date” feature to view the highest levels of pollution from the day before. If levels of ozone or particles are high, avoid outdoor activities, particularly in the afternoon and early evening.

- ☞ Use common sense. Whatever the levels of pollutants recorded at air monitors, if you sense smoke or particles in the air, stay indoors and avoid outdoor activities.

- ☞ Subscribe on our website to receive Air Quality Advisories.

- ☞ If you have symptoms that may be related to exposure to air pollution, including repeated coughing, shortness of breath or difficulty breathing during exercise or outdoor activities, pain when taking a deep breath, wheezing, chest tightness or pain, or palpitations, call your doctor.

- ☞ Prepare for wildfires. Visit the County Fire Department’s website at www.sbcfire.com, and make sure you have defensible

space around your home and a Wildfire Action Plan for your household.

- ☞ If outdoor air is bad, try to keep indoor air as clean as possible. Keep windows and doors closed—unless it’s extremely hot. Don’t use fireplaces, gas logs, or candles, don’t vacuum, don’t smoke, and don’t fry or broil foods in ways that produce a lot of smoke inside.

particles, and gasoline-powered equipment produces additional pollution. If you use a landscaping service, make sure they are following green practices.

- ☞ If cleaning up ash particles, consider using a high-quality shop/industrial vacuum outfitted with a high-efficiency particulate filter and a disposable collection filter bag.



View of Tea Fire smoke in 2008 as seen from the roof of the District’s air monitoring station in downtown Santa Barbara. The equipment in the foreground measures levels of particles in the air.

- ☞ Once outdoor air improves, be sure to open windows and air out your home.

- ☞ If outdoor air quality is poor, and you have an air conditioner, run it with the fresh air intake closed and the filter clean.

- ☞ If you have a “whole house fan” turn it off when the air quality is poor, unless it’s extremely hot.

- ☞ Use an electric mower or push mower instead of a gas-powered mower, and a broom instead of a leaf blower. Leaf blowers stir up ash and dust

- ☞ Reduce your own contribution to air pollution by driving less, and using less energy. Use less toxic household and garden products, and reduce, re-use, and recycle.

For more ideas, visit our website at www.OurAir.org.



APCD Board Calendar

Board of Directors

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Santa Barbara County

Supervisor Janet Wolf

Second District

Santa Barbara County

Supervisor Doreen Farr

Third District

Santa Barbara County

Supervisor Joni Gray

Fourth District

Santa Barbara County

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Mayor Lupe Alvarez

City of Guadalupe

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City of Lompoc

Mayor Helene Schneider

City of Santa Barbara

Mayor Larry Lavagnino

City of Santa Maria

Mayor Jim Richardson

City of Solvang

Councilmember Roger Aceves

City of Goleta

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

August 18
Board of Supervisors'
Hearing Room
105 East Anapamu Street
Santa Barbara, California 93101

October 20
Board of Supervisors'
Hearing Room
105 East Anapamu Street
Santa Barbara, California 93101

December 15
Board of Supervisors'
Hearing Room
105 East Anapamu Street
Santa Barbara, California 93101

*The 2012 Calendar will be set at the
December Board meeting.*

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.

Earth Day and Bike Challenge



In April, the District participated in the South Coast Earth Day Festival. More than 38,000 people attended, more than 1,100 bikes were parked at the free bike valet, and at the District/Santa Barbara Car Free booth, more than 700 people registered to win prizes as part of a Come to Earth Day Car Free joint promotion.

Michael Randles (pictured) was the winner of one of the Grand Prizes: a pair of roundtrip tickets on Amtrak's Coast Starlight to Portland or Seattle—with

roomette accommodations and meals included. Randles biked to Earth Day as part of a group ride put together by a friend. A group of about 28 met at the bird refuge and rode along the waterfront, then up State Street to Alameda Park.

Randles, who currently works for Color Services, moved to Santa Barbara four years ago to attend Brooks Institute. He grew up in the Puget Sound area of Washington state, and remembers when he was young his parents would put him on the train in Seattle to visit relatives near Portland, Oregon. His parents currently live near Portland, and he has other family in Seattle.

He and his wife are excited about the prize, and may make the trip part of a wedding anniversary celebration in September. "The trip will be about visiting family and places I grew up," said Randles. "We're really looking forward to it."

In May, two District teams competed in the Bike Challenge, making 210 bike trips, and biking 1300 miles. Traffic Solutions reported that Bike Challenge teams made more than 9000 bike trips in May. CycleMAYnia this year featured more than 30 community events ranging from a bike fashion show to a Bike From Work Day celebration.



To find out more about your commute options, see www.trafficsolutions.info.
For weekend car free ideas, and for suggestions for out of town visitors, see www.SantaBarbaraCarFree.org.



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On the Air is a quarterly newsletter written by Mary Byrd, published by the Community Programs Section of the Santa Barbara County Air Pollution Control District.



Printed using soy-based ink on 100% recycled, chlorine-free paper that is manufactured using 100% wind-generated power.

New CalEEMod Tool Calculates Emissions

In June, the District held trainings for city and county planners on CalEEMod, a new tool for quantifying air pollution and greenhouse gas (GHG) emissions associated with a variety of land use projects. Planners and CEQA (California Environmental Quality Act) or NEPA (National Environmental Protection Act) lead agencies can use the free CalEEMod computer model to evaluate emissions impacts of projects, and identify ways to reduce these impacts.

Molly Pearson, District Community Programs Supervisor, is coordinating the trainings, and was involved in testing the model. She remarked, "The developers of CalEEMod wanted to start from scratch and develop a model that uses the latest and greatest emission factors, default values and mitigation strategies. Throughout the process, many air districts

were involved and provided default values for the program that were appropriate for their locations and demographics. We had the opportunity to beta test the program, and we're very pleased that the outcome is a well-documented program that is useful for a wide variety of applications."

Developed by South Coast Air Quality Management District in collaboration with California air districts, CalEEMod includes several useful features and functions, including examples listed as follows.



In addition to calculating direct emissions from construction and operation (including vehicle use), CalEEMod can be used to calculate indirect emissions from the proposed project, such as GHG emissions from energy use, solid waste and wastewater disposal, vegetation planting and/or removal, and water use.

In addition to calculating carbon dioxide emissions, CalEEMod also includes two additional combustion GHG pollutants: methane and nitrous oxide.

CalEEMod incorporates the California Air Resources Board's new vehicle emission standards (Pavley and Low Carbon Fuels) in the emission calculations.

The model incorporates GHG mitigation measures recently developed and adopted by the California Air Pollution Control Officers Association.

CalEEMod and associated documentation can be downloaded free of charge at www.caleemod.com. For more information contact Molly Pearson at PearsonM@sbcapcd.org.

Charging Santa Barbara County

In May, the District Board approved a new Electric Vehicle (EV) Charging Station Infrastructure Program, which will provide grants to help fund installation of public charging stations for EVs and plug-in hybrids in the county.

Said District Planning and Technology Supervisor Ron Tan, "We want to encourage use of these cleaner vehicles by removing one of the barriers, the lack of publicly accessible

charging stations." Up to \$10,000 will be provided per station, and the total budget for the program is \$100,000. The District is working with several partners, and federal and state grants will be funding a majority of the costs, including the purchase of the charging equipment. The District's program is designed to bridge gaps. Said Tan, "Installation costs will vary widely. In some locations, all the wiring is there and installation costs will be minimal. Other locations may

require trenching, laying of conduit, and possibly installation of an additional electrical panel."

In the next few years, major automakers are bringing to market as many as twenty new all-electric (also known as battery-electric) vehicles, and plug-in hybrid electric vehicles. Already on the market are the Nissan LEAF (a battery-electric vehicle that can go up to 100 miles on a charge), and the Chevy Volt (a plug-in gas-electric hybrid

with a range of up to 40 miles in the all-electric mode). These new vehicles are designed to be able to use a common Level 2 charger, which will be installed at the public stations, to provide a partial charge in 1-2 hours, or a full charge in 6-8 hours.

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

Making the Most of a Gallon of Gas

If you are driving a gasoline-powered vehicle, here are some suggestions for ways to improve mileage, save money and reduce pollution.

- Don't top off your tank. Once the nozzle clicks off the first time, any additional gas you pump probably won't even make it to your tank (and you're paying for it)! It backs up into the vapor return hose, ready to spill on the next person. And you just

increased your price per gallon by paying for something you're not getting.

- Keep your speed consistent, use cruise control, observe the speed limit. Fuel efficiency goes down rapidly at speeds above 60 miles per hour.

- Avoid rapid acceleration and braking when possible, and avoid excessive idling.

- Don't keep heavy items in your vehicle that you don't need, and drive smaller vehicles when you have a choice.

- Keep your car tuned up, keep your tires properly inflated, check and replace air filters regularly, use the recommended grade of motor oil, and fix leaky air conditioning systems.

- Combine car trips; plan ahead and carpool.

Charging Santa Barbara County (cont'd)

trip in a gasoline-powered car. This calculation was based on a gasoline cost of \$2.34 per gallon; as gas prices rise, charging costs for electric vehicles compare even more favorably with fuel costs for gasoline vehicles.

The state considers battery-electric vehicles zero-emission vehicles, and gives them a perfect Smog Score of 10 (cleanest) on the Environmental Performance

Label—even taking into account power plant emissions from electricity generation. In addition to the fact that battery-electric vehicles produce no tailpipe exhaust, the state cites several additional advantages, including: no evaporative emissions; no smog-control equipment that can degrade or fail with time; no emissions from the refining of fuel and service stations; reduced greenhouse gas emissions;

reduced exposure to toxic air contaminants (refueling with gasoline can expose people to air toxics such as benzene); reduced oil consumption and dependence on imported oil; and the fact that electric vehicles are three to four times more efficient than their gasoline counterparts.

The public charging stations will be located in areas where they will be easily accessible and get

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

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www.OurAir.org/funding

the most use. EV owners will pay electricity costs by swiping a credit or debit card at the charger.

For more information see "Clean-Air Cars" on the District's website at www.OurAir.org.

Oldest School Bus in the County Replaced

In May, the District helped fund replacement of the oldest school bus in the county, a 1976 bus that was in use at the Cuyama Joint Unified School District. There are now no school buses older than 1985 operating in the county.

Diesel exhaust particulate is considered the number one airborne carcinogen in the state, and studies show the exhaust from older diesel school bus



engines not only pollutes the air outside the bus, it impacts air quality inside the bus as well.

And this pollution most affects a group that is particularly vulnerable to the effects of air pollution—children.

Since 2001, the District has helped fund the replacement of nineteen school

buses in the county with cleaner buses at the Blochman, Cuyama, Goleta, Guadalupe,

Santa Maria, and Orcutt school districts. An additional twenty-one buses operated by Student Transportation of America, and by the Carpinteria, Cuyama, and Goleta School Districts, have been fitted with particulate traps. Taken together, over the life of the projects, these school bus projects will cut more than 34 tons of nitrogen oxides and particulate matter from diesel school bus exhaust.