

New APCD Programs to Fund Cleaner Engines

APCD will soon launch several initiatives to cut engine pollution, through a state program approved last fall. State Assembly Bill 923, signed into law last September, authorized local air districts to collect increased Department of Motor Vehicles (DMV) registration fees to fund existing and new pollution-reduction programs.

As outlined under the state bill, APCD will use these funds (projected to be about \$600,000 annually) to implement the following local programs:

- ❖ Purchase of cleaner engines for agricultural use.
- ❖ Purchase of cleaner school buses and school bus pollution controls under the state's Lower Emission School Bus Program.
- ❖ Retirement of higher-polluting older vehicles through an old car buyback program.
- ❖ Replacement of diesel engines in projects that are eligible for grants under the state's Carl Moyer Program (allowing APCD to provide matching funds for more projects).

APCD's Innovative Technologies Group (ITG) Program has implemented projects in these areas for many years, funding: cleaner school buses and pollution controls; cleaner diesel engines for agricultural water pumps; replacements of marine engines; an old car buyback program several years ago; and a range of diesel engine replacements and retrofits under the Carl Moyer program. ITG programs have cut more than 2,700 tons of air pollution.

A large portion of ITG's original pool of funds (approximately

\$15 million) came through the permitting of very large projects that were required to offset pollution increases by funding pollution reductions. Most of the original funds have been spent. This new program allows ITG to expand the range and number of projects that can be funded and to qualify for additional outside funds for projects by providing matching funds. The additional funding can also be applied to reducing particle pollution and hydrocarbon pollution, as well as to reducing nitrogen oxides (NOx) pollution, which was the

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Indoor Smog: Air Purifiers Alert

In January, the California Air Resources Board (ARB) warned consumers about indoor air purifiers that generate ozone, a primary component of smog. According to the ARB, recent studies found these machines

could generate levels of ozone indoors equivalent to a stage one smog alert.

"These machines are insidious. Marketed as a strong defense against indoor air pollution, they

emit ozone, the same chemical that the ARB and the USEPA (U.S. Environmental Protection Agency) have been trying to eliminate from our air for decades," said acting ARB Chairperson Barbara Riordan. "More chilling is that

some people susceptible to the ill effects of ozone will eagerly bring these Trojan horses home." ARB staff reported the results from several studies of ozone-generating machines.

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APCD Director Terry Dressler congratulates Rylan Ross from Vandenberg Middle School in Lompoc, a winner in the "Kids Care for Clean Air" calendar contest, a joint effort by APCD and SBCAG Traffic Solutions, co-sponsored by Bicycle Bob's and Santa Barbara Bank and Trust. Contest winners were honored at APCD's December Board meeting. Other winners included Josef Gottwald, Veronica Duran, Dana Illes, Sabrina Sorich, Kyle Saunders, Corina Brown, Helena Davila, Stephanie Zirretta, Matthew Ray Willis, Jose Lopez and Ben Brewer from schools in Carpinteria, Buellton, Goleta, Santa Barbara, Gaviota, Montecito, and Lompoc, and grand prize winner Jojo Relyea from Orcutt. To view calendar artwork, visit www.sbcapcd.org/121504rel.htm.

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Cleaner Engines Funding (cont'd)

focus of many of the projects in the past.

APCD's permitting and engineering programs have cut many thousands of tons of pollution by requiring business to use cleaner engines and processes and pollution control equipment. APCD Director Terry Dressler notes that both regulatory and

non-regulatory programs are essential to achieving long-term emission reductions and cleaner air. Says Dressler, "The two programs complement each other. Working together, the APCD and industry have achieved significant air pollution reductions through our traditional regulatory programs. By providing funds through our incentive

programs we are achieving pollution reductions from sources that are not regulated by our rules."

He adds, "As we learn more about the health effects of air toxics, particulate pollution, and diesel exhaust, and new air-quality standards are developed, new requirements

evolve. Businesses that take advantage of our incentive funding programs are well prepared to meet these new requirements."

To find out more, including how to apply for a grant, see articles in the Business Focus section, and visit www.sbcapcd.org/itg/itg.htm.

Air Purifiers Alert (cont'd)

These devices—sold as indoor air cleaners, indoor air purifiers, and personal air purifiers—purposely emit ozone to clean the air. One USEPA study ran an ozone generator at its maximum setting in a test home. When the room's air was sampled, ozone levels were found exceeding 0.3 parts per million (ppm), and exceeding 0.2 ppm in an adjacent room. These levels are equivalent to a Stage One smog alert, when agencies advise the public to avoid some outdoor activities. These readings far exceed the state's one-hour standard for ozone of 0.09 ppm, and any recently observed outdoor peak levels in California. At the machine's medium setting, even with the home's central fan turned on, ozone levels still exceeded the state standard. These findings forced the Board to recommend the public avoid using these devices.

Ozone masks the odor of other indoor pollutants by deadening the sense of smell. According to the ARB, manufacturers often claim (falsely) that ozone generators eliminate bacteria, mold, and chemical contaminants from the air, and that they help persons with asthma and allergies. Independent studies

by the USEPA, the Consumers Union, and others have shown that these devices do not effectively destroy microbes, remove odor sources, or reduce indoor pollutants enough to provide any health benefits. Although ozone is used effectively in water to destroy microbes, ozone in air must reach extremely hazardous levels (50-100 times the outdoor air quality standards) to effectively kill microbes.

Some manufacturers market ozone generators to individuals with asthma and other respiratory and health problems — the same people who could be most hurt by high ozone levels. Ozone can damage nasal passages and lungs, making it difficult to breathe, and can exacerbate asthma symptoms. At ozone levels noted above, some people would experience reductions in lung function, particularly if they engaged in indoor activity (i.e., housework, use of exercise equipment, children in active play), and could also experience symptoms such as pain on deep breath, cough, and chest tightness. Elevated ozone levels can also damage household materials, such as carpeting and paint, and react indoors to form increased levels of formaldehyde

and ultra-fine particulate matter, compounding negative health effects. If a family were to leave these machines on constantly, it would be as though the family lived in a 24 hour/seven day a week stage-one smog alert.

ARB does not have regulatory authority over the devices — nor do other state and federal agencies that have attempted to address this issue. (And APCD's authority covers outdoor air quality.)

For more information on air purifiers see the ARB website at: <http://www.arb.ca.gov/research/indoor/acdsumm.pdf>.

WWW New on the Web

Consolidated information, including forms, requirements, deadlines, and more, for operators of:

- ❖ Gasoline stations
- ❖ Dry cleaning businesses
- ❖ Stationary diesel engines.

Go to www.sbcapcd.org/eng/eng.htm and follow links for all the info.

Factsheets on:

- ❖ How to Buy a Clean Air Car
- ❖ Who We Are and What We Do
- ❖ Air Pollution Rules
- ❖ The Clean Air Plan
- ❖ Monitoring our Air

See www.sbcapcd.org/edu/publications.htm to download factsheets.

New State Anti-Idling Rule

APCD Board Roundup

Following are the highlights of the December and January Board meetings.

December

- Recognized winners of the 2005 Calendar Contest.
- Adopted and presented Resolutions of Appreciation to Naomi Schwartz, Gail Marshall, Dick Weinberg, and Bill Traylor for their service on the APCD Board.
- Conducted a public hearing and adopted the 2004 Clean Air Plan after removing Chapter 7 from the Plan.
- Voted against staff recommendations regarding amendments to Rule 202.
- Adopted increase of \$2 per vehicle in DMV registration fees per AB 923 to fund emission reduction programs.

January

- Received FY 03-04 APCD Comprehensive Annual Financial Report
- Adopted and presented Resolutions of Appreciation to David Smyser and DeWayne Holmdahl for their service on the APCD Board.
- Selected Board members to serve on: the APCD Executive Committee; ad hoc Board committee to develop a draft performance evaluation for the Control Officer; South Central Coast Basinwide Control Council; and APCD Hearing Board Nominating Committee.
- Adopted amendments to Rule 102, Definitions, to modify the definition of "Reactive Organic Compound."
- Held the first of two required public hearings on a revision to the APCD Air Toxics Program Fee to change the basis of the fee from criteria pollutants to toxics pollutants and set March 17th as the date for final public hearing and adoption.

A new state law designed to discourage idling of trucks and buses took effect on February 1st. The California Air Resources Board (ARB) regulation affects diesel-fueled commercial vehicles weighing more than 10,000 pounds that are operating in California, regardless of where they are registered.

The rule applies to vehicles that are not engaged in work activities, and states that:

- ❖ Trucks may not idle for more than five minutes;
- ❖ Buses may not idle for more than ten minutes;
- ❖ Vehicles may not idle auxiliary power systems for more than five minutes to power heaters, air conditioners or any other equipment if the vehicle has a sleeper berth and is within 100 feet of a restricted area (homes and schools).

Idling of auxiliary power systems is allowed if the vehicle has a sleeper berth and is farther than 100 feet away from a restricted area. Idling of vehicles is also allowed in some other restricted circumstances, including for testing, servicing or repairing

purposes, or to operate defrosters or other equipment to prevent a safety emergency.

According to ARB data, the average diesel heavy-duty engine burns about one gallon of fuel per hour as it idles, and outreach to drivers will highlight the fuel-saving and cost-saving advantages of shutting off engines when they are not in use. The new rule will be enforced primarily by ARB diesel truck inspectors; however, local law enforcement agencies and the California Highway Patrol can also issue citations. ARB encourages people who wish to report an idling truck or bus to use an online complaint form on ARB's website, or to call a complaint number (see info below).

ARB issued a similar measure to control idling near schools in 2003. That rule requires school buses and other heavy-duty vehicle operators to turn off their engines immediately whenever they are within 100 feet of a school.

The idling rules are among a series of rules adopted by the ARB as part of its Diesel Risk Reduction Plan that is designed to cut diesel emissions by 75 percent from 2000 levels by

2010. To date twenty other states and cities have enacted anti-idling rules similar to the ones adopted by the ARB.

To report idling vehicles:

- ❖ For a truck or bus, submit an online complaint to the ARB (preferred method) using this page: www.arb.ca.gov/enf/vehcmplts/icv.htm
- ❖ To report idling of a school bus or other large diesel vehicle within 100 feet of a school, use this online complaint form: www.arb.ca.gov/enf/vehcmplts/idle_complaint.htm.
- ❖ Call 1-800-END-SMOG and leave a message with the vehicle make and model, license plate number, and the date, time and location it was seen idling.

For more information on anti-idling rules, and to see the full text of the regulations, visit the ARB's website at www.arb.ca.gov.

2004 Clean Air Plan

In December the APCD Board adopted the 2004 Clean Air Plan to show how Santa Barbara County will continue progress towards meeting the state ozone standard. County air currently meets the federal one-hour and the federal eight-hour standards for ground-level ozone, a primary

component of smog, and APCD's 2001 Clean Air Plan remains in effect for federal requirements. The county's air continues to violate the state one-hour ozone standard, and APCD prepared the 2004 plan to meet state requirements.

To see the 2004 Clean Air Plan, visit APCD's website at www.sbapcd.org, or contact Jim Fredrickson at fredricksonj@sbapcd.org, or 961-8892.



APCD Board Calendar

Board of Directors

- Supervisor Salud Carbajal
First District
Santa Barbara County
- Supervisor Susan Rose
Second District
Santa Barbara County
- Supervisor Brooks Firestone
Third District
Santa Barbara County
- Supervisor Joni Gray
Fourth District
Santa Barbara County
- Supervisor Joe Centeno
Fifth District
Santa Barbara County
- Mayor Russ Hicks, Chair
City of Buellton
- Councilmember Donna Jordan
City of Carpinteria
- Councilmember Carlos Aguilera
City of Guadalupe
- Councilmember Will Schuyler
City of Lompoc
- Councilmember Dan Secord
City of Santa Barbara
- Councilmember Marty Mariscal
City of Santa Maria
- Mayor Pro Tem Brian Baca
City of Solvang
- Councilmember Margaret A. Connell, Vice Chair
City of Goleta

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

May 19
Board of Supervisors
Hearing Room
511 East Lakeside Parkway
Santa Maria, CA 93455

June 16
Board of Supervisors'
Hearing Room
105 East Anapamu Street
Santa Barbara, California 93101

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

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.

May is Clean Air Month

APCD is working with the American Lung Association of Santa Barbara and Ventura Counties to celebrate Clean Air Month in May. We will be working with the medical community to raise awareness of the health impacts of air pollution, and harmful effects of diesel exhaust, and to stimulate interest in our diesel engine incentive funding programs. *For more information, see www.sbcapcd.org/apcd/clnair.htm.*



Celebrate Earth Day in April and Bike Month in May

Earth Day 2005 and Bike Month 2005 celebrations are planned for April and May at locations around the county.

For more information on events, call your local city, or visit www.sbcapcd.org/apcd/earthday.htm (Earth Day), www.trafficsolutions.info or www.sbbike.org (bike events).



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- Complaints/Public Information**
(805) 961-8800
- World Wide Web**
www.sbcapcd.org
- E-Mail**
apcd@sbcapcd.org

On the Air is a quarterly newsletter published by the Community Programs 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.



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Our Vision  Clean Air

Agricultural Permitting Program Enters New Phase

Since May of last year, APCD and a coalition of agricultural associations have been meeting to discuss new requirements for agricultural sources of air pollution. The end of 2004 marked the end of the first phase of implementation of these requirements, which addressed the potential need for federal permits for the largest agricultural businesses. In mid March, the group will begin discussing the second phase, which will address the need for local permits.

APCD Engineering Supervisor Brian Shafritz, APCD's lead for this effort, noted that the input from the Santa Barbara County Agricultural Air Quality Coalition has been of critical importance in shaping an effective permitting program. Said Shafritz, "In our meetings, we discuss the best approach overall, and then we think about the best way to reach the farmers—whether it makes sense to hold a workshop, or



APCD grant funds are available to help farmers purchase cleaner diesel engines to power water pumps (pictured above - see article on reverse).

whether we want to hold one-on-one meetings with the businesses that could be most affected. It's been a very productive exchange, and a good working relationship."

Shafritz remarked that input from the coalition was instrumental in designing a "self determination" screening system for the first phase of implementation, in which businesses could use resources and calculator tools posted on APCD's website to

determine whether they needed federal permits. The system and the new requirements were explained in detail at an October workshop last year for agricultural businesses hosted by the Grower-Shipper Vegetable Association.

Said Richard Quandt of the Association, "We felt we'd worked well with the APCD over the previous year's period and established a good relationship, and so we took this somewhat unprecedented step of inviting APCD to come to a meeting and explain the new requirements to farmers." He added, "I think the agricultural community understands that APCD is trying to implement a state law, and that there are certain mandates that come down from Sacramento. We appreciate very much the opportunity to help tailor the way these regulations are implemented at the local level."

He noted, "Where there's early communication, you end up with a better product, and the regulated community has a better understanding of the rule." He cited the example of the development of assumptions behind permitting thresholds: "For these assumptions to be valid, APCD needed the information about how farm equipment is used, information we were able to provide. And in turn, we wanted APCD to develop screening tools for the agricultural community that were easily understood."

He summed up: "Both parties benefited. APCD was able to craft something with the best information available, and the agricultural community was able to provide important input on how to implement the program while not unduly burdening our county's farmers."

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Controlling Pollution from Stationary Diesel Engines

In 2004, the California Air Resources Board (ARB) approved an Airborne Toxic Control Measure (ATCM) for stationary diesel-fired internal combustion engines that are greater than 50 horsepower and that are stationary (fixed in place). As of January 1st of this year, new and existing "prime" engines, and "emergency standby" engines were required to comply. Under

state law, APCD is required to implement and enforce this measure.

The new ATCM is one of many actions outlined in the state's Diesel Risk Reduction Plan. In addition to producing smog-forming pollutants such as nitrogen oxides (NOx), diesel engines produce particulate matter (PM), which has numerous

negative health effects. High levels of PM have been associated with cardiac events, including heart attacks, and PM is also harmful to human lungs. Diesel PM also contains a range of toxic chemicals, and diesel particulate is considered the number one airborne carcinogen in California. The goal of the Diesel Risk Reduction Plan is to reduce diesel particulate emissions and

the associated health risks by 75 percent by 2010, and by 85 percent by 2020.

Visit www.sbcapcd.org/eng/atcm/dice/dice_atcm.htm for more information, and to sign up for the ATCM mailing list, and contact Mike Goldman at goldmanm@sbcapcd.org, or 961-8821 with any questions.

Agricultural Permitting (cont'd)

In addition to the Grower-Shipper Vegetable Association, the Santa Barbara Flower and Nursery Growers Association, the Santa Barbara County Cattlemen's Association, the Central Coast Wine Growers' Association, and the Santa Barbara County Farm Bureau are participating in the Agricultural Air Quality Coalition.

In the past, California state law has held that agricultural sources of air pollution do not have to obtain permits from local air agencies the way other businesses do, or meet state and federal air pollution rules and requirements. This changed in September of 2003, when state Senate Bill 700 (SB 700) was signed into law, repealing the permit exemption for agriculture. This was something the state was required to do under terms of a settlement with the U.S. Environmental Protection Agency.

Agricultural businesses, including farms, vineyards, nurseries, dairy facilities, horse breeding farms, and more, typically produce much of their air pollution through use of farm equipment, such as tractors, water pumps, generators,

and other types of equipment. Santa Barbara County agricultural businesses will benefit from the fact that the county was recently classified as an attainment area for ozone under the federal standard. Ozone is a principal component of smog. This attainment classification means that many fewer agricultural businesses in Santa Barbara County will potentially be affected by the SB 700 changes as compared to areas with more severe air quality.

This next phase of implementation will look at actual emissions of agricultural businesses, and begin the process of identifying which ones may need to obtain APCD permits. Shafritz noted, "We have some ideas to put on the table, and we're looking forward to hearing feedback and suggestions from the agricultural community."

The group is following closely the development of programs in

San Luis Obispo and Ventura Counties as well, to ensure as much consistency as possible across programs. Said Shafritz, "We hope phase two can move forward and reach some conclusions by the summer of 2005, so we can keep on track with our neighboring counties."

For more information, see the "Agricultural Permits" page on APCD's website, www.sbcapcd.org or contact Brian Shafritz at shafritz@sbcapcd.org or 961-8823. You may also contact us on the Business Assistance Line at 961-8868 or business@sbapcd.org.



APCD incentive funds helped purchase this propane-powered school bus operated by Orcutt School District. Studies have shown children are exposed to high levels of diesel exhaust particles outside the bus, and when traveling inside the bus. Funds to help purchase cleaner school buses are now available, see article for more info.

APCD's Business Assistance Program



Our Business Assistance Representatives offer help to businesses over the phone and by email, and we also provide educational site visits to help owners understand and comply with our rules and requirements. The site visits are educational, not regulatory, and are conducted by a business assistance representative, not an APCD inspector. A site visit can help business owners: understand and comply with our permit conditions, rules and record keeping requirements; learn about new regulations that might be coming up; and find out about ways to prevent pollution.

Find out more:

Visit this page on our website: www.sbcapcd.org/biz/business.htm
Call the Business Assistance Line at 961-8868 Email business@sbcapcd.org

APCD Grants for Local Businesses



Incentive funds are available through APCD for the programs listed below.

On-Road

Heavy-Duty, On-Road equipment: including trucks, buses, etc.
Engine repowers, replacements.

Off-Road

Heavy-Duty, Off-Road equipment: Tractors, loaders, construction equipment, etc.
Engine repowers, replacements.

Agricultural

Pumps and Boilers:
Engine repowers, replacements, low-NOx burners.

School Buses

Purchase of new school buses
Retrofit existing school buses w/emission control devices.

Marine

Heavy-Duty Marine Engines:
Diesel main & aux. engines
Engine repowers.

Water-Based Cleaners

Replace solvent-based parts & brake washers with water-based equipment at auto-shops.

Contact Information:

Gary Hoffman at
(805) 961-8818,
gah@sbcapcd.org or

Anthony Fournier at
(805) 961-8874
adf@sbcapcd.org.

For more information visit:
www.sbcapcd.org/itg/itg.htm