

## **Next pollution season is already happening**

### **Smog Blog**

By Mark Grossi

Fresnobee.com, Tuesday, Oct. 28, 2008

A colleague wanted to know when the Valley's ozone problems will be replaced by the annual particle pollution. It's already happening. And we've still got ozone.

PM-10, much of which is dust, has been recorded near the federal threshold for days. One monitor in Corcoran showed the pollutant exceeded the standard three times last week during windy, dusty days.

PM-2.5, the smaller fraction of particulate pollution, usually is associated with the colder weather, but this pollutant is spiking on some days too. PM-2.5 is soot, tiny chemicals and other specks.

Particulate matter is quite dangerous, according to health experts. Many believe it is more dangerous than ozone.

The microscopic debris can be breathed deep into the lungs. It can pass from the lungs into the blood stream. Particulates, laced with whatever chemicals are trapped in the Valley's air, can trigger asthma and heart problems.

Research shows they cause early death.

At the same time, the Valley still is having ozone violations. This region leads the nation in the violations again this year with 124. Los Angeles has 119, but no other air basin is even close to these totals.

The only reprieve from bad air is when storms roll into the Valley and scour the bowl. It's another good reason to pray for rain.

## **Turlock not looking for a change**

### **City wants to keep growth plan as is**

By Merrill Balassone

Modesto Bee, Wednesday, October 29, 2008

When the Turlock representative sits at the table with planning leaders next month, he will push to keep the status quo when it comes to finalizing a first-of-its-kind growth scenario covering all of Stanislaus County.

At Tuesday night's meeting, council members agreed that Councilman Ted Howze should be given freedom to negotiate with the Stanislaus Council of Governments, guided by plans that construction should adhere closely to densities already cited in the city's general plan.

StanCOG, a policy board made up of representatives from the county Board of Supervisors and the county's nine cities, will meet again Nov. 12.

Six counties to the south -- Merced, Madera, Fresno, Kings, Kern and Tulare -- this year produced countywide growth scenarios that called for higher living density, a change from the valley's historic pattern of about 91 percent single-family houses. Turlock is 77 percent single-family houses.

The new scenario Stanislaus leaders took to their respective city councils abandons progressive change, calling simply to adhere to densities already cited in general plans of the 10 agencies.

They range from 4.5 units per acre to 30, StanCOG's Vince Harris said.

### **Fewer reasons to drive**

Fresno County's scenario sees three of every four new units in higher-density duplexes and apartments along transportation routes. Fewer reasons to drive should translate into [less pollution and climate change](#), the theory goes.

That's what state officials want, reflected in a law recently signed by Gov. Schwarzenegger, a landmark attempt at addressing climate change with new rules for development. Senate Bill 375 would direct transportation money to sprawl-curbing projects.

Howze called the law a "bad deal." Because the San Joaquin Valley still lacks some infrastructure, unlike Southern California, he said, not meeting environmental goals may mean losing badly needed transportation funding.

"They're going to take care of greenhouse gas emission on the back of the valley," he said. Bee staff writer Garth Stapley contributed to this report.

### **Wetland restoration will be first in Delta history**

By Paula King, East County Times  
Contra Costa Times, Wednesday, October 29, 2008

OAKLEY — The first wetlands restoration project in the Delta promises to turn Dutch Slough into a learning laboratory that will provide scientists and the public a glimpse into the region's early ecology.

After years of planning, environmental documents for the project will be released in November and the initial funding has been secured. The 1,166-acre former cattle grazing and dairy operations in Oakley will be transformed into habitats for freshwater tidal marsh and sand dunes.

"We have specifically designed the restoration project to teach us more about the role of tidal marshes in the ecology of the Delta," Natural Heritage Institute restoration ecologist John Cain said. "We don't have significant natural tidal marsh in the Delta today to adequately measure how native fish use tidal marsh."

The \$30 million project should receive the bulk of its funding from Proposition 84, a safe drinking water and water quality act passed in 2006. It will be constructed in phases, with completion expected around 2012.

The construction process will include bringing in fill material, contouring the site, and breaching the levee.

The environmental report will cover how the plans will affect air quality, noise, dust, water quality, aesthetics and endangered species. The project's main goals are to create habitats for species and improve the ecosystem there.

"It is not an experiment because we have a high level of confidence that it would result in a lot of benefits for the Delta," Cain said.

Scientific monitoring of the project will help guide future decisions on other large-scale, freshwater tidal restoration projects, according to Jeff Melby of the State Coastal Conservancy.

Scientists and experts have said Dutch Slough is a good beginning for tidal restoration.

"We have made a lot of changes, and that is why these species are in peril. This is the type of habitat that was there historically, and this is the type of habitat that will benefit these species," said Patty Quickert, a scientist with the California Department of Water Resources.

From the Gold Rush days to the 1950s, most of the tidal marsh was destroyed as Delta islands were reclaimed for agriculture and dredging was conducted for levee maintenance, Cain said. Most of the 538,000 leveed acres of the Delta were tidal marshes historically.

Dutch Slough is an ideal site for restoration, Cain noted.

"The lands at Dutch Slough are not as subsided as other areas of the Delta. It has the right elevation for tidal marsh restoration," he said.

Among the species that will benefit from the project is the Chinook salmon. Cain said the project will help juvenile salmon grow and return to the area every year.

It will also help freshwater duck species and the Sacramento split tail, he added. In addition to protecting native species, the project will not harm non-native species such as largemouth or striped bass. It will just give native fish a better chance of surviving among non-native ones.

"We hope that the project will also generate food web resources to benefit all of the fish that depend on the Delta ecosystem from largemouth bass to Delta smelt," Cain said.

Oakley officials have raised concerns about methyl mercury levels because of fears that wetlands cause mercury to be exported, but experts said this isn't a concern with Dutch Slough.

Dutch Slough has the lowest methyl mercury levels in this region of the Delta, Cain said, and recent studies indicate that tidal restoration can lessen the amount of mercury when designed properly.

Some of the greatest benefits of tidal marsh are in the areas of flood control and water quality, said Save the Bay Executive Director David Lewis.

"Re-creating this part of the Delta does improve water quality because it does reduce sediment and pollutants from the water," he said.

The project is a partnership among the Department of Water Resources, California Coastal Conservancy, Natural Heritage Institute and the city of Oakley. A newer partner in the project is the Ironhouse Sanitary District, which will provide fill material.

Public access and recreational opportunities are other benefits through a 55-acre community park and miles of Delta trail access. Oakley doesn't own the land for the park yet and its construction depends on future development in that area, so it is likely several years away from being completed, city officials said.

"We think this will be a great opportunity for people to see what the primeval Delta looked like, and give people the opportunity to safely view birds and go fishing," Cain said.

"The goal of the park is to create a destination for not only the people of Oakley but for people from all over the region."

## **Ethanol site gathers steam**

By Troy Anderson, Staff Writer

L.A. Daily News, Wednesday, October 29, 2008

The Los Angeles County Board of Supervisors on Tuesday gave preliminary approval to build the nation's first commercial plant that will convert grass cuttings, wood chips and other organic waste into ethanol.

Located near the Lancaster landfill, the \$30 million plant proposed by BlueFire Ethanol will convert bio-waste into the gasoline additive that helps reduce air pollution, greenhouse gases and dependence on fossil fuels.

"This project will be the first on a commercial scale in the U.S.," said Chip Clements, a consultant to BlueFire and president and owner of Clements Environmental Corp. in Los Angeles. "I think this is really the future of our nation as far as the drive for (sustainable energy).

"Right now, almost all ethanol is coming from corn in the Midwest or sugar cane in Brazil. This project is going to be a great example of what is possible, not only here, but throughout the entire country."

The bio-refinery, which will convert 170 tons per day of bio-waste into ethanol, is the first of three that Irvine-based BlueFire plans to build in Southern California. The U.S. Department of Energy gave BlueFire a \$40 million grant to build the plant.

"The amount of organic material that gets thrown away every day, if converted to ethanol, could largely eliminate the amount of imported gasoline in this country," said William Davis, BlueFire vice president for project management.

The project, on 10 acres at 580 East Avenue F, is expected to help the county meet new goals to reduce carbon-dioxide emissions 30 percent by 2020.

But Joe McDonough, who owns 20 acres of land adjacent to the facility, said he's concerned that the plant would have a detrimental impact on his property values. "I understand there are odors and fumes that can't be totally eliminated by the ethanol-generating process," McDonough said. "And ethanol could have the tendency to explode under the right conditions. I'm sitting directly next door to the facility and here is a big facility that may or may not explode."

Lyle Talbot, a Lancaster resident and spokesman for High Desert Citizens Against Pollution, said an environmental impact report was not conducted.

"This green-waste facility is the first to be built in this country," Talbot said. "There is one in Canada, but it expends more energy than it produces. Wouldn't your constituents want you to make BlueFire jump through every possible environmental hoop?"

To address the concerns, the supervisors ordered the County Counsel's Office and the Department of Regional Planning to prohibit BlueFire from accepting sewer sludge, bio-solids, hazardous waste, liquid waste, medical waste, radioactive waste and waste tires. They also ordered county officials to create a community advisory committee to serve as a liaison.

## **Trial by fire**

**For years, battles over fumes from his eateries kept Phil's BBQ owner hopping; now, he can concentrate on his ribs**

By Peter Rowe, Union-Tribune Staff Writer

San Diego Union-Tribune, Wednesday, October 29, 2008

Say "barbecue" and many people – too many, in Phil Pace's professional opinion – think "smoke."

Fans of grilled, sauced meats have "Smoke and Spice," "Sublime Smoke" and other barbecue best-sellers; "The Smoke Ring," a compendium of barbecue Web sites; and scads of barbecue joints ("Rolling Smoke," "Up in Smoke," "Blowin' Smoke") flaunting the term.

At Phil's BBQ, though, "smoke" is a dirty word.

In March 2001, complaints about odors and smoke billowing from Phil's BBQ led a judge to fine co-owners Pace and Jeffrey Loya \$158,000. The Mission Hills restaurant closed for almost 10 months. Down to his last \$50, Pace filed for bankruptcy.

Plunged into a veritable barbecue pit of despair, Pace survived – and thrived: "It has made me a better businessman, a smarter businessman, to persevere through a mess like that."

Now in his 10th year of operating in San Diego, Pace has risen to become the local king of 'cue. In February 2007, Phil's moved into a barn-like structure on Sports Arena Boulevard, where the bar alone is larger than the old Mission Hills place. On weekend nights, lines snake around the building like the queue for a carnivore Disneyland attraction: "Mister Toad's Wild Baby-back Ride." The kitchen grills 1 million pounds of pork ribs a year and smaller, but hefty, piles of beef and chicken.

The restaurant is a critical, as well as popular, favorite. Phil's routinely takes the "Best BBQ" awards bestowed by San Diego Magazine and the California Restaurant Association's local chapter. Tripadvisor.com, a Web site that compiles travelers' reviews, rates 1,576 San Diego restaurants. No. 1? Phil's.

But all restaurants have critics. This one has foes.

In March, the county's [Air Pollution Control District](#) received a complaint that Phil's was up to its old eye-watering, lung-constricting, fine-deserving habits.

This time, though, the inspector found no smoke. The whiff of grilled meat dissipated 50 feet from Phil's, the aroma confined to the surrounding strip mall.

The county dismissed the complaint – and, in a recent interview, refused to name the complainant. Case closed.

Was Pace relieved? Are you kidding?

"This is like Pandora's box, you understand?" he fumed, upset that someone is still trying to link the words "Phil's" and "smoke." "The box is still there, waiting for someone to open it."

### **The real kick**

Phil C. Pace grew up in the Cleveland suburbs, where his parents, Tony and Maryann Pace, ran Tony's Subway Inn, a small Italian diner and bar. The fifth of seven children, Phil was the ambitious one, the kid who ran sidewalk lemonade stands and school carnival popcorn booths. He opened a savings account when he was 5 and began working in Tony's kitchen at 8.

By 13, he was holding down two jobs – after school in a local seafood place, weekends at Tony's – and fiddling with barbecue-sauce recipes. After graduating from high school, he took \$5,000 of his savings and opened his first restaurant.

Phil's Place for Ribs was so successful, it quickly outgrew its original location, a converted gas station. Pace moved into a larger place with a liquor license (it belonged to his parents; the 20-year-old restaurateur was too young to sell booze). But the real kick came from the spare ribs, grilled in a tangy sauce.

Phil's prospered and moved again, this time into a 200-seat landmark in Mentor, Ohio, near the shores of Lake Erie. Unlike its predecessors, the new Phil's was not an overnight success – "It was tough in the beginning, with this bigger place," he said – and the Rust Belt's charms were wearing thin.

"I was tired of competing with the weather," Pace said. "And you know how we feel economic downturns here? Ten times worse there."

In 1992, the 31-year-old semi-retired to a warmer city. From his new home on Mission Hills' Jackdaw Street, he walked his chocolate Lab, Maggie, played baseball, hung out on the beach, traveled and entertained friends with backyard barbecues.

"You've got to get back into the business," his guests raved. "These ribs are great."

One buddy disagreed. "California is too healthy," Loya said. "I don't think people will eat barbecue here."

Pace countered by taking Loya to a nearby Burger King. The place was booming. "Now," Pace said, "tell me that people here don't eat meat." Argument over.

### **Disaster**

Pace and Loya began remodeling a former coffee shop in Mission Hills toward the end of 1996. They opened in February 1998. Right away, sales were great.

Relations with the neighbors? Not so fabulous.

June 1998: The owner of The Huddle, a restaurant across from Phil's, tells a reporter that the new place drives away customers "who don't want to sit here and smell that." Other merchants add their complaints, but the Air Pollution Control District insists that Phil's is complying with clean-air ordinances.

July 1998: The Air Pollution Control District changes its mind, cites Phil's. Pace orders a fan to dissipate smoke.

July 1999: Claiming they had been threatened by Pace, two owners of neighboring businesses win a restraining order against him.

August 1999: On the roof of Phil's, Pace installs a "smog hog," a \$31,000 smoke-capturing device. "End of saga – we hope," Pace tells a reporter.

May 2000: After seven citations from the county, a judge orders Phil's to close if it is hit with one more violation. Pace argues that he is spending hundreds of hours and \$1,500 each month cleaning the "smog hog," vents and other restaurant equipment.

March 2001: Phil's closes, hit with the aforementioned \$158,000 fine.

April 2001: And the aforementioned bankruptcy.

"Can we talk about something else?" Loya said.

### **'Just like wine snobs'**

By the time Phil's reopened in October 2001, the partners figured they had lost \$750,000 in sales and court costs. They were also entering a new, tense business environment, on the heels of Sept. 11.

"We opened in a bad time," Loya said, "and we made it."

Not without turmoil, though. Citing renewed complaints of odors, the county shuttered Phil's just two months after its resurrection. The restaurant re-reopened in early 2002, after investing another \$10,000 in air-scrubbing equipment.

Business was strong enough to allow Pace and Loya to emerge from bankruptcy by late 2005. Closing the original Phil's for good on Dec. 31, 2006, the partners were eager to move into their 7,000-square-foot Sports Arena location.

In Mission Hills, the complaints had never ended. "There were still people unhappy," Pace said of his neighbors there. "Some of that could have been jealousy."

Few, if any, of his new neighbors have any gripes.

"It's not a problem at all," said Rachael Bond, manager of TL Spa and Wellness, which sits behind the restaurant and near Phil's Event Center, a new facility for private receptions.

"We love it," said Jennifer Soulé, whose salon faces the restaurant. "We have clients leave the salon and go over to Phil's for lunch or dinner. I like the energy."

These days, Phil's critics are more in the form of the occasional foodie who faults the cooking. Pace calls his sauce "likable," arguing it has wide appeal: "from skateboards to Bentleys."

But it's too sweet for some, too sassy for others.

"Just like wine snobs, there are barbecue snobs," said Fred Glick, Phil's vice president of operations. "If it isn't 'smoke,' it isn't barbecue. I tell these people that if it tastes good, it is good."

Barbecue lovers roam the nation, visiting hallowed sites: Arthur Bryant's and Gates in Kansas City; Fat Willy's in Chicago; Lexington Barbecue in North Carolina. Phil's draws pilgrims, too, but Pace won't compare his establishment to any other: "I don't think any of those places are serving 3,000 people a day. That's the way I look at it."

Nor will he share the recipe for his ribs. Or his chicken. Or the pulled pork Broham sandwich.

The secret to his corn on the cob? Here it is: The corn – “the whole husk and everything” – spends 12 hours in a solution that's 20 percent brown sugar, 80 percent water.

“That's it,” said Phil Pace. “That's all you're getting.”

There are too many enemies out there, too many spoilsports eager to smear his operation with a certain dirty, greasy five-letter word.

[Bakersfield Californian, Editorial, Wednesday, Oct. 29, 2008:](#)

### **Valley no-burn days are working**

Central Valley air-quality officials predict we'll have three or four times the number of no-burn days this winter as in recent years. That's a downer, no question.

But it's a sacrifice worth making, given the valley's propensity for asthma and other lung and heart ailments. And it's a necessity, in view of the ever-more-stringent federal guidelines that the air district must keep foremost in mind.

The Bakersfield area had only 12 no-burn days between last Nov. 1 and the end of February, and the most we've ever had in one fireplace season is 16. But San Joaquin Valley Air Pollution Control District officials predict we'll have 43 no-burn days this year -- not because of deteriorating conditions, but because the federal Environmental Protection Agency toughened the maximum allowable particulate-matter reading from 65 micrograms per cubic meter to 35 micrograms.

It's all about bringing the valley into compliance with federal standards by the 2014 deadline. Bakersfield has some of the highest levels of fine particulate matter (PM 2.5) in the state, so we've got the most work to do -- and the most sacrifices to make.

Valley air officials say they'll blow the no-burn whistle when the gauge shows 30 micrograms, meaning no fireplace ambiance in southern valley homes for roughly 40 percent of the late fall and early winter.

It could be worse -- the Fresno area, which also has dangerously high PM 2.5 levels, is expected to have 48 no-burn days.

We regard valley air officials' willingness to make these hard decisions -- and residents' willingness to accept them -- as good news.

Is there bad news here? Well, there's the inconvenience of having to pay attention to ever-changing, daily air quality standards -- but that, too, actually has an upside. Monitoring the air on an individual basis, by checking the newspaper or listening to local newscasts, reminds us that we live in a valley that, during the winter, is particularly adept at trapping pollutants.

There's the annoyance of occasionally staring an empty hearth or investing in a gas "log" insert, but those are cheap prices to pay for better air. (We suggest taking advantage of the air district's newly beefed-up gas-insert installation incentive plan -- it's \$750 this year, up from \$350.)

Residential wood-burning is the largest source of fine particulate pollution in the valley, but the air district has long faced opposition from the public over its proposed restrictions. The fact that the new, tougher rules (which still exempt homes that use wood as the sole source of heat or that have no natural gas service) got relatively little blowback suggests that at least some people have come to accept that individual responsibility plays a role in the problem -- and in the solution.

The restrictions are working. Research suggests that no-burn regulations, first adopted in 2003, have prevented about 30 premature deaths a year in Bakersfield.

[Washington Post Editorial Tues. Oct. 28, 2008](#)

### **Dirtier Air**

**A proposed EPA change in a power plant rule would worsen pollution.**

THE ENVIRONMENTAL Protection Agency is pushing to issue an ill-advised rule that would allow old, pollution-spewing power plants to increase deadly emissions without restriction. This should not happen. If it does, it will be yet another astonishing decision by an administration that insists that its record on the environment and climate change is misunderstood and underappreciated.

Since 2005, the EPA has been trying to change the new source review (NSR) provisions of the Clean Air Act. The NSR provisions require pollution controls based on how power plant emissions will affect surrounding communities. Currently, existing power plants must undergo NSR whenever they make renovations that increase their annual emissions. The Bush administration would change the review trigger from annual emissions to maximum hourly emissions. This is a problem because repairs to those old power plants might leave the maximum hourly emissions unchanged but increase total operating hours, meaning annual emissions could rise.

The EPA has argued that there was no need to worry about increased pollution as a result of the new NSR rule because of the Clean Air Interstate Rule (CAIR). This regulation sought to reduce the amounts of contaminants from power plants that settle downwind in another state by 70 percent for sulfur dioxide and 60 percent for nitrogen oxide. It covered the District of Columbia and 28 states in the Midwest and the East. In announcing the new NSR rule in 2005, the EPA said it was needed to "harmonize" and "complement" CAIR and other clean air rules. But here's the next problem: The CAIR rule was vacated by the U.S. Court of Appeals for the District of Columbia in July.

Undaunted, the EPA is pressing forward. In response to a request in June from Rep. Henry A. Waxman (D-Calif.), chairman of the House Oversight and Government Reform Committee, the agency revealed the results of three computer models that showed that its proposed NSR rule would increase carbon dioxide emissions by 74 million tons annually. Mr. Waxman contends that this would be "roughly equivalent to the total annual CO<sub>2</sub> emissions of about 14 average coal-fired power plants."

Sen. Barbara Boxer (D-Calif.) and Sen. Thomas R. Carper (D-Del.), as well as the Natural Resources Defense Council, have called on the EPA to undertake a new analysis of the impact of its proposed NSR rule, given that the CAIR regulation has been nullified. They also demanded that the agency publish a notice for public comment on any new analysis. We agree. Instituting this rule would be willful disregard of science, the intent of the Clean Air Act and the public's right to have a voice in such an important decision. And it would cement the Bush administration's say-one-thing-and-do-another reputation on climate change. The planet is warming faster than scientists had predicted. What the EPA might do would make it worse.

[Sacramento Bee, Letters to the Editor, Wednesday, October 29, 2008](#)

### **Letters to the Editor**

#### **How bicyclists contribute**

Re "Bicyclists should pay share" (Letters, Oct. 25): Elizabeth Boggs is concerned about bicyclists paying to share the roads.

Actually bicyclists contribute quite a lot – although perhaps not in the traditional form of gas tax or other fees associated with motor vehicle operation.

Bicyclists – especially commuters – help reduce traffic congestion and parking demand. They travel pollution-free, and since bicycles cause virtually no deterioration of our road system, more bikes and fewer cars can actually help our roads last longer. Bicycling can also help alleviate the current obesity and diabetes epidemics and astronomical increases in health care costs.

I certainly agree with the suggestion about providing instruction on proper operation of bicycles. I would also like to see curbs on aggressive motor vehicle operation.

And just for the record – a quick check of the vehicle code tells us bicycles are not considered vehicles in California.

History tells us the first paved roads were actually developed for bicycles – which could lead to a conclusion that bicyclists have been very gracious – allowing motor vehicles to share our roads all these years.

– Ken McGuire, Sacramento

### **Noncyclists share the benefits**

Elizabeth Boggs asserts that bicyclists aren't paying their share in these bad economic times. She says bicyclists should pay vehicle registration and license fees. In the letter, bicyclists are described as having "smug shortsightedness" as we ride our "toys on steroids." Wow. I would ask Boggs to consider how she has benefited economically from bicyclists:

- A recent report attributes dropping gas prices to decreased demand for gas, due in part to use of bicycles (15 billion fewer miles driven in August 2008, compared to August 2007 nationwide).
- Bicycles don't contribute to the need for road repair.
- Bicyclists are healthier than the general public, saving Americans millions of dollars in health care costs.

I bike to work and run home a couple times each week. Should the DMV impose vehicle registration fees on my running shoes? Several factors contribute to why I bike and run as a means of commuting: the economy, gas prices, pollution, and personal health and fitness. If you can't see the positive impact bicyclists have on society and the economy, I'd say you're the one who suffers from smug shortsightedness.

– Jerry Dodge, Rocklin

### **Note from a spokes-woman**

I am a longtime bicycle enthusiast whose primary form of transportation is a bicycle. I do own a car, which sits in the garage most of the time because I prefer pedaling for a number of reasons.

My bicycle does not need foreign oil and does not contribute to global warming. Commuting by bike saves me a great deal of time because I'm exercising and commuting at the same time. Bicycling is fun and a great stress-reliever. It's economical. My bicycle does not cause traffic congestion, and I never get stuck in traffic. I don't need much space to park.

Fuel taxes are only one source of transportation funding. For example, Measure A, the half-cent sales tax approved by Sacramento County voters, funds local transportation projects.

Providing safe and convenient bikeways is money well spent. Promoting bicycling is part of an overall strategy to provide more transportation choices to reduce the nation's dependency on the automobile and make our communities more pleasant places to live and thrive.

– Lea Brooks, Rancho Cordova, president, Sacramento Area Bicycle Advocates

[Note: The following clip in Spanish discusses South Coast Air Quality Management District's gas log purchase incentive program. For more information on any of the following clips, please call Maricela Velásquez \(559\) 230-5849.](#)

### **Ofrecen descuentos por cambiar combustión de chimeneas en California Desde el año pasado las nuevas construcciones tienen prohibido incluir chimeneas que consuman madera**

Manuel Ocaño, Noticiero Latino  
Radio Bilingüe, Wednesday, October 29, 2008

La institución encargada de cuidar en aire en la región con la peor contaminación en el país ofrece desde esta mañana descuentos de 125 dólares a los dueños de propiedades que cambien los sistemas de combustión de sus chimeneas de maderos por gas natural.

De acuerdo con la Administración de Calidad el Aire del Sur de California, esa simple medida podría contribuir a prevenir hasta seis mil 200 muertes prematura anuales en la región. El concepto de mortalidad prematura radica en vivir unos diez años menos que la esperanza de vida promedio.

Desde el año pasado las nuevas construcciones tienen prohibido incluir chimeneas que consuman madera.

[Note: The following clip in Spanish discusses California Air Resources Board's proposed rules to reduce big rig pollution.](#)

### **Llevarán a votación nuevas reglas contra la contaminación de camiones en California**

**Entre otras propuestas comentadas están las de imponer cambios de maquinaria vieja que usa diesel, instalar filtros y aplicar nueva tecnología contra emisiones de gases que causan el sobrecalentamiento de la tierra**

Manuel Ocaño, Noticiero Latino

Radio Bilingüe, Wednesday, October 29, 2008

La Oficina de Recursos del Aire de California informó que en diciembre llevará a votación de su consejo una serie de nuevas reglas para reducir la contaminación que causan los camiones de carga comercial en el estado.

Las medidas que apruebe esa autoridad contra la contaminación deberán aplicarse desde el primero de enero del 2010, e incluirán a camiones de otros estados que circulen por California.

Entre otras propuestas comentadas están las de imponer cambios de maquinaria vieja que usa diesel, instalar filtros y aplicar nueva tecnología contra emisiones de gases que causan el sobrecalentamiento de la tierra.