

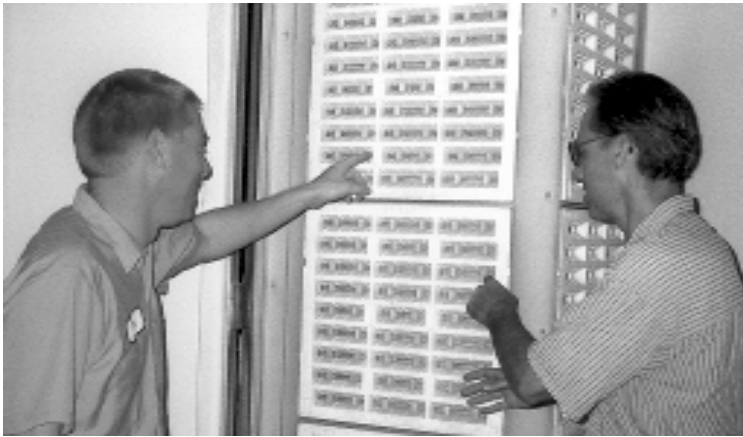


Valley Air News

A publication of the San Joaquin Valley Air Pollution Control District

Winter | 2002

Teaming Up to Help Valley Businesses



Valley Air District employee Craig Mitchell (right) examines equipment with an INSPECT participant.

In 1997, the District implemented the INSPECT (**IN**dustrial **S**elf-inspection and **P**roactive **E**nvironmental **C**ompliance **T**eamwork) program. With substantial input from Valley businesses, the program, which is viewed as a partnership between the District and area businesses, helps companies more easily comply with air quality related regulations through an educational and self-inspection approach.

Businesses that sign up as INSPECT participants receive District training in complying with regulations and conducting self-inspections of their operations. The inspections, which must be conducted more frequently than for businesses not in INSPECT, help sources operate more efficiently and cleanly via the early detection and correction of problems.

In addition to the Valley benefiting from a reduction in air pollutant emissions, the businesses are rewarded for their efforts. Even when a violation occurs, sources can get reduced penalties, or avoid them altogether because most self-discovered violations will not be penalized when they are promptly corrected.

Currently, 84 INSPECT partners are realizing the benefits of the program. That list continues to grow. Anyone interested in joining may call Gary Martin at (559) 230-6000 or gary.martin@valleyair.org.

Emission Reduction Grant Funds Available

The District is now accepting proposals for grant funds for emission reduction projects. Last year, in response to the Governor's executive order, the District implemented an expedited permitting program for new power plants. Some plants were required to pay mitigation fees. Those funds have been earmarked for emission reduction projects to mitigate emission increases associated with the power plants.

Qualifying emission reduction projects can reduce emissions from mobile or stationary sources. Funds will be dispersed on a first-come, first-served basis for all qualifying projects that meet the District's cost effectiveness criteria. For more information, contact Jeff Findley at (559) 230-5858.

2002 Calendar a Hit



The Valley Air District distributed 15,000 copies of its 2002 calendar. The calendar features 13 full-color, original drawings by elementary school children, including this drawing by Kindergartner Desirae Nuñez.

Board Meeting Highlights

Complete Governing Board Agendas and Minutes

For complete agendas and minutes, please visit the Valley Air District's web site at www.valleyair.org.

October

- Approved the Memorandum of Understanding with Council of Fresno County Governments to provide \$50,000 in matching funds for Phase II of the San Joaquin Valley Goods Movement Study.
- Adopted proposed amendments to Rule 4601 (Architectural Coatings) and adopted the Negative Declaration prepared for the proposed rule.

November

Adopted the provisions for and amendments to Regulation VIII and Rule 4101 (Visible Emissions). See story on page 3.

December

Approved the proposed 2001 amendments to the 1994 Ozone Attainment Demonstration Plan.

January

Accepted \$2,757,263 in Carl Moyer Program funds from the California Air Resources Board to be placed in the District's Heavy-Duty Engine Emission Reduction Incentive Program.

Meeting Schedule

The next Governing Board meetings are scheduled for February 21 and March 21. Unless otherwise noted, all meetings are held at 9 a.m. in the **Central Region Office** in Fresno, [559] 230-6000.

Governing Board meetings are also held via video teleconference:

Northern Region Office
in Modesto, [209] 557-6400

Southern Region Office
in Bakersfield, [661] 326-6900.

Please Don't Light Tonight Message Makes it to the Big Screen

The Valley Air District has implemented theatre advertising to augment the Please Don't Light Tonight program. A close-up of a bright red, orange and yellow flame has the primary caption: "If You Light, Please Do It Right!"



The three rotating secondary captions featured are:

- Burn only dried, seasoned firewood or manufactured logs...
 - Choose EPA-certified wood stoves and fireplace inserts...
 - Never burn trash, newspapers, wrapping paper nor painted wood...

The Valley Air District reminds all San Joaquin Valley residents that when they light, please do it right.

For cleaner burning tips, please call (559) 230-5800 or visit our web page at <http://www.valleyair.org>.

Second Clean Green Yard Machines program planned for this spring

The Valley Air District is moving forward with plans for the second round of lawnmower trade-in events for the Clean Green Yard Machines program. This program provides Valley residents with incentives to retire their gasoline-powered lawnmowers in exchange for discounts toward the purchase of rechargeable, battery-powered, cordless mowers.

In 2001, the Air District distributed 1,200 electric mowers in events in Bakersfield, Fresno and Modesto. This program reduced 1.66 tons of emission last summer and will eliminate 11.62 tons of emissions over the mowers' operating lives.

In this year's program, 1,200 mowers will be distributed through April events in Stockton, Merced and Visalia. Unlike last year's events, which were first-come, first-served, mowers will be allocated through a pre-event registration system this year. This will reduce unnecessary emissions from vehicles waiting in line to secure a mower. The Air District will promote the upcoming events in February.



Valley residents, individually and collectively, face air quality choices

The San Joaquin Valley Air Pollution Control District is considering a bold step to voluntarily seek the federal government's worst air quality designation for ground-level ozone, commonly known as smog. To better acquaint Valley residents with the issues, the District presents the following information.



By Air Pollution Control Officer David L. Crow

Although Valley air is still unhealthy, it is important to remember that the region has seen noteworthy air quality improvements over the past decade. From 1985 to 1989, the Valley failed the federal one-hour ozone standard an average of 60 days per year. For the most recent period 1996 to 2000, the Valley missed the standard an average of 33 times each year — a 45 percent improvement.

Unfortunately, our improvements have not come quickly enough to meet federal standards to ensure healthy air. To meet the standard, the Valley must reduce emissions by an additional 30 percent, or 300 tons per day. One significant challenge is the District's legal inability to directly control emissions from passenger and heavy-duty vehicles and other non-industrial engines such as lawnmowers and boats. The District permits

and regulates "stationary sources" of pollution such as business and industry but has no authority to regulate vehicle emissions - also known as mobile sources - which represent 60 percent of the area's smog problem. Other state and federal agencies regulate these sources of emissions.

Because the Valley failed to meet its last clean air deadline, the U.S. Environmental Protection Agency (EPA) downgraded the Valley's category for the ozone standard from "serious" to "severe" late last year. With that move, federal law requires that the Air District present the California Air Resources Board (CARB) with a plan by May 31, 2002, that clearly demonstrates that the Valley will meet ozone standards by 2005 and a detailed outline of the control measures that will be implemented to do so.

Even with existing efforts to control industrial emissions and with aggressive new local and state measures for cars and other engines planned in the next five years, the District projects the Valley can eliminate, at most, 63 additional tons of emissions per day beyond the original reductions projected for 2005. This falls considerably short of the reductions needed to meet the 2005 deadline.

Because the District cannot submit an implementation plan

that demonstrates attainment for any areas of the Valley by 2005, the Valley faces possible sanctions under the severe nonattainment designation. The most significant being fines to businesses estimated at \$36 million annually and the loss of \$2 billion in federal highway funding until the Valley reaches attainment or corrects all deficiencies in the plan. Finally, with no attainable plan by 2005, the federal government could step in and dictate a clean air plan for the Valley. This would take away local control and might include restrictions such as mandatory no drive days.

Even with a federally imposed plan, it is highly questionable whether the Valley could meet standards by 2005 given the agency's legal jurisdiction and authority. This is why the District is presenting another

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option: requesting an "extreme" designation. With this designation, the new attainment date for the Valley would be 2010. This is not a request to "buy more

time," as the District will continue to work aggressively with business and industrial sources to reduce pollution. Rather, this timeframe allows the Valley to benefit from vehicle emission controls implemented by other agencies without incurring any immediate sanctions.

The EPA and CARB have
[See Valley Choices on next page]

Valley Choices - *continued*

committed planned control measures that will reduce emissions by 105 tons per day between 2005 and 2010. This will lower the required reductions by one-third. Additionally, the expanded timeframe allows the District's incentive-based programs to take affect. These programs provide financial incentives for users of heavy-duty engines to implement cleaner alternatives and for Valley residents to purchase hybrid electric-gasoline automobiles.

There are, however, disadvantages to requesting the extreme designation. These will affect businesses in the Valley and include a lower threshold for businesses that will be required to participate in a federal permitting program, stricter offset requirements, and installation of advanced emission control devices. It is important to note that industry would eventually face these costs and changes if the Valley could not present an attainable severe plan as well. The Valley would also face the stigma of

being one of only two regions categorized as extreme. This could negatively impact economic development.

The District Board faces a tough choice in whether or not to pursue an extreme rating for the Valley. Regardless of the Board's final decision, one thing remains clear: Valley residents make daily choices that ultimately will determine whether our air becomes healthier. Realizing that making conscious clean air choices are imperative to the future of our Valley is a step in the right direction.

Questions & Answers - Extreme choices

Q: Does our smog problem have anything to do with the hole in the ozone layer?

A: Stratospheric ozone, or ozone layer, shields the earth from excess ultraviolet light high above the earth's surface. The same gas, ozone, is a pollutant at ground level. It is corrosive and dangerous to breathe.

Q: Why does this region have a bad ozone problem?

A: The Valley's long, hot summers; stagnant weather; frequent inversions; and bowl shape with surrounding mountain barriers create the perfect conditions to form and trap ground-level ozone. A fast-growing population compounds the problem.

Q: Where's smog come from?

A: About 60 percent of the Valley's smog problems comes from cars, diesel trucks and other internal combustion engines—"mobile sources." The other 40 percent comes from business and industry.

Q: Doesn't much of our smog come from other regions?

A: Nearly 27 percent of total air

pollution in the northern Valley comes from the Bay area. In the central Valley, the number is 10 percent and falls to seven percent in the south. It is key to remember however that Valley air pollution also is transported to other areas.

Q: What about agriculture?

A: Diesel and gasoline engines used in all types of activities help form ozone. Agricultural, prescribed and fireplace burning primarily cause another type of pollution—particulate matter. The District implements other controls for these airborne particles, but they are not a major factor in smog.

Q: How close are we to meeting standards?

A: To meet the federal standard, the Valley must reduce the total emissions inventory by an additional 30 percent or 300 tons per day.

Q: Can we do it?

A: This will be tough in the long-term and nearly impossible by 2005. The District does not directly control emissions from mobile sources. State

and federal agencies regulate these. With the District's existing and future efforts to control industrial emissions and aggressive new measures for mobile sources by other agencies, the District projects eliminating 63 tons per day by 2005.

Q: Does asking for the extreme designation mean we must breathe bad air longer?

A: An extreme designation is not a delay in implementing air pollution controls. The District will continue to work aggressively with business and industry to improve air quality. The new timeframe allows the Valley to benefit from improved pollution controls for industry as well as mobile source controls implemented by other agencies.

Q: What's my role?

A: Regardless of the region's designation, Valley residents make daily choices that ultimately will determine whether our air becomes healthier. Achieving clean air is not just the job of industry or government. It is everyone's responsibility.

Air District Board Passes Controls for Particulate Matter Emissions

In a unanimous vote on November 15, 2001, the San Joaquin Valley Air Pollution Control District Governing Board passed new and tighter controls on fugitive dust. Though the specific rules are new, they actually constitute amendments to the District's existing overall strategy to control PM10 emissions called Regulation VIII. Passing the amendments to Regulation VIII is the first step in getting the EPA to remove sanctions imposed on Valley businesses on October 8, 2001.

Small airborne particles are unhealthy because they invade the deepest recesses of the lungs, causing or aggravating asthma and other respiratory conditions. The San Joaquin Valley Air Basin has one of the most severe particulate matter problems in the nation and is under federal mandate from U.S. Environmental Protection Agency (EPA) to meet health-based standards for airborne particles measuring ten microns or less (PM10) by December 2001. For this reason, the Valley Air District passed the additional PM10 controls to reduce unhealthy airborne particles from certain operations, including agriculture.

Some of the largest sources of PM10 are unpaved roads and traffic areas such as parking and equipment storage lots. The new controls mostly apply to construction, mining operations, government-owned roads, oil production facilities, and off-field agricultural sources. Off-field agricultural sources are primarily unpaved roads and equipment

storage areas. The amendments give the owner of an unpaved road segment the choice of two dust control standards on days when the road segment has 75 vehicle trips. The road owner could:

- implement a fugitive PM10 management plan designed to achieve 50 percent emission reductions; or
- achieve a 20 percent opacity standard.

"The most significant amendment to Regulation VIII concerned unpaved roads.

"The amendments give the owner of an unpaved road segment the choice of two dust control standards on days when the road segment has 75 vehicle trips."

While the previous Regulation VIII addressed only the dirt roads constructed after 1993, the November 2001 amendments potentially covers thousands of miles of unpaved roads built before 1993. Existing unpaved roads are the largest source of fugitive dust PM10 in the Valley, and the largest part of the Regulation VIII emission reduction will come from this category," said Scott Nester, Air Pollution District's rule development supervisor.

A road segment not covered by a fugitive PM10 management plan would be required to meet

the 20 percent opacity standard and implement stabilization measures on days that the road segment gets more than 100 vehicle trips. Stabilization measures include applying water or other dust suppressants. Implements of husbandry (as defined by the California Vehicle Code) — such as combines and tractors — would not count toward the 75 and 100 trips per day trigger levels.

EPA officials indicated that although the amendments do not specifically address all EPA requirements for best available control measures (BACM), they do address several specific deficiencies identified by the federal agency. The District worked with business, industry and agricultural groups for two years and was able to adopt measures that corrected the deficiencies identified by EPA but not the BACM requirements. The disagreement on BACM slowed down the rule-making process and ultimately triggered the sanctions. EPA officials have indicated that they would propose to approve the amendments because they correct the specific deficiencies — the first step in removing the imposed sanctions.

"This rulemaking project attracted unprecedented levels of public concern and participation. Over 300 people participated in workshops and dozens of citizens and industry representatives testified at the hearing. It is clear that air quality issues are a major concern to the Valley's residents," commented Scott Nester.

Valley Air District Directory

San Joaquin Valley Air Pollution Control District

Smog Info Line [800] 766-4463
 Smoking Vehicle [800] 559-9247
 Job Line [559] 230-6019
 Valley Air District Web Site www.valleyair.org

Northern Region Office [209] 557-6400
 Complaint Line [800] 281-7003
 Small Business Assistance [209] 557-6446

Central Region Office [559] 230-6000
 Complaint Line [800] 870-1037
 Small Business Assistance [559] 230-5888

Southern Region Office [661] 326-6900
 Complaint Line [800] 926-5550
 Small Business Assistance [661] 326-6969

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