



On the Air

Air Quality and the Tea Fire



In November, the Tea Fire burned almost 2000 acres and destroyed 230 homes in Montecito and Santa Barbara. Smoke during the fire affected air quality. After the fire, vehicles, winds, and cleanup activities broke up ash that was deposited

on the ground into smaller pieces and stirred it up into the air. The District issued several advisories with the County Public Health Department warning residents to stay indoors and minimize outdoor exercise when particle levels were high.

The District also worked with several agencies to make it possible for the Tajiguas Landfill to accept potentially hazardous fire waste, and cautioned residents about cleanup, stressing several points in the fire's aftermath, including those listed below.

☪ Rubble and ash from houses burned in a fire may contain asbestos. Handling asbestos-containing materials is hazardous to our health, and is best done by licensed professionals using proper safety equipment and safe handling practices.

☪ When cleaning up ash after a fire, it is good to use small amounts of water, and

to avoid doing anything to stir particles back up into the air, and especially to avoid using leaf blowers. Kids' toys that have been outside should be washed off, pets should be cleaned, and residents should avoid skin contact with the ash, and not allow kids to play in the ash.

Working with the County Public Health Department, the District issues an Air Quality Watch when there is potential for poor air quality in some areas of the county, and an Air Quality Warning when some areas of the county are already experiencing poor air quality. For more information, see www.OurAir.org.

The Economics of Global Warming Solutions

In October, the California Air Resources Board released its plan to reduce greenhouse gas emissions under AB 32, the Global Warming Solutions Act, which became state law in 2006. The plan, adopted at the Board's December meeting, features a new economic analysis, and revisions to address more than 40,000 comments the Board received on the draft plan issued in June.

"We've had a generally positive response to the structure and approach of the plan this time. No one took issue with how we went about it, just in terms of how the puzzle pieces fit together," notes Stanley Young, the Board's climate change media

relations and public outreach coordinator. Changes since June include an increase in the tons of emission reductions projected from land use decisions, and a "much more robust discussion" of labor issues, including transitioning workers to the jobs needed in a cleaner economy.

AB 32 calls for the state to bring its greenhouse gas emissions down to 1990 levels by the year 2020. Key elements include: a cap-and-trade program; expanded energy efficiency programs; clean vehicle standards and a low-carbon fuel standard; increases in renewable energy electricity sources; measures to reduce particularly potent

greenhouse gases, including refrigerants; measures to reduce emissions from the ports; sustainable community development strategies; and a range of other actions.

The plan's economic analysis concludes these actions will provide the state with a net economic benefit by the year 2020. "The business community is taking issue with this to some extent, and has voiced concerns over near-term and mid-term costs," says Young, acknowledging, "And of course all this must be seen against the current economic situation, which has changed significantly since June."

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Global Warming Solutions (cont'd)

Young emphasizes, "It's still the best idea to invest now in the cornerstone of AB32, which is energy efficiency," pointing out that a recent Energy Commission study found that every \$1 invested in energy efficiency in the state produces a \$2 return.

Charles Kolstad, professor of Environmental Economics at the Bren School of Environmental Science and Management at the University of California at Santa Barbara, questions the reliance on energy savings to produce much of the identified economic benefit in the analysis. He remarks, "The models are fine except they're not totally self-contained. You tell them the payoff from energy efficiency investment; the models will give you an answer based on the inputs you specified. And the assumptions going into the model, particularly in the area of cost data, may be overly optimistic."

He continues, "Many of the criticisms of this are independent of our current economic crisis. There is a fundamental debate in the climate change and energy world about how many easy greenhouse gas reductions and energy savings are laying around for the picking and can be achieved at no cost or low cost. There's this undertone of debate between optimists and realists that has been going on for years. The optimists are essentially saying that firms and individuals are going to be directed to do things under these regulations that they just didn't think of doing before—things they can do at low cost that will result in cost savings and other benefits. Good people disagree on this; good people are on both sides of the debate on this point."

Kolstad, who is also a lead author with the Intergovernmental Panel on Climate Change, adds, "But of course we have to reduce greenhouse gas emissions. And I think we can meet the initial targets of AB32 largely through the electrical sector. In my view, the cost will be acceptable to the state. Now if economic times turn really tough, people may not be able to bear even a little more cost.... You already see in Europe a reduction in public support for climate initiatives as the economies have tightened."

Young believes the current economic situation will likely be taken into consideration in terms of the design of the cap-and-trade program to be developed with the Western Climate Initiative, a collaboration of seven Western states, and four Canadian provinces. The program establishes a cap, or overall limit, on the amount of greenhouse gases that can be emitted in the state starting in 2012. Businesses that produce emissions will receive or purchase allowances equal to their emissions for that year. The cap goes down over time, ensuring continuing emission reductions. Emitters that are able to reduce below their annual target will be able to sell their excess allowances to companies that could not meet their targets, ensuring that greenhouse gases overall are dropping.

While some organizations are calling for one hundred percent auction, or sale, of these allowances (also called credits) from the start, Young believes it is likely that the program will begin by only charging for a certain percentage of the allowances. The Board will hold workshops around the state for input on

the program design, bringing in international economic experts.

Kolstad agrees that it makes sense to phase in to the one hundred percent auction over time, but has concerns about how the program will be implemented. "I would not like to see the auction revenues earmarked for specific, narrowly defined activities," he remarks. "There might be a lot of political pressure to do that—to direct revenues to a particular set of organizations or type of technologies. But what is a good idea today may not be tomorrow; and priorities will be difficult to change once the gravy train of funding gets going."

Kolstad is also concerned about the coordination with the Western Climate Initiative which, he notes, does not include the state of Nevada, on California's border. "I'm skeptical that this is going to work as well as it might if it were just California. These other states and provinces vary in their interest in this problem. I'd be more confident that we'd have it under our control if it were just this state."

Young and Kolstad agree that federal legislation on climate change will emerge in the next Congress, although it may be several years before it takes effect. But they disagree on one fundamental issue: whether that legislation should preempt California's law. Says Young, "We consider preemption a poison pill in any federal legislation. We feel states are best able to handle approaches to reductions such as building standards, or energy efficiency programs."

Says Kolstad, "Assuming the federal bill is a good one, I think preemption would be



Charles Kolstad

a good thing, at least with regard to cap and trade.... If you have a greenhouse gas cap in California that is stricter than the federal one, all that will mean is businesses and resources leaving the state with no environmental benefit." Until federal legislation takes effect, however, Kolstad thinks there are many benefits from the ongoing rollout of AB 32: "What we're doing here in California is leading the country, leading the federal government, establishing the model.... And there will be other benefits from AB32 in the reduction of other types of air pollution, the reduction of vehicle miles traveled, and development of green industries."

Young remarks: "It's important to look at this from a straight investment-insurance perspective. Several studies have indicated that it will cost us an estimated one-half to one percent of GDP (Gross Domestic Product) to act now to mitigate this problem. And it will cost five percent of GDP and up to adapt if we don't act now. From a simple risk analysis point of view it makes sense to act now to mitigate."

For more information on the scoping plan and economic analysis, and on AB 32, see www.arb.ca.gov/cc/cc.htm. For more information on the District's climate change activities, see www.sbcapcd.org/sbc/climatechange-apcd.htm.

Air Cleaners Can Be Harmful – New Rule

APCD Board Roundup

Following are the highlights of the October Board meeting.

October

- Approved \$200,000 in additional funding for the Marine Diesel Engine Repower Program.
- Approved an additional \$200,000 funding for the On-Road Heavy-Duty Vehicle Repower Program.
- Executed agreement with the Santa Barbara Employees' Retirement System implementing the Retiree Medical Program.
- Adopted a resolution delegating authority to the Air Pollution Control Officer to enter into and to renew contracts for multiple employee benefit.

In October, a new rule became effective requiring all air cleaner models marketed or sold in California to be tested, certified, and labeled by October of 2010.

Some types of air cleaners may be harmful to your health. For several years now, the California Air Resources Board has recommended against use of air cleaners that generate ozone inside homes. When this type of air cleaner is used indoors, ozone, a principal component of smog, can rise to dangerous levels. Some studies have even found that devices with ozone

generators can produce indoor air quality so poor that it would generate a smog alert if outdoors. This is particularly concerning since people who use air cleaners often have lung problems and are especially susceptible to ozone.

Some air cleaners, including ionizers and electrostatic precipitators, do not directly generate ozone, but may emit ozone as a by-product. According to tests conducted by the Board, the levels of ozone produced by these types of devices are significantly lower than those produced by ozone-generating air cleaners. However

the Board recommends caution in using these, as ozone levels could still potentially build up.

Other types of air cleaners—mechanical or physical-barrier air cleaners, and some electronic air cleaners—do not generate or emit ozone, and can effectively remove particles such as dust and allergens from the air.

To view the state Board's recommendations on air cleaners, and a list of possibly hazardous ozone-generating devices, see this page: <http://www.arb.ca.gov/research/indoor/ozone.htm>.

The Future is Green

Nearly one hundred exhibitors and thirty-seven vehicle displays were featured in September at "The Future is Green," a Long Beach Green Technology Conference hosted

by the California Air Pollution Control Officers Association (CAPCOA) and co-hosted by several California air districts. Pictured is a prototype hybrid diesel-electric water delivery

truck; a variety of other technologies were displayed, including a plug-in hybrid school bus, hydrogen-powered fuel cell vehicles, hydrogen-combustion vehicles and equipment, heavy duty trucks and port vehicles fueled by compressed natural gas, and more.

Over the three-day event, more than 2,700 attendees visited the technology exhibits, attended workshops for entrepreneurs, teachers, and students, and heard presentations from panels of experts on a variety of green technology and green business topics. District Director Terry Dressler, who is the current President of CAPCOA, moderated a panel on Green Building and Energy Efficiency.

For more information on CAPCOA, and to view presentations from the conference, visit www.capcoagreen.com.



APCD Board Calendar

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City of Solvang

Councilmember Eric Onnen
City of Goleta

All meetings start at 1:30 p.m.
For final meeting agendas, call the
APCD Board Clerk, 961-8853.

January 15, 2009

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

March 19, 2009

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

May 21, 2009

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

June 18, 2009

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

Community Advisory Council

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

Top Five Tips for Cleaner Fireplace Burning

Every year, when the weather gets cooler, the District receives complaints from people who are concerned about thick smoke coming from their neighbors' chimneys. Breathing wood smoke reduces lung function, aggravates heart and lung diseases, and can trigger asthma. Levels of smoke can build up indoors as well as outside. Be a good neighbor, and protect your own health and safety too by following these suggestions.

1. Clean your chimney. A dirty chimney full of creosote is a chimney fire waiting to happen. Schedule regular maintenance by a professional chimney sweep.

2. Don't burn trash. Burning trash can cause toxic chemicals to go into the air, and into your lungs. Don't burn any of these: plastics, chemicals, wrapping paper, magazines, or any coated papers (including newspaper inserts, junk mail, etc.).



3. Burn dry, seasoned wood, and build small hot fires rather than large smoldering ones. Keep your fireplace screen closed, and have a spark arrester on top of your chimney. Take a walk outside when your fire is going and see how much smoke is coming out of your chimney.

4. Save your fireplace or woodstove for special occasions. Fireplace fires are not a very efficient way to produce heat. The safest way to heat your home, and the cleanest for the air, is through a central heating system.

5. Use a gas log if you can, and NEVER burn wood in a fireplace that was designed for a gas log.

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(805) 961-8868

Daily Air Quality Report

www.sbcapcd.org

Complaints/Public Information

(805) 961-8800

Air Quality Advisory Information

(805) 961-8802

World Wide Web

www.OurAir.org

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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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Popular Old Car Buy Back Program Extended to Model Year 1992

In November the District announced that its popular Old Car Buy Back program offering \$800 for older cars and pickup trucks has been extended to Model Year 1992 and older, making more than 30,000 additional vehicles potentially eligible for the program.

Older vehicles pollute much more than newer vehicles, and the idea of the program is to take vehicles off the road permanently; a licensed auto dismantler crushes cars and trucks that are voluntarily retired under the program. Three dismantlers are participating in the program:



one located in Goleta, one in Lompoc, and one in Santa Maria.

Since the program began in spring of 2006 for vehicles model year 1988 and older, the District has purchased more than 800 vehicles, cutting

some 35 tons of smog-forming pollution. The District posts information about vehicles that are scheduled for purchase and dismantling under the program on its website, for the benefit of classic car collectors, or others interested in purchasing the 1992

or older vehicles or their parts. The average model year of the vehicles purchased under the program to date is 1983. Seventy-four percent of the vehicles purchased were of model years 1982 to 1988.

The top ten makes of vehicles retired under the program to date are:

- Ford (16%)
- Chevrolet (13%)
- Toyota (12%)
- Honda (8%)
- Volvo (8%)
- Dodge (6%)
- Oldsmobile (4%)
- Nissan (3%)
- VW (3%)
- BMW (3%)

For more information on the program, see the District website at www.OurAir.org, or call 961-8800.



District Grants for Local Businesses

Funds for Cleaner Engines

Equipment that may be eligible for grants to repower or retrofit includes:

On-Road and Off-Road Vehicles/ Equipment, Agricultural Water Pumps, School Buses, Marine Engines, and Other.

For applications & more info visit: www.sbcapcd.org/itg/itg.htm.

Contact Information:

Al Ronyecz at 961-8877

New Lower-Emission School Buses for Santa Maria, Goleta and Cuyama

Five new school buses will replace older, higher-polluting school buses in the county with the help of funding from the District and the state. New 2008-model school buses will replace: two 1980 buses at Santa Maria Joint Union High School District; one 1984 bus, and one 1986 bus, at Goleta

Union School District; and one 1976 school bus at the Cuyama Joint Unified School District.

The new buses will eliminate almost six tons of emissions of smog-forming pollutants and particle pollution in the first five years of operation. The District and the state's Lower Emission

School Bus Program will provide funding to help replace 13 more school buses in the county in the next few years.

For more information, contact Jim Fredrickson at 961-8892 or fredricksonj@sbcapcd.org.

Attention: Annual Reports Due March 1st

Business Focus

Attention: Gasoline Station Operators

Phase II Enhanced Vapor Recovery (EVR) Must Be Installed by April 2009

The California Air Resources Board's latest EVR regulations become effective in 2009 and 2010. New vapor recovery requirements will apply to all gasoline dispensing facilities equipped with underground storage tanks. The new equipment will be retrofitted to existing underground tank vent pipes. It may also require operators to upgrade dispensers,

nozzles, hoses, and other equipment. In-Station Diagnostics (ISD) must be installed in some stations by September 2009.

Before replacing a non-EVR Phase II system with an EVR Phase II and/or ISD system, operators must apply for, and obtain, a District permit authorizing the change.

For more information see "Gas Stations" link on the District's website www.OurAir.org; for information on the equipment that is certified by the state, see this page on the state's website: www.arb.ca.gov/vapor/eo-evrphasell.htm. Contact Paula Iorio at 961-8867 or iorio@sbcapcd.org with any questions.



New VST (vapor systems technology) nozzles may be installed as part of the upgrade to EVR II.

Rule Revision to Address E-85 and Special Fleet Stations

The District is revising Rule 316 (Storage and Transfer of Gasoline) to allow vehicle refueling without a Phase II vapor recovery system when:

○ The station is dispensing E-85 (a blend of 85 percent ethanol and 15 percent gasoline); or

○ The station is a non-retail gasoline station dedicated to refueling only vehicles that are

equipped with onboard refueling vapor recovery systems.

The District is also revising Rule 102, Definitions, to clarify terms used in Rule 316.

Staff presented the proposed amended Rules 102 and 316 to the District Community Advisory Council in October, and the Council recommended that the amended rules go before the

District Board for adoption at the January 15, 2009 meeting.

For more information, see "Rules & Regulations" on the District's website at www.OurAir.org, or contact Douglas Grapple at 961-8883 or grappled@sbcapcd.org.

Below: The U.S. Environmental Protection Agency recently released its top ten 2009 vehicles for fuel efficiency.

State Developing Refrigerant Rule

The California Air Resources Board is developing a regulation to cover systems or appliances that individually use 50 lbs or more of certain refrigerants, including chlorofluorocarbons such as R-11 and R-12, hydrochlorofluorocarbons such as R-22 and R-123, hydrofluorocarbons such as R-134a, and R-404A and perfluorocarbons. Facilities that

might be impacted could include supermarkets, cold storage warehouses, food preparation/processing facilities, offices, commercial, industrial and institutional buildings, hotels, and others.

The Board would like input from businesses to help develop the rule. For more information, see www.arb.ca.gov/cc/reftrack/reftrack.htm.

Top Ten Vehicles for Fuel Economy

Rank	Manufacturer/Model	MPG city/hwy
1	Toyota Prius (hybrid)	48/45
2	Honda Civic Hybrid	40/45
3	Nissan Altima Hybrid	35/33
4	Ford Escape Hybrid FWD Mazda Tribute Hybrid 2WD Mercury Mariner Hybrid FWD	34/31
5	Smart Fortwo Convertible Smart Fortwo Coupe	33/41
6	Toyota Camry Hybrid	33/34
7	Volkswagon Jetta (manual, diesel) Volkswagon Jetta Sportwagon (manual, diesel)	30/41
8	Volkswagen Jetta (automatic, diesel) Volkswagen Jetta Sportwagon (automatic, diesel)	29/40
9	Toyota Yaris (manual)	29/36
10	Toyota Yaris (automatic)	29/35