

## BEWARE OF CARBON MONOXIDE

Annual inspections for combustion appliances such as ovens and propane heaters, and installation of life-saving carbon monoxide (CO) detectors should be done to protect yourself and your family from this silent killer. More than half of CO poisoning deaths are from malfunctioning or improperly vented combustion appliances. These simple steps can help prevent tragedy:

- Proper use and maintenance of any appliances that produce a flame such as gas furnaces and gas and propane space heaters can prevent exposure to lethal levels of CO;
- Gas ovens should not be used for heating the home;
- Kerosene or propane space heaters, charcoal grills and barbecues and unvented gas logs are dangerous and cannot be used legally indoors in California;
- Annual check-ups of all gas appliances by a qualified professional;
- Use of Underwriters Laboratory (UL) approved CO detectors that sound an alarm when dangerous carbon monoxide levels are found; some also have warning signals or digital readouts to indicate lower levels of CO;
- Using caution when heating with propane appliances, older wall or floor gas furnaces and fireplaces;
- Placing emergency generators outdoors away from windows and doors to prevent fumes from entering the home; and,
- Proper use and maintenance of appliances in recreational vehicles.

For more information go to: [www.arb.ca.gov/research/indoor/combustf.htm](http://www.arb.ca.gov/research/indoor/combustf.htm).

### PERMIT HOLDERS

All permit holders should receive a **Throughput Production Report (Report)** packet in the mail by January 15.

A **Permit Holder Advisory** was mailed in December which explains the Report process for first-time submitters as well as changes to the process for our regular submitters.

If you did not receive a copy of the advisory, notify the District. If the Report forms and instructions applicable to each of your permitted processes are not enclosed in your

packet, notify the District immediately and the documents will be sent to you.

Report forms may be downloaded from our website at [www.ysaqmd.org/permits-forms-apps.php](http://www.ysaqmd.org/permits-forms-apps.php). Instructions accompany each form and they are available for the following areas: General, Internal Combustion Engine, Coating, and Gasoline Storage & Dispensing.

These Reports are due no later than **March 31, 2009**. If you have any further questions or concerns, call our Engineering Division at (530) 757-3650 or (800) 287-3650.

## CALENDAR

**January 14, 2009** 9:00 AM  
YSAQMD Board of Directors

**January 14, 2009** 1:00 PM  
Public Workshop - Rule 2.37  
Natural Gas-Fired Water Heaters

**January - March**  
Clean Air Funds Program  
Applications available January 12.

**January 31, 2009**  
Deadline for Clean Air Champion nominations - [www.sacbreathe.org](http://www.sacbreathe.org)

**February 11, 2009** 9:00 AM  
YSAQMD Board of Directors

**March 11, 2009** 9:00 AM  
YSAQMD Board of Directors

**Mower Exchange** TBD  
Details available February 2009  
Two events:  
-- Yolo-Solano residents **only**  
-- Sacramento Regional

1947 Galileo Court, Suite 103  
Davis, CA 95618  
(530) 757-3650 (800) 287-3650  
Ag Burn Line  
(530) 757-3660 (800) 246-3660  
[www.ysaqmd.org](http://www.ysaqmd.org)

RETURN SERVICE REQUESTED



### BURN PERMITS

Agricultural burn permit applications are now available on-line as a fill-in form. In addition, application instructions are also available on-line. Go to: [www.ysaqmd.org](http://www.ysaqmd.org) and click on Burn Programs.

The prerecorded burn status is available no later than 10 am daily. Call (530) 757-3660 or (800) 246-3660.

# Air Aware

Winter 2009

A Publication of the Yolo-Solano Air Quality Management District

## NEW REGULATIONS REDUCE BIG RIG POLLUTION

“Regulations are expected to prevent 9,400 premature deaths, improve air quality and reduce greenhouse gases; more than \$1 billion in funding aid available for business owners.”

In December 2008, the California Air Resources Board (CARB) adopted two critical regulations directly aimed at cleaning up harmful emissions from the estimated one million heavy-duty diesel trucks that operate in California. Beginning January 1, 2011, the Statewide Truck and Bus rule will require truck owners to install diesel exhaust filters on their rigs, with nearly all vehicles upgraded by 2014. Owners must also replace engines older than the 2010 model year according to a staggered implementation schedule that extends from 2012 to 2022.

Also adopted, the Heavy Duty Vehicle Greenhouse Gas Emission Reduction measure requires long-haul truckers to install fuel efficient tires and aerodynamic devices on their trailers that lower greenhouse gas emissions and improve fuel economy.

Heavy-duty big rigs are the largest remaining source of unregulated diesel emissions, responsible for 32 percent of the smog-forming emissions and nearly 40 percent of the cancer-causing emissions from diesel mobile sources (other diesel emitters include trains, off-road vehicles and marine engines). The greenhouse gas reduction measure applies to more than 500,000 trailers, while the diesel regulation applies to about 400,000 heavy duty vehicles that are registered in the state, and about 500,000 out-of-state vehicles that do business in California. However, because many heavy duty vehicles are replaced or retired due to normal business practices on a faster schedule than what the new regulation will require, the number of vehicles expected to be retrofit by 2014 under the rule is about 230,000, while up to 350,000 vehicles would be replaced earlier than normal over the next 15 years.

To help truck owners upgrade their vehicles, the state is offering more than a billion dollars in funding opportunities. Options include Carl Moyer grants, which are designated for early or surplus compliance with diesel regulations; Proposition 1B funds, for air quality improvements related to goods movement; and AB 118, which establishes a low-

cost truck loan program to help pay for early compliance with the truck rule. In addition, the ARB is evaluating ways to integrate these programs so that truckers can get a grant and a loan at the same time, minimizing paperwork and significantly reducing the monthly payments for a new truck loan.

To provide flexibility, the diesel regulation is structured so that owners can choose from among three compliance options to meet regulation requirements. There are exceptions to the regulation, including low-use vehicles, emergency and military vehicles, and personal use motor homes. School buses would be subject only to requirements for reducing diesel particulate matter and not for engine replacement.

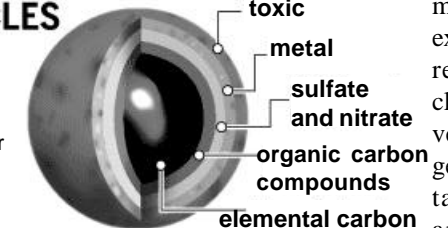
California has the nation's most polluted air. Because of new engine standards established in 2001, diesel engines operating in California have been getting cleaner, but they are not getting clean fast enough to meet air quality goals. With the new State Bus and Truck rule in place, by 2014, diesel emissions will be 68 percent lower than they would be without the regulation, while emissions of the smog-forming pollutant NOx (oxides of nitrogen) will be 25 percent lower.

Diesel emissions are associated with cancer and exacerbate cardiovascular and respiratory ailments, as do smog-forming emissions. The truck regulation is expected to save 9,400 lives between 2011 and 2025, and greatly reduce health care costs. These benefits have an estimated value of \$48 billion to \$69 billion. The cost of installing the trailer greenhouse-gas-reducing technologies will be quickly recouped through lower fuel use.

For more information on the Statewide Bus and Truck Regulation, go to: [www.arb.ca.gov/regact/2008/truckbus08/truckbus08.htm](http://www.arb.ca.gov/regact/2008/truckbus08/truckbus08.htm) and on the Heavy Duty Vehicle Greenhouse Gas Reduction Measure go to: [www.arb.ca.gov/regact/2008/ghghdv08/ghghdv08.htm](http://www.arb.ca.gov/regact/2008/ghghdv08/ghghdv08.htm).

### TOXIC PARTICLES

Fresh diesel exhaust contains ultra fine hazardous particles that can directly enter the bloodstream from the lung.



### Inside this issue . . .

|                   |   |
|-------------------|---|
| 8 Hour Ozone Plan | 2 |
| PERP              | 2 |
| Clean Air Funds   | 2 |
| New EP Standards  | 3 |
| Rules Update      | 3 |
| 2008 Throughputs  | 4 |
| Carbon Monoxide   | 4 |
| Calendar          | 4 |

## PORTABLE EQUIPMENT



The District is actively enforcing the requirements on portable engines and equipment units. If you

own or operate a portable engine or equipment, 50 horsepower or greater, within the District's boundaries, you must have a District permit or register the engine in the Statewide Portable Equipment Program (PERP) administered by the California Air Resources Board (CARB). There is currently a limited "amnesty" which allows companies to register some older resident engines in the PERP; however, that amnesty expires this year. The District can help owners and operators properly register their units. For more information, please contact the District at (530) 757-3650 or visit [www.ysaqmd.org](http://www.ysaqmd.org)

### Agricultural Engine Registration

If you own or operate an engine greater than 50 horsepower used in agricultural operations, you must obtain a District registration.

As a result of the Airborne Toxics Control Measure (ATCM) for Stationary Compression Ignition Engines, the District was required to register agricultural engines greater than 50 horsepower. The District met with the Agricultural Permitting Advisory Committee, which consisted of the local Farm Bureaus, Agricultural Commissioners, a grower, other agencies, and engine distributors, to develop a program for registering these agricultural engines.

In July 2008, the District's Governing Board adopted Rule 11.3 that established the agricultural engine registration program. It requires all engines greater than 50 horsepower (excluding mobile equipment such as tractors) used in agricultural operations to obtain registration. The rule required current engines to apply for registration by **September 2, 2008**. If you own or operate an agricultural engine and have not applied for registration, please contact the District immediately at (530) 757-3650 or (800) 287-3650. For more information visit [www.ysaqmd.org](http://www.ysaqmd.org)

## 8 HOUR OZONE PLAN

District staff will ask the Y-S AQMD Board of Directors to adopt the Sacramento Regional 8-Hour Ozone Attainment and Reasonable Further Progress Plan (Plan) at the YSAQMD's February 11th board meeting. The Plan is a collaborative effort by the local air districts in our federal ozone nonattainment area, and identifies a strategy for achieving the 8-hour ozone standard in the Sacramento region by 2018.

In order for attainment of the standard to be demonstrated, ozone levels must be projected to be below the standard throughout the entire nonattainment area, which includes the Y-S AQMD, Sacramento County, and portions of Placer, El Dorado, and Sutter counties. The Plan shows that most of the area will attain by 2018 even without additional controls. However, to attain the standard where ozone levels are highest, additional controls need to be implemented. Currently, ozone monitors showing the highest ozone readings in the region are located in Cool and Folsom.

The Plan's attainment strategy includes a series of commitments for obtaining reductions in nitrogen oxides (NOx) and volatile organic compounds (VOC), which are the two main components of ozone. These commitments consist of both local control measures that will be implemented by the individual air districts, and State and federal control measures. Under the plan, local control measures account for a smaller portion of overall reductions than the measures committed to by the State and federal government. This is mainly due to the fact that mobile sources make up a large percentage of our region's emissions inventory, and local air districts do not have the authority to regulate these sources. The final list of control measures was developed after an extensive public process.

Once the Plan is adopted by all of the air district boards in the nonattainment area, it will be submitted to the Air Resources Board (ARB) and subsequently forwarded to the Environmental Protection Agency (EPA). Once the Plan is approved by the EPA, the commitments in the Plan will be enforceable. After approval, the EPA will require periodic updates from the region to assess the progress being made towards attainment.

If you have questions about the Plan or the process, contact Matt Jones at (530) 757-3668.

### CLEAN AIR FUNDS

The District's fiscal year 2009-10 Clean Air Funds Program application period begins January 12. Approximately \$630,000 is available to fund projects that reduce emissions from mobile sources and is awarded on a competitive basis.

The District estimates that \$350,000 (AB2766) will be available for projects sponsored by public and private organizations in Yolo and eastern Solano Counties. An additional \$280,000 (AB8) is available to public agencies in northeastern Solano County only.

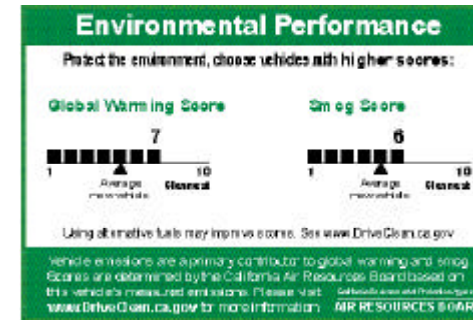
Applications, due in early March, can be filed in four categories 1) Clean Technologies/Low Emission Vehicles 2) Alternative Transportation 3) Transit Services and 4) Public Information/Education and are selected on a competitive basis. The Yolo and STA Clean Air Funds Committees make funding recommendations to the District's Board of Directors, with the Board taking action at the June 10 board meeting.

For more information contact the District at (530) 757-3650 or (800) 287-3650 or visit [www.ysaqmd.org](http://www.ysaqmd.org).

### STATS: October 1, 2008 - December 18, 2008

|                            |     |                             |     |
|----------------------------|-----|-----------------------------|-----|
| ATC Applications Received  | 40  | Complaints Investigated     | 22  |
| ATC Applications Processed | 108 | Inspections Performed       | 244 |
| PTO Applications Received  | 48  | Notices of Violation (NOVs) | 22  |
| PTO Applications Processed | 36  | Notices to Comply (NTCs)    | 13  |

## NEW STANDARDS



Beginning January 1, 2009 all new cars sold in California will carry an Environmental Performance (EP) label which clearly informs consumers of the state's assessment of the vehicle's environmental impact. The new regulation creates a simple ranking system that provides consumers with practical information that can be used to choose the most environmentally friendly vehicle that meets their transportation needs.

The environmental performance label will provide two scores on a scale of 1-10, a Smog Score and a Global Warming Score -- each having unique environmental impacts. The Smog Score is based on the smog forming emissions from the vehicle's operation. The Global Warming Score reflects the emissions of greenhouse gases from the vehicle's operation and fuel production. The average new car will score five on both scales. The higher the score the less impact the car has on the environment.

Although the Air Resources Board (ARB) tightly controls emissions from cars, making them significantly cleaner today than they were in the past, it is important to recognize that emission levels will still vary between vehicles due to differences in emissions standards and emission reduction technologies.

Environmental Performance label scores of 1-10 represent the entire range of emissions over all vehicle classes and sizes. These scores allow consumers to learn how vehicle emissions can have a drastic range, even within the same vehicle class. As a consumer, the Environmental Performance label can be an important tool in comparing vehicles and choosing the cleanest option in any vehicle category. Protect the environment and help keep the air cleaner by choosing vehicles with higher scores.

The California Air Resources Board hosts a consumer web site, [www.DriveClean.ca.gov](http://www.DriveClean.ca.gov), that provides information on the cleanest, most efficient cars on the market.

## RULES UPDATE

### NATURAL-GAS FIRED WATER HEATERS

The District is currently working on amendments to Rule 2.37, Natural-Gas Fired Water Heaters. These efforts fulfill a commitment made by the District pursuant to Senate Bill 656 and a proposed control measure identified in the Sacramento Regional 8 hour ozone State Implementation Plan (SIP). The SIP is currently being processed by the air districts in the region. SB

656 focuses on reducing directly emitted particulate matter (PM) and reducing nitrous oxide (NOx) emissions which form secondary PM. Additionally, since NOx is an ozone precursor, reduction of NOx emissions will also help move the District towards meeting ozone attainment goals for the region.

The rule is proposed to be implemented at the point of sale, under which, manufacturers, distributors, retailers, and installers of natural gas-fired water heaters would be prohibited from selling, distributing, or installing units that are not compliant with the rule.

A public workshop will be held at the District on January 14th, 2009, to provide a forum for questions and comments on the proposed rule. The proposed amendments including the draft rule language and the draft staff report are available on the District's website: [www.ysaqmd.org](http://www.ysaqmd.org).



Choosing a vehicle that gets 25 rather than 20 miles to the gallon will prevent 10 tons of carbon dioxide during the lifetime of your vehicle. Choosing the most fuel-efficient vehicle in a class could save you more than \$1,500 in costs and prevent more than 15 tons of greenhouse gas pollution over the lifetime of your vehicle.



## BOARD OF DIRECTORS

As a public health agency, the Yolo-Solano Air Quality Management District's role is to protect human health and property from the harmful effects of air pollution.

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Board meetings are held at 9 a.m. the 2<sup>nd</sup> Wednesday of each month at the YSAQMD office located at 1947 Galileo Court, Suite 103, Davis. The public is welcome to attend. For a current agenda go to [www.ysaqmd.org](http://www.ysaqmd.org) or call (530) 757-3650 or (800) 287-3650.

**Mat Ehrhardt, P.E.**  
Executive Director/  
Air Pollution Control Officer

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