

AIRlines

A Publication of the
Sacramento Metropolitan
Air Quality Management District

SAVE THE DATE!

Free E85 Ethanol

5

free gallons
of ethanol
E85 fuel

In the spring and summer of 2009, the AQMD, in cooperation with the California Air Resources Board, implemented a program to install ethanol E85 fuel in 27 stations around the Sacramento region. Propel Fuels installed E85 pumps at five of these locations and is currently offering **five free gallons of ethanol E85 fuel**.

For a map of these locations visit http://www.propelfuels.com/content/station_locator/.

To request your **Free Fuel Card**, e-mail Propel at info@propelfuels.com. Provide your address and they will send your card right away. E85 is compatible with any Flex Fuel vehicle, but will cause damage if used in a vehicle not designed for its use. Check your vehicle owners manual to be sure your vehicle is capable of using ethanol E85. For a list of Flex Fuel vehicles visit www.propelfuels.com/driveE85.

Setting Records and Reducing Emissions

Residents in the Sacramento region can breathe a little easier, thanks to the record number of inspections the AQMD conducted for its mobile source incentive programs.

In 2009, District staff completed a record 2,205 inspections for the Carl Moyer, SECAT, Lower Emission School Bus and Construction Mitigation programs. These inspections confirmed reduced emissions in the region by 584 tons of NOx, PM10 and PM2.5.

“The AQMD’s incentive emission reduction programs are just part of our mission to achieve clean air goals”, said Amy Roberts, Mobile Source Program Coordinator. “We shouldn’t overlook that these incentive programs are a partnership between public and private business who are doing their part to clean up the region’s air quality.”

The District’s mobile source incentive programs replace or retrofit on- and off-road equipment or provide incentives to off-set the costs

of purchasing new equipment and lower-emission technologies. Companies including Coca-Cola of Sacramento, Raley’s, Teichert Construction, Heidrick Farms and many single owner-operators have taken part in the District’s programs. These businesses use a variety of vehicles, engines and equipment that contribute significantly to air pollution, but they are our partners in air quality improvement too. While regulation authority lies with state and federal government, the AQMD does its part to reduce emissions with incentives and inspections. These incentive programs help our region achieve cleaner air faster than regulations alone.



The CAPCOA Climate Change Forum, hosted by the California Air Pollution Control Officers Association in partnership with the Sacramento Metropolitan Air Quality Management District, will take place August 30-31, 2010 at the San Francisco Marriott Marquis. This two-day conference will focus on the integration and harmonization of California climate policy with federal programs to allow development of effective and proactive strategies in the fight against climate change.

Panels and speakers will equip attendees with the knowledge and information to make progressive decisions for their businesses and communities. This event will feature general sessions, breakout sessions, networking events, and a tradeshow. For agenda topics and additional information please visit the event Web site, www.capcoacclimateforum.com or call 1-800-993-0302.



AIRlines Goes Paperless

It seems like everyone’s “going green” and that includes the AIRlines newsletter. In an effort for the Air District to reduce its impact on the environment and save money during a tough economy, AIRlines will be offered through an electronic subscription as an alternative to the printed version that is currently mailed to our readers.

Please change your subscription preference and support our efforts. E-mail bmanzano@airquality.org and tell him you want to go paperless!

»October 22, 2009

- Approved a resolution authorizing the APCO to enter into a contract with the California Department of Transportation to upgrade two California Amtrak locomotive engines operating within the Capitol Corridor/San Joaquin Route.
- Adopted a resolution for the Air Pollution Control Officer to enter into a contract with the County of Sacramento, Department of Revenue Recovery (DRR) for debt collection services.
- Approved a resolution authorizing the Air Pollution Control Officer to amend the 2009/2010 budget upon receipt of grant funds for a hybrid truck and bus voucher incentive program, and to do whatever is necessary to expedite the administration of the project.
- Approved the resolution for creating a limited term planner position replacing a contract planner position and amending the 2009/2010 budget.

For more information on Board actions, visit www.AirQuality.org or call Nancy Abeels, AQMD, at (916) 874-4803.

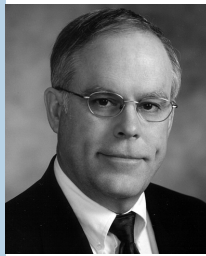
District Employee Commute Survey

The employees at the Air District work every day to improve air quality in Sacramento County and that effort begins each morning as they choose how to get to work.

The most recent bi-annual District employee commute survey indicated that 72% of commute trips were made using alternative modes, resulting in the lowest drive-alone rate in the history of the District. The employee drive alone rate dropped by about 10% and staff walking or biking to work increased by almost 10%, mainly due to our participation in May is Bike Month.

“Our rate remains one of the highest in the region,” said District Employee Transportation Coordinator Rachel DuBose. “The mode of transportation that you choose has a greater effect on the environment than any other decision you make as a consumer.”

For years Air District employees have been setting the stage and inspiring other employers to implement or improve programs that encourage walking, biking, carpool, and using public transit.



news from the APCO

by Larry Greene, *Executive Director/Air Pollution Control Officer*

WHAT NACAA MEANS TO SACRAMENTO

The pollution control activities of local air districts are well understood in California with clear district legal standing under California Air Pollution Control Laws. In fact in 2010 the Sacramento AQMD is celebrating 50 years of service. But this important and substantial ongoing effort is not well understood at the national level, where it seems easier at times to pass all encompassing regulations rather than allow adaptation to local communities, business mixes and even the differing pollutant mixes across the country.

Given the severe impacts of poorly conceived federal actions, state and local air pollution control officials formed the National Association of Clean Air Agencies (formerly STAPPA/ALAPCO) over 30 years ago. The associations serve to encourage the exchange of information among air pollution control officials, to enhance communication and cooperation among federal, state, and local regulatory agencies, and to promote good management of our air resources. NACAA officers and committee chairs work closely with federal regulatory agencies and other non-profits to ensure that a local/state perspective is available

in all rulemakings and important federal regulatory decisions. Currently NACAA represents air pollution control agencies in 53 states and territories and over 165 major metropolitan areas across the United States.

Our District has been an active member of NACAA for many years, and like my predecessor, Norm Covell, I have worked to ensure that NACAA has the benefit of our local Sacramento expertise with regard to the many federal actions underway. All NACAA committee and officer positions have joint local agency and state co-chairs to ensure both perspectives are considered.

This year I have been fortunate to be elected as the organization’s Co-President and I continue to serve as the co-chair of the Global Warming Committee. I must say that with federal actions underway on global warming, a range of environmental reviews underway with regard to national ambient air quality standards, along with the constrained economic environment across the nation, NACAA interaction with EPA is vital to ensure the best use of our available resources.

AQMD INTERN EMILY MRAOVICH



Emily Mraovich, an intern with the AQMD’s Mobile Source division, was awarded a scholarship in December by the Sacramento Chapter of Women’s Transportation Seminar (WTS). The international organization is dedicated to the professional advancement of women in transportation. Emily was selected for the Louise M. Molitoris Leadership Fund and was awarded \$1,000. Congratulations Emily!

All dates are tentative. For specific rule information, contact the AQMD staff member listed. For general AQMD rule information, call (916) 874-4800.

Small Water Heaters, Boilers, and Process Heaters (Amendments to Rule 414)

Establishes NOx and CO emission limits for new units with rated heat inputs from 75,000 to less than 1,000,000 Btu/hr. Sets more stringent NOx emission limits for new units with rated heat inputs less than 75,000 Btu/hr. Expands applicability to fuels other than natural gas. *Public hearing tentatively scheduled for February or March 2010. Joe Carle, (916) 874-4838.*

Carbon Credit Banking Program and Fees (New Rules 250 and 350)

Establishes a program and associated fees to generate carbon credits from the reduction of greenhouse gas emissions. *Public workshop scheduled for January 2010.*

Public hearing tentatively scheduled for March or April 2010. David Yang, (916) 874-4847.

Automotive Refinishing (Amendments to Rule 459)

Establishes lower VOC limits for coatings and solvents used in the refinishing of motor vehicles and mobile equipment. Consideration will be given to CARB's Suggested Control Measure for Automotive Coatings. *Public workshop tentatively scheduled for February or March 2010. Marc Cooley, (916) 874-4846.*

Coating of Miscellaneous Metal and Plastic Parts and Products (Amendments to Rule 451)

Establishes VOC limits for coatings used on plastic parts and products used in transportation, business machines,

Continued on back cover

3rd Quarter
(July, August, September)

The following information reports the number of days that state and federal air quality standards were exceeded in Sacramento County during the third quarter 2009 compared to the third quarter 2008:

Number of Exceedances*

	2009	2008
O3 – State 1 hr	14	22**
O3 – Federal 1 hr	0	0**
O3 – Federal 8 hr	23	34**
CO – Federal 1 hr	0	0
CO – Federal 8 hr	0	0
PM10 – State 24 hr	2	4
PM10 – Federal 24 hr	0	0
PM2.5 – Federal 24 hr	****	1***

*Preliminary Data, subject to revision or deletion.

Exceptional Events Request submitted to EPA for 4 exceedances not included in totals above. *Exceptional Events Request submitted to EPA for 1 exceedance not included in totals above. ****3rd QTR 2009 PM2.5 FRM data not yet posted to EPA AIRS Database.

✕ COMPLIANCE CORNER

Air Resources Board Proposing to Extend Phase Out of Tier 0 Engines

On November 9, 2009, the California Air Resources Board (CARB) held a public workshop to discuss proposed amendments to the Statewide Portable Equipment Registration Program (PERP) and the Airborne Toxic Control Measure (ATCM) for Diesel Fueled Portable Engines.

The PERP is a voluntary program that allows owners of qualifying portable equipment to obtain statewide registration in lieu of permits from each air quality management district in which the equipment might be operated. Portable engines include a wide variety of engine types and uses. Examples of portable engines and engine driven equipment include, but are not limited to, the following:

- Electrical generators
- Wood chippers
- Well drillers and pumps
- Tub grinders
- Compressors

The ATCM, a separate regulation crafted specifically for the purpose of reducing harmful diesel particulate emissions, contains a requirement that all diesel engines operating in California must be certified to an off-road emission standard (known tier standards) as of January 1, 2010, except for those engines designated as emergency use or low use. The PERP

regulation also states that registrations for engines not meeting a tier standard shall expire on December 31, 2009.

Engines that do not meet a tier standard are commonly referred to as Tier 0 engines. In recent months, owners of Tier 0 engines have expressed concern to ARB and local air districts that the phase out of Tier 0 engines will result in a financial hardship as the cost of replacing the older, more polluting engines will put considerable financial burden on businesses already struggling in the current economic downturn.

As a result of this concern, CARB staff is proposing to extend the phase out of Tier 0 engines for one more year. However, certain criteria must be met in order to qualify for the extension. Under the proposal, companies that own a total of 25 or fewer portable engines would be able to choose either one engine of any size, or alternately, select up to five engines not to exceed 500 total bhp as a maximum eligible for the one year extension of use. Additionally, in order to qualify, the engines would have to be previously registered in PERP or permitted by a local air district as of November 1, 2009.

CARB staff is planning on presenting the final proposal for adoption in January 2010. The full text of the proposed amendments can be found at <http://www.arb.ca.gov/portable/portable.htm>. If you have any questions concerning the PERP regulation or the ATCM you may call the AQMD's Compliance Assistance Program at (916) 874-4884.



AIR QUALITY
MANAGEMENT DISTRICT

777 12th Street, 3rd Floor
Sacramento, CA 95814-1908

PRESORTED
FIRST CLASS
U.S. POSTAGE
PAID
PERMIT NO. 24
SACRAMENTO, CA

Electronic Subscription:

In an effort to reduce our environmental impact we are offering an electronic subscription of the AIRlines newsletter.

Please e-mail
bmanzano@airquality.org
to change your subscription request and help us reduce our carbon footprint.

CAPITOL REPORT

Key bills signed by the Governor during 2009 will give the AQMD greater flexibility in re-allocating money for Goods Movement emissions reduction projects. These include cleaner truck engines and enabling local air districts to enforce the state's parking cash-out law. A vital project to the District empowers countywide transportation agencies, such as the Sacramento Transportation Authority, to submit to voters a measure to increase voter registration fees to fund transportation projects and mitigation projects.

The new year promises to be another year of intense fiscal pressure for the state. The District will do well to protect its existing funding. However, we continue to explore partnerships that could increase District authority to raise funds necessary to maintain a leadership role on GHG emissions reductions efforts in the county. Other issues include smog check reform and increasing penalties.

Washington, D.C is bustling with activity. The federal EPA has announced its official finding that greenhouse gases endanger the public health. This sets the stage for regulations, including a role for the AQMD in permitting large sources. The House has passed climate change legislation, although the Senate is moving more slowly. And finally, the federal stimulus legislation has given the AQMD a chance to apply for funding to support our diesel emissions reductions programs.

For more information, contact Chris Morfas, AQMD Legislative Liaison, at (916) 874-2876 or cmorf@airquality.org.

BOARD MEETINGS

The Board meets on the fourth Thursday of the month at 9:30 a.m. at 700 H Street, unless rescheduling is required. Closed sessions are typically held immediately following the regular meeting. Exceptions are noted below.

— 2010 —

January 28	July 22
February 18*	August 26
March 25	September 23
April 29*	October 28
May 27	November **
June 24	December **

*Rescheduled.

**To be determined as necessary.

The District Board of Directors normally does not meet during November and December. A meeting may be called if deemed necessary by the Executive Director/Air Pollution Control Officer.

Rules Update continued from page 3

in transportation, business machines, pleasure craft, and other applications. Also sets lower VOC limits for certain categories of metal coatings to conform to U.S. EPA's recent Control Techniques Guidelines document. *Public workshop tentatively scheduled for February or March 2010. Marc Cooley, (916) 874-4846.*

Sacramento Metropolitan Air Quality Management District Board of Directors

Sacramento County Board of Supervisors

Roger Dickinson	Susan Peters
Roberta MacGlashan	Jimmie Yee
Don Nottoli	

Sacramento City Council

Sandy Sheedy, Chair	Lauren Hammond
Steve Cohn	Robert King Fong

City of Folsom

Jeff Starsky

City of Citrus Heights

Dr. Jayna Karpinski-Costa

City of Elk Grove

Gary Davis

City of Galt/Isleton

Darryl Clare, Vice Chair

City of Rancho Cordova

Robert McGarvey

Air Pollution Control Officer

Larry Greene

Sacramento Metropolitan AQMD

Main Line	(916) 874-4800
Toll-Free Main Line	(800) 880-9025
Fax	(916) 874-4899
Air Quality Forecast	(916) 874-4801
AIRlines Editor, Lori Kobza	(916) 874-4811
Brandon Manzano	(916) 874-4362

Web Sites

SpareTheAir.com AirQuality.org



printed on recycled paper with soy inks