

Cleaning the air
that we breathe...



Hearing Held on Marine Vessel Emission Reduction Act of 2007

In August, Senator Barbara Boxer held a hearing at the Port of Los Angeles Administration Building in San Pedro on her "Marine Vessel Emissions Reduction Act of 2007" (S. 1499). In an effort to pressure the U.S. Environmental Protection Agency (EPA) into action, U.S. Senators Barbara Boxer and Dianne Feinstein introduced the landmark legislation in May 2007, requiring the federal government to adopt tougher pollution controls for ocean-going ships.

The overflow audience clearly supported the bill and included the mayors of both Long Beach and Los Angeles, as well as community, environmental justice and shipping industry representatives. The California Air Resources Board (CARB) Chair Mary Nichols, Los Angeles Mayor Antonio Villaraigosa, AQMD Board Vice Chair and Riverside County Supervisor S. Roy Wilson and the heads of the L.A. and Long Beach ports testified at the hearing in support of Boxer's legislation.

Congress Member Hilda Solis, who has proposed companion legislation in the U.S. House of Representatives (H.R. 2548), and two physicians also testified about the adverse health effects of particulate matter including increased cancer, respiratory and heart disease risks. Senator Boxer sharply criticized EPA's April decision to postpone regulating ocean vessel fuels until 2009. EPA let an April 27 deadline for developing regulations slip by and later announced the postponement. Despite a 1990 federal Clean Air Act mandate to adopt controls for ships and other off-road pollution sources, EPA, to date, has not adopted any significant emission control measures for ocean-going ships.

Due to the lack of current regulations, ships are virtually the only source category for which emissions are projected to increase in the future. Marine vessels burn fuel with extremely high sulfur content, resulting in over 50 percent of the sulfur oxides pollution in Southern California. If rules are not adopted, nitrogen oxide emissions from ships in the region are projected to grow from about 48 tons per day in 2005 to about 90 tons per day in 2020.

Under the Act, EPA is to limit the sulfur content of fuel used by domestic and foreign-flagged marine vessels when they enter or leave U.S. ports beginning December 31, 2010. Similarly, the Act requires EPA to set standards, for new and in-use engines in domestic and foreign-flagged ocean-going vessels that enter or leave U.S. ports, that achieve the maximum degree of emission reductions for NOx, PM, hydrocarbons and carbon monoxide achievable by no later than January 1, 2012.

For more information, contact Peter Greenwald at (909) 396-2111.



19th Annual Clean Air Awards

Each year, the SCAQMD recognizes companies, organizations and individuals who go above and beyond the call to help our region achieve clean air. Awards are given in the categories of advancement of air pollution control technology, innovative transportation projects, model community achievements, public education on air quality issues, and promotion of good environmental stewardship. Additional awards are given for leadership in government, and for outstanding contributions in the field of air pollution health research. This year's luncheon ceremony will be held on Thursday, October 18, 2007, at the Millennium Biltmore Hotel in downtown Los Angeles. Tickets are \$35 each, or \$350 for a table of ten. To reserve your seat or table, call Geri Bowen at (909) 396-2778, or e-mail her at gbowen@aqmd.gov

Luncheon Set for October 18

Federal Court Again Upholds Clean Vehicle Fleet Rules

In a major victory for clean air in the Southland, a federal appeals court for the second time in five years has upheld virtually all applications of the SCAQMD's clean fleet rules.

"This is great news for all residents of Southern California and especially for children, the elderly and those with heart and lung disease who are hardest hit by the region's poor air quality," said William A. Burke, Ed.D., SCAQMD's Governing Board Chairman.

The U.S. Court of Appeals for the Ninth Circuit on Aug. 20 issued a decision that largely upheld AQMD's clean fleet rules, adopted in 2000 and 2001 to reduce toxic and smog-forming emissions from transit buses, school buses, refuse trucks and other fleets in the region. The decision for the first time affirmed the application of the "market participant doctrine" to the federal Clean Air Act.

Under the market participant doctrine, when government agencies, such as SCAQMD, purchase goods and contract for services, their actions are not subject to preemption by federal statutes, such as the federal Clean Air Act. Further, as the court held in this case, the market participant doctrine applies not just when agencies seek to obtain the best price for goods and services, but also when they seek to further other goals, such as reducing or preventing air pollution.

The court's affirmation of state and local governments' authority to improve air quality through their actions as market participants could significantly enhance cleanup efforts nationwide, including those at the ports of Los Angeles and Long Beach.

For more information, contact Kurt R. Wiese at (909) 396-3460.

CARB to Meet in Diamond Bar to Consider Adoption of State and Local Air Quality Control Plans

The California Air Resources Board (CARB) is scheduled to hold public hearings at SCAQMD's Headquarters in Diamond Bar on September 27-28 to consider approval of the Statewide Implementation Plan (SIP), as well as the 2007 Air Quality Management Plan (AQMP) for the South Coast Air Basin, which is part of the SIP.

CARB has scheduled the SIP Hearing for state strategies on Thursday, September 27, and the hearing on the AQMP for local control strategies on Friday, September 28, 2007. CARB delayed action at the original adoption hearing in June when witnesses testified for almost 8 hours, urging CARB to do more in their plan to protect the health of Southern California residents from air pollution. As a result, CARB directed its staff to work closely with the SCAQMD to explore potential ways to strengthen their plan.

Previously, the SCAQMD Governing Board adopted the AQMP, a far-reaching clean air blueprint to address the public health crisis resulting from the nation's worst air pollution affecting almost 17 million people living in the region. The AQMP identified that 80 percent of Southern California's smog problem is caused by vehicles, trucks, trains, ships and other mobile sources, and 70 percent of the airborne cancer risk is directly attributed to diesel-fueled engines.

To attain the federal clean air standards by statutory deadlines, the AQMP relies on the successful implementation of dozens of mobile source and other air pollution control measures – implemented primarily by CARB, but also by the U.S. Environmental Protection Agency, SCAQMD, the Port of Los Angeles and Long Beach and the Southern California Association of Governments.

The CARB public hearings are scheduled to start at 9:00 a.m. in the Auditorium at SCAQMD's Headquarters, located at 21865 Copley Dr., Diamond Bar, CA 91765.

The agenda for the meetings and other information can be obtained on CARB's Web Site at: www.arb.ca.gov/homepage.htm. Information on the AQMP is available on the Web Site at: www.aqmd.gov/aqmp/AQMPintro.htm

For more information, contact Anupom Ganguli at (909) 396-3185.



Review of Compton Townhall Meeting

Wednesday, August 15, 2007

As part of SCAQMD's continuing Environmental Justice Program, a town hall meeting was held in Compton on August 15 at the Martin Luther King Jr. Transit Center. There were over 45 people in attendance, including Board Member Jan Perry, Compton Councilmember Barbara Calhoun, and City Manager Charles Evans. Compton Councilmember Calhoun and Board Member Perry welcomed the audience and SCAQMD staff gave an overview on local air quality issues. Besides discussing local air quality issues, the meeting focused on dust-related complaints, nuisance odors, and compliance with air quality regulations and air monitoring.

SCAQMD Strengthens Air Quality Rules for New Power Plants

The California Energy Commission (CEC) is responsible for permitting and authorizing the location of new power plants in the state to serve the state's energy needs. The SCAQMD is responsible for ensuring that they meet all emission standards adopted by the SCAQMD Board. At its August meeting, the SCAQMD Board amended Rule 1309.1 – Priority Reserve – establishing more stringent criteria for new power plants in areas heavily impacted by pollution to ensure adequate public health safeguards for residents in such communities.

The action reflects SCAQMD Board direction and public feedback on the need to minimize local air quality impacts from new power plants.

Rule 1309.1 – Priority Reserve – is a "bank account" of emission reduction credits which prior to 2001 was only available to essential public service providers, such as publicly owned sewage treatment plants, as well as innovative technology and research projects. SCAQMD's Priority Reserve receives credits when facilities permanently shut down and surrender their offsets. Rule 1309.1 was amended to strengthen the air quality requirements for proposed power plants such that those built will be among the cleanest in the world. The amendment also provided electrical generating facilities (EGFs) access to the Priority Reserve credits subject to certain limitations and criteria, including the payment of a mitigation fee. The credits will only be available to power plant projects that filed an application with the California Energy Commission and a permit application with the SCAQMD during calendar years 2005 through 2008.

Prior to obtaining credits, power plants must receive certification from the California Energy Commission and sign a long-term contract to sell electricity in Southern California.

Mitigation fees generated from the sale of pollution credits will be used to fund pollution-reduction programs, including renewable energy projects. Fees also will be used to fund research of alternative and renewable energy sources; advanced pollution controls for power plants and health effects of air pollution.

For more information, please contact Elaine Chang at (909) 396-3186.

SCAQMD's High Emitter Repair or Scrap (HEROS) Program

In 2005, the SCAQMD Board approved a landmark \$4 million voluntary pilot program to detect "gross-polluting" vehicles using remote sensing, and to provide incentives to repair them or scrap and replace them.

Remote sensing devices measure a vehicle's emissions by projecting beams of both infrared and ultraviolet light across a roadway such as a freeway on-ramp. As a vehicle passes by, its tailpipe emissions absorb some of the light. A sensor receives the light after it passes through the tailpipe emissions and a computer calculates the vehicle's emissions level. At the same time, a video camera captures the vehicle's license plate and a computer logs and digitizes the emissions and license plate information.

When a vehicle is identified as a high emitter, the motorist is contacted via mail but is under no obligation to bring their vehicles in for testing or repair. However, SCAQMD does offer up to \$500 to repair a vehicle or \$1,000 to scrap it if repairs prove too costly. Motorists meeting the state's low-income guidelines will be eligible for an additional \$1,000 to scrap their vehicle if they replace it with a used car certified at Low Emission Vehicle emission standards.

The program aims to gather remote sensing records of 1 million individual vehicles -- about 10 percent of all vehicles in the region. Of those, the highest-emitting 1 to 2 percent will be invited to participate in the program. Remote sensing started in late March 2007 and is expected to continue through April 2008. Remote sensing equipment will be located for a few days at a time at more than 100 sites across four counties, most likely on freeway on-ramps. These sites will not be publicized and will be rotated on an unannounced basis to ensure a representative sampling of the region's vehicles. Monitoring will not alter or slow traffic flows in any way.

In order for a vehicle to be accepted into HEROS, it must meet the following guidelines:

- Be currently and continuously registered for the past two years in the four-county South Coast Air Quality Management District jurisdiction; and
- Be more than three months away from its next Smog Check.

For more information on the HEROS program, contact Randall Pasek or Phil Barroca at (909) 396-3044.

CARB Adopts Rule to Reduce Diesel Emissions from Off-road Vehicles

The California Air Resources Board (CARB) adopted a landmark rule in July that will not only significantly reduce diesel emissions from construction equipment and other off-road vehicles statewide by 2020, but also will allow SCAQMD the option of achieving additional emission reductions sooner.

Under the new statewide regulation, operators of off-road vehicle fleets must reduce diesel emissions by retrofitting existing vehicles with diesel emission control devices, replacing existing engines with cleaner engines, retiring high-polluting vehicles or rendering them as low-use vehicles. The rule also limits unnecessary idling. The strictest provisions of the rule apply to the largest fleets that have the most significant emissions. The measure is expected to reduce 48 tons per day of nitrogen oxide

(NOx) emissions and 5.2 tons per day of particulate matter (PM2.5) emissions statewide by 2020.

Under an additional provision proposed by SCAQMD and adopted by the CARB, SCAQMD and other California air districts needing to meet federal air quality standards will be able to opt in to more stringent NOx emission reduction targets than required by the statewide rule. The provision allows air districts to use Carl Moyer Program funding or other available funds to assist fleets to comply with these more stringent NOx emission reduction targets. In SCAQMD's jurisdiction, this could double the NOx reductions and assist the region in meeting the federal PM2.5 air quality standard by 2014.

SCAQMD's Administrative Committee has given a preliminary recommendation to set aside \$120 million -- \$30 million per year for four years -- to assist fleets with larger-horsepower vehicles operating in the South Coast basin to replace or rebuild their older, dirtier engines. The most cost-effective projects would receive funding first.

For more information, contact Henry Hogo at (909) 396-3184.



Board Endorses Latest Recommendations to Streamline Permitting Process

At its July 13, 2007 meeting, SCAQMD's Governing Board endorsed the combined efforts of the Permit Streamlining Task Force (PSTF) and SCAQMD staff in developing a set of about 40 new permit streamlining recommendations during Fiscal Year 2006-07.

The PSTF was first formed in 1998 under an initiative by the SCAQMD Governing Board. Task Force members have included Governing Board members and representatives from local government, industry, environmental organizations and environmental consultants. The PSTF was reconvened in 2005 to evaluate opportunities to further optimize permitting efficiency.

SCAQMD has pioneered and been engaged in permit streamlining efforts since the early 1990s. Many of the resulting streamlining measures have been subsequently adopted into state law for other air districts. As a result, although the permit processing staff has been reduced by almost 40% since 1990, the permitting efficiency (number of applications processed per engineer) has increased by 47% in spite of having to implement more complex programs such as RECLAIM, Title V, toxic rules, and expanded public notices.

SCAQMD staff will continue to work with the PSTF to develop and implement additional permit streamlining measures to enhance permitting at SCAQMD.

For more information, contact Mohsen Nazemi at (909) 396-2662.



PROFESSIONAL GARDENERS HELP CLEAN THE AIR

During July 2007, SCAQMD kicked off a series of events to exchange 1,500 older highly polluting professional leaf blowers for newer, low-emission models.

Southland professional gardeners and SCAQMD have reduced 14 tons per year of smog-forming pollution through this exchange of old, highly polluting leaf blowers for newer, cleaner models.

"We are very pleased with the overwhelming participation in the program," said William Burke, SCAQMD's Chairman. "Gardeners did their part not only for clean air but took an important step in protecting their health by reducing their personal exposure to harmful smog-forming emissions."

At six sold-out events conducted in Los Angeles, Orange, Riverside and

San Bernardino counties in July, SCAQMD exchanged older, dirtier leaf blowers for new, low-polluting and low-noise models manufactured by STIHL. In one year, the average blower emits as much pollution as 80 new cars, each driven 12,500 miles. In contrast, the STIHL models are nearly four times cleaner than the California Air Resources Board's standard for new blowers.

The blowers were offered to professional gardeners at a deeply discounted price of \$200, a \$270 savings off the retail price of \$470. The program was open to professional gardeners and landscapers who lived and worked in SCAQMD's four-county jurisdiction. Each gardening and landscaping business was able to exchange up to 10 blowers.

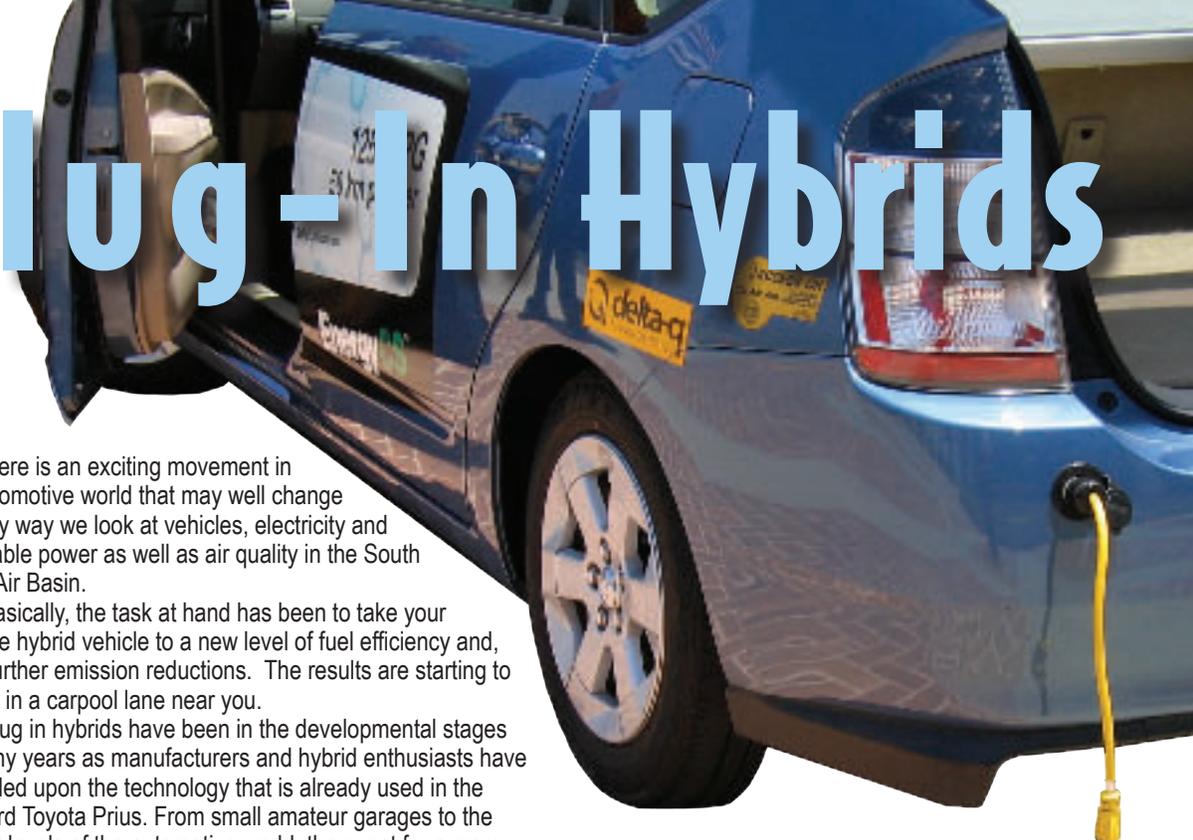
This was the second year in a row SCAQMD sponsored its leaf blower exchange program for professional gardeners. To date, SCAQMD has exchanged 3,000 blowers, reducing nearly 28 tons of smog-forming pollution a year.

The STIHL BR 500 blower exchanged through SCAQMD's program is nearly four times cleaner than the state's standard set for new blowers and is about 40 times quieter than the average new two-stroke backpack blower.

Individuals interested in future exchange programs can sign up to receive e-mail notification at <http://www.aqmd.gov/listserver/list.aspx>. To learn more about the STIHL BR 500 blower, visit STIHL at <http://www.stihlusa.com/blowers/BR500.html>.

For more information, contact Shashi Singeetham at (909) 396-3298.

Plug-In Hybrids



There is an exciting movement in the automotive world that may well change the very way we look at vehicles, electricity and renewable power as well as air quality in the South Coast Air Basin.

Basically, the task at hand has been to take your average hybrid vehicle to a new level of fuel efficiency and, thus, further emission reductions. The results are starting to appear in a carpool lane near you.

Plug in hybrids have been in the developmental stages for many years as manufacturers and hybrid enthusiasts have expanded upon the technology that is already used in the standard Toyota Prius. From small amateur garages to the highest levels of the automotive world, the quest for a more efficient hybrid has brought about a new era in technological advancement for the average consumer.

By adding additional capacity and using more powerful lithium ion batteries to an existing hybrid chassis, hybrid advocates have long been able to champion 100 MPG rates that far exceed those of the standard hybrid. The problems in this area lie with the near \$10,000 battery alteration cost, the increased weight and a voided manufacturer's warranty.

As the movement for a more efficient hybrid vehicle progressed, the concept of plugging a hybrid into the existing electrical grid developed and became a reality. Today prototype hybrids exist that allow drivers to recharge the vehicle's batteries using a standard 110 volt outlet and then enable the average commuter to make their entire commute on all electric power.

The benefits of this expanded battery capacity combined with hybrid technology bring about the likelihood of completely emission-free driving based on average commute distances. Should the more powerful lithium ion batteries become depleted on longer all-electric powered trips; the plug-in hybrid will then function like a standard hybrid and use the onboard gasoline engine for power and battery recharge. Additional benefits arise when a driver connects their plug-in hybrid at night when electricity rates are reduced.

In recent months, state and federal legislators have

been actively developing new laws and programs to speed up the development, production and use of plug-in hybrids. The SCAQMD is supporting, Assembly Bill 1077, the California Plug-In Hybrid Electric Vehicle Leadership Act of 2007 by Assembly Member Sally Lieber of Mountain View. This legislation would accelerate the development of plug-in hybrid technology for Californians and the greater automobile market.

At the Federal level, the House of Representative recently passed the DRIVE Act which provides up to a \$4,000 tax credit incentive for consumers that purchase plug-in hybrids. The legislation also provides support for improved diesel and battery technology as well as a reduction in tax breaks for oil and gas companies.

Although these exciting new cars seem futuristic, their availability at your local auto dealer's showroom is not that far away. Toyota is presently road testing plug-in hybrids in Japan and has just delivered a few factory produced plug-in hybrid vehicles to UC Berkeley and UC Irvine for study. Other car makers including Ford, Chrysler and Chevrolet are also testing similar types of plug-in hybrid powered vehicles and all-electric automobiles for potential future mass production. *For more information, please contact Lisa Mirisola at (909) 396-2638.*

Upcoming Events

In the coming weeks and months, SCAQMD will be partnering with several community, health, and educational organizations to promote better air quality and improved health.

Saturday-Monday, September 1-3, 2007

African Marketplace & Cultural Faire

Rancho Cienega Park, 5001 Rodeo Road, Los Angeles
10 a.m. – 9 p.m.

Saturday, September 29, 2007

**Fall 2007 Symposium, L.A. Society of Allergy,
Asthma & Clinical Immunology**

Skirball Cultural Center, 2701 N. Sepulveda Blvd., Los Angeles
8 a.m. – 1:30 p.m.

Sunday, September 30, 2007

**Asthma Walks 2007 – California State University,
San Bernardino & Irvine Spectrum, Irvine**

Beginning at 8 a.m.

Saturday, October 6, 2007

Pacoima Beautiful Family Day

Pacoima Community Center, 11243 Glenoaks Blvd., Pacoima

RULE UPDATE

The following proposed and amended rules and regulations are tentatively scheduled for hearing at upcoming Governing Board meetings. To verify whether scheduling changes have occurred, visit the SCAQMD Web site at www.aqmd.gov/hb/gb_cal95.html and check the Rule and Control Measure item on the Governing Board meeting agenda or call the Clerk of the Board's Office at (909) 396-2500.

Copies of SCAQMD rules and regulations can be downloaded from the Web site at www.aqmd.gov/rules/rules.html or provided by SCAQMD's Public Information Center at (909) 396-2039.

September

Proposed Amended Rule 1112.1-Emissions of Particulate Matter from Cement Kilns

May adjust the allowable concentration or averaging time for carbon monoxide emissions for gray cement kilns
For more information, contact Larry Bowen at (909) 396-2575 or lbowen@aqmd.gov.

Proposed Amended Rule 1175-Control of Emissions from the Manufacture of Polymeric Cellular (Foam) Products

Would add an alternate compliance option to demonstrate equivalent emission reductions.
For more information, contact Larry Bowen at (909) 396-2575 or lbowen@aqmd.gov.

October

Proposed Amended Rule 222.1-Filing and Registration of Architectural Coatings

Would establish a registration program for architectural coatings.
For more information, contact Larry Bowen at (909) 396-2575 or lbowen@aqmd.gov.

Proposed Amended Rule 1110.2-Emissions from Gaseous- and Liquid-Fueled Engines

Would include changes to emission limits for stationary internal combustion engines and monitoring and testing requirements, frequency and methods.
For more information, contact Marty Kay at (909) 396-3115 or mkay@aqmd.gov.

Proposed Rule 1139 (Phase II)-Reduction of VOC Emissions from Cleaning Operations at Large Institutional and Commercial Facilities

Would establish usage limits for cleaning products used at institutional and commercial facilities with large VOC emissions from the use of these products.
For more information, contact Larry Bowen at (909) 396-2575 or lbowen@aqmd.gov.

Proposed Amended Rules 1401-New Source Review of Toxic Air Contaminants; 1402-Control of Toxic Air Contaminants from Existing Sources

To be updated to add diesel particulate from internal combustion engines.
For more information, contact Susan Nakamura at (909) 396-3105 or snakamura@aqmd.gov.

1403-Asbestos Emissions from Demolition/Renovation Activities

The proposed amendments to Rule 1403 will further improve enforcement and clarify the intent of certain rule requirements.
For more information, contact Lee Lockie at (909) 396-2390 or llockie@aqmd.gov.

1471-Agricultural Stationary Compression Ignition Engines

CARB is developing an air toxics control measure to reduce diesel particulate emissions from stationary diesel powered agricultural engines that are used for growing crops, raising fowl or other animals at farms, ranches, universities, or other places. Rule 1471 will implement CARB's control measure for diesel-powered agricultural engines and may consolidate requirements for agricultural engines from Rule 1470.
For more information, contact Susan Nakamura at (909) 396-3105 or snakamura@aqmd.gov.

Proposed Amended Rule 1472-Risk Requirements for Stationary Diesel-Fueled Internal Combustion and Other Compression Ignition Engines

Will address the health risk from diesel particulate from existing stationary internal combustion engines.
For more information, contact Susan Nakamura at (909) 396-3105 or snakamura@aqmd.gov.



Clean Air PEOPLE

Meet the diversely talented people who work at the SCAQMD

SCAQMD
Advisor

Temecula Town Hall Meeting

A town hall meeting was held in Temecula on Wednesday, June 20, 2007 at the Public Library with Board Member Jane Carney, Deputy Executive Officers Elaine Chang and Chung Liu, Assistant Deputy Executive Officer/Public Advisor Anupom Ganguli, Principal Deputy District Counsel Barbara Baird, Principal Deputy District Prosecutor Allen Mednick, and Cher Snyder, Senior Enforcement Manager serving as SCAQMD panelists. Temecula Mayor Chuck Washington welcomed the audience.

SCAQMD presented an overview on local air quality issues and followed with a question and answer period. Over 80 local residents attended, many representing the community groups concerned about the proposed Liberty Quarry Mining Project. In addition to discussing the quarry, attendees discussed issues such as dust from off-road vehicles, emissions from local businesses and foreign registered vehicles, and the need for clean transportation.

Clean Air Car Show & Film Festival

On July 22nd, the SCAQMD participated at the South Pasadena Clean Air Car Show & Film Festival displaying a fuel cell vehicle, Ford Escape hybrid and electric lawn mower. Over 20 vehicles were on display at the event. In addition, the movie, "An Inconvenient Truth" was shown.

For more information, contact Lourdes Cordova Martinez at (909) 396-3214.

Recent Events

A special recognition of a group of diversely talented people who recently retired from working at SCAQMD

A Typist Clerk, Payroll Clerk, Personnel Analyst, Affirmative Action Officer, Air Pollution Engineering Inspector, Senior Air Quality Engineer, Supervising Air Quality Engineer, Senior Air Quality Engineering Manager, Air Pollution Inspector, Staff Specialist, Fiscal Officer, Senior Public Information Specialist, Source Testing Engineer, Program Supervisor – All of these jobs held by only four SCAQMD Staff with an accumulated 139 years of SCAQMD experience, and now all are retired. This article is dedicated to the average 35+ years of service each from Moustafa Elsherif, Dellena Floyd, Ron Ketcham and Dave Schwien.

Moustafa Elsherif received his bachelor's degree in mechanical engineering from Cairo University and a master's degree from California State University, Long Beach. Moustafa began his employment with the Los Angeles County Air Pollution Control District in 1974. At his retirement date in July, Moustafa held the position of Program Supervisor in Area Sources, with responsibility of administering the large water heater and small boiler certification program under Rule 1146.2. Under this program, over a thousand equipment models from approximately 75 equipment manufacturers have been certified by SCAQMD.

His retirement plans include spending more time with his grandchildren, and to seek out opportunities to help underdeveloped countries improve their air quality.

Dellena Floyd began her employment with the Los Angeles County Air Pollution Control District on February 28, 1972 and was promoted up through the ranks – in Payroll and in Human Resources – and, in 1997 became SCAQMD's Affirmative Action Officer, a position she held until her retirement last month. In that prominent capacity, Dellena prepared the agency's affirmative action plans and reports, ensured compliance with nondiscrimination laws, provided employee training, and oversaw the Employee Diversity Awareness Committee, a group of SCAQMD employees who meet monthly to organize a variety of very popular functions that promote cultural awareness and express the broad and stimulating diversity of SCAQMD's workforce.

Her retirement plans include a trip to South Africa, resuming piano lessons, volunteering at her grandson's high school, and spending time with family and friends.

Ron Ketcham holds a bachelor's degree in government and public service from California State University, Los Angeles. Ron began his

employment with the Los Angeles County Air Pollution Control District in 1971. Prior to being employed with the L.A. County APCD, he was a Captain in the U.S. Air Force.

Ron began his retirement in August of this year, vacating his Senior Public Information Specialist position where he was responsible for developing and implementing local government outreach programs, serving as liaison for SCAQMD's Speakers' Bureau Program, and for facilitating and hosting visitors who come to SCAQMD from around the world to learn about our air quality programs.

Ron intends to do some traveling, catch up on projects at home, and become more active in several non-profit organizations he has been involved with over the years.

And finally, Dave Schwien, who holds a bachelor's degree in chemical engineering from USC, began his employment with the Los Angeles County Air Pollution Control District on May 22, 1972. He was promoted up through the ranks and held the position of Sr. Air Quality Engineering Manager. His diverse management background includes rule-making, compliance, and permitting.

Dave had been responsible for regulating some of the largest emission sources, including refineries; cement, aggregate, and concrete plants; and food, textile, fiberglass, foam, and coating manufacturing operations.

He is looking forward to doing more fishing, traveling around our beautiful country with his wife, taking Spanish classes and volunteering with Jimmy Carter's Habitat for Humanity to build affordable houses for people in need.

We say goodbye to our friends and wish them only the best.



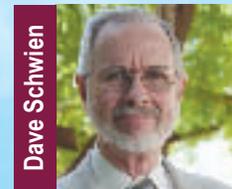
Moustafa Elsherif



Dellena Floyd



Ron Ketcham



Dave Schwien



SCAQMD

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Briefly...

Rule Compliance Promotion Classes

Rule 403-Controlling Dust in the South Coast Air Basin

- Every third Wednesday of the month

This half-day class is held at SCAQMD's Diamond Bar headquarters from 8:30 a.m. to 11:30 a.m. There is no fee, but pre-registration is required. To register, call toll free 1-866-861-DUST (3878) or email dustcontrol@aqmd.gov.

Rule 403.1-Controlling Dust in the Coachella Valley

- Every third Thursday of the month

This course is held from 1:00 p.m. to 4:30 p.m. at the Coachella Valley Association of Governments, Room 119, 73-710 Fred Waring Dr., Palm Desert, CA, 92260. There is no fee, but pre-registration is required. To register, call toll free 1-866-861-DUST (3878) or email dustcontrol@aqmd.gov.

Rule 461-Gasoline Transfer and Dispensing

Daily Self-Inspection

- December 6, 2007
This is a one-day class. \$50.00 fee.

Annual Periodic Inspection

- November 29 & 30
This is a two-day class. \$150.00 fee.

Tester Orientation

- December 4
This is a one-day class. \$100.00 fee.

Rule 1403-Asbestos Demolition/Renovation Activities

- September 19
- October 17
- November 21
- December 19

The classes are held from 8:00 a.m. to 1:00 p.m. at SCAQMD headquarters. There is a \$32.75 class fee.

To register call (909) 396-2381 or send e-mail to jmoore@aqmd.gov.

Rule 2202-Employee Transportation Coordinator Training

- Sept., 13, Santa Monica Place Mall, 395 Santa Monica Place, Santa Monica
 - Oct. 10, SCAQMD's Diamond Bar Headquarters
 - Oct. 18, Ashley Furniture, 1601 Ashley Way, Colton
 - Nov. 7, Metropolitan Transportation Authority, One Gateway Plaza, Los Angeles
 - Nov. 28, SCAQMD's Diamond Bar Headquarters
 - Dec. 5, SCAQMD's Diamond Bar Headquarters
- Classes are held from 8:00 a.m. to 5:00 p.m. Registration fee is \$61.70 per person. Enrollment is limited to 20 students and classes will be filled on a first-come, first-served basis

- *To register, call (909) 396-2777 or e-mail etctraining@aqmd.gov.*

SCAQMD Advisor

This bimonthly news publication is produced by the South Coast Air Quality Management District's (SCAQMD) Public Affairs Office. SCAQMD is the air pollution control agency for Orange county and major portions of Los Angeles, San Bernardino and Riverside counties. *SCAQMD does not endorse or warrant any products, services or companies mentioned in this publication.*

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