



**South Coast
AQMD**

South Coast Air Quality Management District

21865 Copley Drive
Diamond Bar, CA 91765-4178

Return Service Requested



Briefly...

Rule Compliance Promotion Classes

Rule 403 – Controlling Dust in the South Coast Air Basin

• Every third Wednesday of the month (no classes held November & December). This three-hour 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. Class and registration information is available at aqmd.gov/aqmd/aqmd_training.htm under "Controlling Dust in the South Coast Air Basin (Rule 403)."

To register e-mail dustcontrol@aqmd.gov or call toll-free 1-866-861-DUST (3878).

Rule 403 & 401.1 – Controlling Dust in the Coachella Valley

• Every third Thursday of the month (no classes held November & December). 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. Class and registration information is available at aqmd.gov/aqmd/aqmd_training.htm under "Controlling Dust in the Coachella Valley (Rule 403 & 403.1)."

To register email dustcontrol@aqmd.gov or call toll-free 1-866-861-DUST (3878).

Rule 461 – Gasoline Transfer and Dispensing Compliance Training Daily Self-Inspection Class for Gasoline Service Station Owners/Operators - \$145.23 per person.

- June 20, 2014
- November 14, 2014

Annual Periodic Inspection Class for Gasoline Service Station Owners/ Operators - \$158.95 per person.

- June 27, 2014
- November 21, 2014

Tester Orientation Training - \$151.10 per person.

- June 13, 2014
- August 15, 2014

Classes are held from 8:00 a.m. to 5:30 p.m. at SCAQMD's Diamond Bar Headquarters. Pre-registration is required. No walk-in registrations. Class and registration information is available at aqmd.gov/aqmd/aqmd_training.htm under "Gasoline Transfer & Dispensing (Rule 461)."

Contact Yvonne Hoo at yhoo@aqmd.gov or (909) 396-2387 for additional information and to register.

Rule 1403 – Asbestos Emissions from Demolition/Renovation Activities

- May 14, 2014
- July 16, 2014
- September 17, 2014

Classes are held from 8:00 a.m. – 1:00 p.m. at SCAQMD Diamond Bar Headquarters

(Room CC6). Registration fee is \$79.05 per person and pre-registration is required. Class and registration information are available at aqmd.gov/aqmd/aqmd_training.htm under "Rule 1403 - Asbestos Demolition & Renovation Compliance Assistance Class."

Contact Walter Shen at (909) 396-2487 or email WShen@aqmd.gov for additional information and to register.

Rule 2202 - Employee Transportation Coordinator (ETC) Training

- May 21, 2014, SCAQMD Headquarters, Diamond Bar
- June 11, 2014, LAX - Flight Path Museum, Los Angeles
- June 26, 2014, SCAQMD Headquarters, Diamond Bar

Classes are held from 8:00 a.m. to 5:00 p.m. each day. Enrollment is limited to 18 students. Classes will be filled on a "first-come, first-served" basis. Pre-registration is required. Enrollment fee is \$163.97 per person. Class information is available at aqmd.gov/aqmd/aqmd_training.htm under "Rule 2202-Employee Transportation Coordinator Training."

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

SCAQMD ADVISOR

This bimonthly news publication is produced by the South Coast Air Quality Management District's (SCAQMD) Legislative & 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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CORRECTION

The March issue's Did You Know column incorrectly stated how many miles a new car must be driven to generate the same amount of emissions as a typical older gasoline-powered lawn mower in one year. The correct figure is 22,000 miles.



SCAQMD

*Cleaning
the air
that we
breathe...*

ADVISOR

Volume 21 • Number 4 • May 2014

Unseasonable dryness and low winds this past winter, combined with uncommonly stagnant weather conditions, have resulted in an upswing in bad air days.

The worst months for smog in the South Coast region are generally May through October, commonly referred to as “smog season.” Smog is especially bad in the inland areas during those months. However, this winter was considerably drier than normal, with just a trace of rainfall recorded in January. So little rain fell in 2013 that last year is recorded as California’s driest since 1877. Amidst all of this, in January Gov. Jerry Brown declared a drought emergency for the state.

The location and severity of smog are partially the result of weather and regional geography. When Southern California’s heat and sunshine combine, they “cook” the mix of pollutants in the air to form smog. The region’s mountains prevent winds from pushing out the smog, and a frequent inversion layer – essentially a layer of warmer air higher up – traps the pollution below. But in the winter, rains often clear out the pollution, and so those are generally the clearer months. Not this past winter, though.

A high-pressure zone sitting off the West Coast for months kept the region dry by keeping away the rain. That led to worse air pollution across the entire Southwest. The stagnant conditions trapped fine particulate pollution (PM2.5) close to the ground, prolonging the smoggy haze which threatens public health.

Such weather has increased fine particulate levels just as the South Coast air basin is approaching attainment of the federal health standards for PM2.5. To mitigate the pollution, SCAQMD and other air districts across the state have issued a record number of no-burn alerts to prevent residential wood burning. SCAQMD issued 16 no-burn alerts, while the Bay Area Air Quality Management District issued 30 “Spare the Air” days, up from 10 last year. The San Joaquin Valley Air Pollution Control District, which covers eight counties from Bakersfield to Stockton in the Central Valley, declared more than double the number of alerts – with 51 no-burn days declared in Kern County and 45 in San Joaquin County.

As winter ends and smog season begins, residents are encouraged to conserve the state’s limited water supplies by cutting back on watering lawns and landscaping. Water conservation also reduces emissions from regional power generation that’s needed to pump and move water supplies.

California Drought Affecting Regional Air Quality

International Marine Organization Halts Proposed Delay to Marine Vessel Anti-Pollution Rules; Adopts Compromise



SCAQMD Staff to Participate in ACS Relay for Life

This year SCAQMD will be the proud Gold Sponsor of the American Cancer Society Relay for Life in Diamond Bar. The event will take place at Lorbeer Middle School on Saturday, June 7th and conclude the following day. SCAQMD staffers will participate as an official team and take turns walking for the 24-hour event.

The Relay for Life event in Diamond Bar is an opportunity for the community to honor cancer survivors, remember loved ones, and commit to continue the fight to find a cure. All proceeds raised go towards research and programs.

Numerous studies show links between air pollution and cancer. In fact, the cancer research arm of the World Health Organization (WHO) recently declared both air pollution in general, and particulate matter (a component of air pollution), to be carcinogens. According to WHO, particulate matter pollution is estimated to be the cause of about 16% of lung cancer deaths worldwide.

Visit relayforlife.org to learn about the Relay for Life events happening in your area, or to sign up to participate. To join the SCAQMD team at the June 7th event, contact Leor Alpern at lalpern@aqmd.gov or at (909) 396-3663.

The international body overseeing pollution from ocean-going vessels fought back a proposal by Russia for a five-year delay in implementing significantly lower nitrogen oxide (NOx) emissions limits, but approved a compromise position to protect North America.

In April, the Marine Environment Protection Committee (MEPC) of the International Maritime Organization (IMO) met in London, England, and derailed Russia's effort to postpone implementation of marine diesel engine Tier III nitrogen oxide (NOx) emissions limits worldwide, from 2016 to 2021. However, a compromise proposal was adopted to keep the 2016 deadline for ships sailing near North America while postponing the deadline for ships sailing elsewhere.

The NOx emission limits for new ships built beginning in 2016 are critical to efforts, both nationally and in the South Coast region, to reduce air pollution from ocean-going engines, to protect public health, and to help attain federal air quality standards by required timelines. In Southern California, a delay of these rules would have been extremely detrimental to local efforts to achieve healthy air. The pollution from these ships not only affects coastal regions of the U.S.; marine pollution has been documented as drifting inland to most states in the nation.

The NOx rules at issue are a part of a larger set of regulations that apply within the North American Emission Control Area (ECA), a 200 nautical mile wide buffer in effect along U.S. and Canadian coastal waters. These rules provide greater air quality protections against the heightened amount of ship pollution in that area. The approved compromise requires all ships built in 2016 and after to install the necessary new technology to achieve the reduced NOx limits in order to operate within the North American ECA boundaries.

SCAQMD worked with the California Air Resources Board, the U.S. Environmental Protection Agency, the U.S. Coast Guard, the U.S. State Department, as well as members of Congress in support of the international effort to retain the current deadlines for these standards. This effort focused on preserving the essential emission benefits that will result from the NOx rules, which will have widespread public health benefits throughout the South Coast and the U.S.



Demonstration Program to Monitor Toxics from Lead-Acid Battery Facilities

In an effort to better protect residents from exposure to toxic emissions, SCAQMD will undertake two demonstration programs to help assess metal emissions from the region's two large lead-acid battery recycling facilities.

Under the regulation approved by SCAQMD's Board on Friday, March 7, Exide Technologies in Vernon and Quemetco in City of Industry will fund a demonstration program using a continuous emissions monitoring system (CEMS) for multiple toxic metals on an exhaust stack. In addition, SCAQMD will fund a second demonstration program that will continuously measure metals in the outdoor ambient air near these two large lead-acid battery recycling facilities.

The in-stack CEMS equipment will be operated for approximately five months at each facility. SCAQMD staff will oversee the program and conduct necessary data analysis and reporting, as well as concurrent source testing to evaluate the performance of the technology. Results from the program are expected by fall 2015.



26th Annual Clean Air Awards

Clean Air Awards Seeking Nominations

Do you know a company or individual making a positive difference in improving our air quality? Do you want them to be recognized for their hard work in achieving environmental goals? Then we invite you to nominate them for a Clean Air Award before the June 3rd deadline.

Each year, SCAQMD recognizes companies, organizations and individuals who have made significant contributions to cleaning the air that we breathe and creating a more sustainable economy.

Awards are presented in the following categories: Advancement of Air Pollution Control Technology, Innovative Transportation Projects, Model Community Achievement, Public Education on Air Quality Issues, and Promotion of Good Environmental Stewardship.

SCAQMD also provides two additional awards: the S. Roy Wilson Memorial Award for Leadership in Government and the Robert M. Zweig M.D. Award for outstanding contributions to the field of air pollution health research.

Winners will be honored at the 26th Annual Clean Air Awards Luncheon to be held on Friday, October 3, 2014, at the historic Millennium Biltmore Hotel in downtown Los Angeles.

Please visit CleanAirAwards.com

to submit a nomination, for more information on the criteria for nominations, to receive a list of past winners, and to get information on attending the awards luncheon. All nominations must be postmarked, emailed or submitted on-line by 11:59 p.m. on Tuesday, June 3, 2014.

For more information contact SCAQMD's Legislative & Public Affairs Office at (909) 396-2432 or email CleanAirAwards@aqmd.gov.

Demonstration Program Initiated to Showcase CNG Parking Lot Sweeper

SCAQMD has once again come up with a program that is sure to please – clean parking lot sweepers. While clean street sweepers are currently in use in the four-county region, the clean parking lot sweeper will be the first of its kind.

Seattle-based Nite Hawk Sweeper Company will implement a two-year compressed natural gas (CNG) sweeper demonstration program. During this period fleet managers throughout the South Coast air basin will be offered instruction on operating the sweeper, fuel costs and other differences between CNG and gasoline models. Fleet participants are responsible for fuel costs and are to report back to SCAQMD regarding their hands-on experiences with the clean sweepers.

There are currently 500 to 700 diesel and gasoline powered parking lot sweepers operating in portions of Los Angeles, San Bernardino, Orange, and Riverside counties to clean parking lots for retail shopping centers, office parks, university campuses, and other locations. Converting these sweepers to CNG would generate important emission reductions and reduce exposure to toxic diesel particulate emissions.

Sweepers are produced in a range of sizes and configurations with various performance capabilities. Municipal street sweepers that operate on fixed street routes are designed with higher capacities and other design modifications when compared to medium-duty sweepers used for cleaning parking lots. While street sweepers powered by CNG are common across the region, this demonstration program could establish a new market for private and public fleets of CNG-powered parking lot sweepers.



Pollution in Other Nations a Growing Problem



The photo of a woman dabbing her eyes with a handkerchief as she walks along a smog-filled downtown Los Angeles street has been an iconic image representing the severe levels of air pollution that Southern Californians dealt with in the 1940s, 50s and 60s. While the South Coast basin is still one of the most polluted regions in the nation, it has come a long way since the days when thick clouds of throat-burning, eye-stinging smog permeated the air. Although the Southland air is much cleaner than it was decades ago, pollution is a growing problem in other places around the globe.

Once known for its abundance of bicyclists and its lack of motor vehicles, China is now widely known for its thick smog. With the growth of its middle class, China now has more than 120 million cars and another 120 million motor vehicles of other kinds. As a result of weak fuel economy standards, and equally weak air pollution laws, emissions from mobile sources are significant, though not the major contributor (just 25% of all emissions) to China's air pollution problem.

The bulk of the pollution comes from the nation's massive industrialization efforts over the past decade. A recent McKinsey & Co report projects that if the industrialization trend continues, China could build a new Chicago each year until 2030. Despite recent investments in renewable energy, China generates 70 percent of its electricity from coal. According to the U.S. Energy Information Administration, China is burning as much coal as the rest of the world combined, and China's coal is also a major source of greenhouse gases.

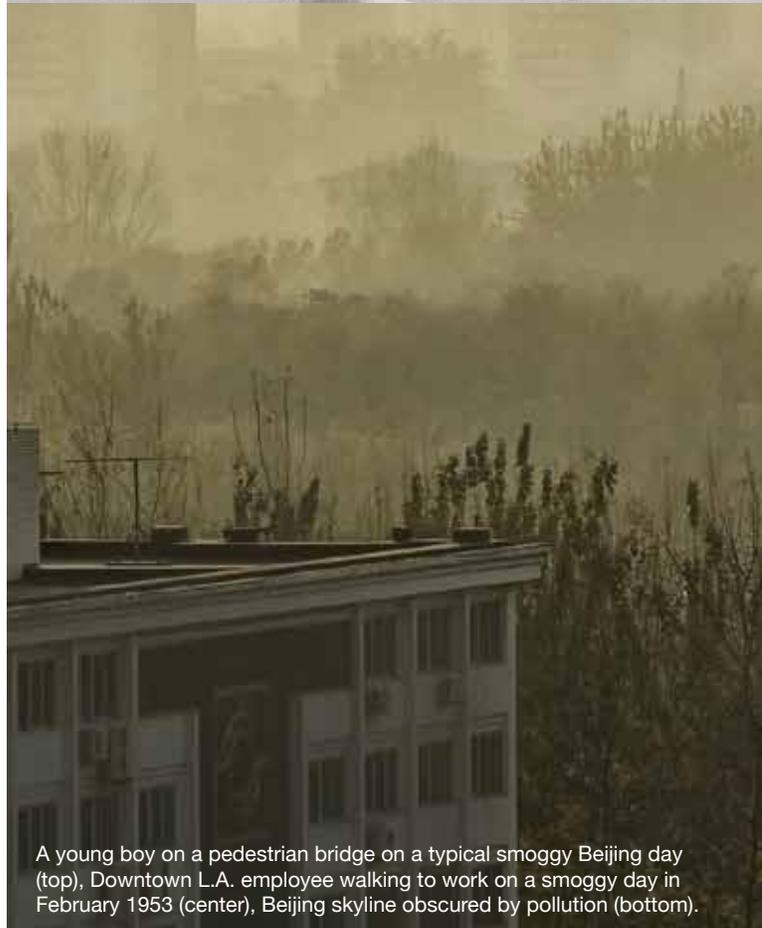
There are two different air quality readings used in China, those of Chinese authorities and those from the U.S. Embassy, which has its own air monitoring equipment. According to The Wall Street Journal, Chinese authorities have been criticized because when measuring particulates, they had only reported particles under 10 microns in diameter (PM10). But PM2.5 (particles 2.5 microns and smaller) have more significant human health impacts than the coarser particles due to the ability of the smaller particles to penetrate deeper into the lungs. At that point, only the U.S. Embassy included PM2.5 concentrations in its monitoring and reporting.

In early December 2011, when the air pollution in Beijing was extremely thick, the U.S. Embassy published an Air Quality Index reading of over 500 for China's capital, while Beijing's Municipal Bureau of Environmental Protection released figures declaring that air pollution was "light." This led many in China to rely solely on the American embassy figures. The Chinese authorities have since made some modifications to their health reporting.

In 2010, air pollution contributed to 1.2 million premature deaths in China, according to the 2010 Global Burden of Disease Study released by the World Health Organization in December 2012. Hospitals reported an increase in patients admitted with respiratory problems after spikes in air pollution. Rates of lung cancer in China have climbed by over 450 percent since the 1980s, despite no significant increase in that nation's smoking rates.



Photo courtesy of Los Angeles Times Collection, Department of Special Collections, UCLA Library



A young boy on a pedestrian bridge on a typical smoggy Beijing day (top), Downtown L.A. employee walking to work on a smoggy day in February 1953 (center), Beijing skyline obscured by pollution (bottom).

China is just one example of a nation grappling with air pollution. In India, which has more deaths from asthma than anywhere else in the world, pollution increased 44 percent from last year and reached a new high this year. Economic development over the past decade has also fueled the rise in pollution there, as the number of cars ballooned from 3.2 million vehicles in 1999 to nearly 7.5 million vehicles in 2012 in its capital, New Delhi, alone. Since most run on diesel (and 60 percent of all new vehicles sales in New Delhi are for diesel vehicles), PM levels have risen considerably.

Besides China and India, air pollution is also a major problem in Iran. According to a report in BMJ (formerly the British Medical Journal), four of the world's top 10 air polluted cities are in Iran, with the City of Ahvaz topping the list. Ahvaz struggles with particulate dust blowing in from neighboring countries as well as domestic industrial facilities, and its peak PM levels are three times that of Beijing. Tehran has reduced its pollution levels significantly, as its sulfur dioxide levels have dropped from a measurement of 8,000 parts per million (ppm) to less than 200 ppm. But BMJ reports that schools are still closed as often as one out of every three days due to air quality being classified as "unhealthy."

Due to severe weather conditions in Europe this past March and April, Paris and England have also experienced unusually high levels of air pollution. In Paris, the situation was so severe that the government imposed bans on burning wood in fireplaces, reduced speed limits, and asked factories to work on reduced schedules. In Britain, an unusual weather pattern bringing in dust from the Sahara was blamed for a significant spike in particulate pollution levels in April. According to The New York Times, the European Commission has repeatedly warned France that it is not complying with European Union rules on emission levels. And in February, according to Britain's Guardian newspaper, the European Commission began legal action against Britain for failing to reduce nitrogen dioxide levels despite 15 years of warnings.

In just the past year, SCAQMD has provided tours and briefings to multiple delegations from Iran and China on the latest technologies and strategies being used to improve air quality in the South Coast region, and on how Southern California has dramatically decreased emissions levels over the past decades.



Good
(0 TO 50)



Moderate
(51 TO 100)



Unhealthy for
Sensitive
Groups
(101-150)



Unhealthy
(151-200)



Very Unhealthy
(201-300)

Air Quality Index

How high is 500 on the AQI?

The U.S. Embassy in Beijing, China, conducts air monitoring which includes PM_{2.5} concentrations. In December 2011, it published an Air Quality Index in excess of 500 for Beijing.

An AQI level in excess of 100 means that a pollutant is in the Unhealthy for Sensitive Groups range or worse on a given day; an AQI level at or below 100 means that a pollutant reading is in the satisfactory range (Good or Moderate AQI categories). The index tops out at 500, and the U.S. Environmental Protection Agency (U.S. EPA) considers anything above 300 hazardous to human health and at that level recommends everyone avoid all physical activity outdoors and that people with heart or lung disease, older adults, and children should remain indoors and keep activity levels low.

In 2013, Southern California's South Coast Air Basin experienced 90 days in the Unhealthy for Sensitive Groups range (AQI 101-150), 20 days in the Unhealthy category (AQI 151-200) and one day in the Very Unhealthy category (AQI 201-300). The only measurement reported as Hazardous (AQI above 300) in the Basin in recent years was on one morning during the 2009 Station Fire, as monitored by a temporary, unofficial monitor that was placed immediately downwind of this expansive wildfire.

How is Asia's Pollution Affecting California?

Asia's air pollution is not just a problem for those living and working in China. Rather, it is adding to poor air quality in the U.S. and, according to one recent study, may even be creating more severe weather.

Scientists have known since the 1990s that westerly winds blow some of China's emissions across the Pacific Ocean leading to worse air quality in California and other West Coast states. The pollutants reach the U.S. in about six days and boost pollution levels in the U.S., particularly in California.

According to a study published in January in the Proceedings of the National Academy of Sciences (PNAS), in 2006, Los Angeles and parts of the eastern U.S. experienced at least one day when ground-level ozone (smog) exceeded federal health standards as a result of China's emissions. Local emissions still constitute most of the air pollutants measured in the South Coast Air Basin. However, as ambient air pollutant standards are tightened and progress continues in cleaning up local emissions, the long-range transport of pollutants may become relatively more significant.

According to the study, "China's International Trade and Air Pollution in the United States," emissions from Chinese power plants and factories

travel across the Pacific Ocean to North America. One-fifth of those emissions are the direct result of goods being produced for export to the United States, Europe and other Western countries.

Air pollution from Asia could also be intensifying storms over the Pacific Ocean, and altering North American weather patterns, according to another study published in PNAS by a team of researchers from Texas, California, and Washington State.

That study, released in April, stated that pollution from Asia is contributing to increasing precipitation, more intense cyclones, and more warm air in the mid-Pacific. The warm air is moving toward the North Pole, and could lead to erratic weather in the United States.

The authors used advanced computer models to study interactions between clouds and fine airborne particles known as aerosols, particularly manmade ones such as those emitted from vehicles and coal-fired power plants. This interaction is reported to have an effect on storms developing off Asia and the storm track where storms that affect the U.S. begin to gather. The particle pollution can affect how strong the storms are, their cloud density and the amount of rainfall

Rule Update

The following proposed amended rules and regulations are tentatively scheduled for hearings at upcoming Governing Board meetings. To verify whether scheduling changes have occurred, visit the SCAQMD website at aqmd.gov/hb/gb_cal95.html and check the Rules 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 website at aqmd.gov/rulesreg.html or obtained from SCAQMD's Public Information Center at (909) 396-2039.

June

Regulation III - Fees

The proposed amendments are intended to align fee revenues to recover SCAQMD program costs.

For more information, contact Naveen Berry at nberry@aqmd.gov or (909) 396-2363.

Rule 1168 - Adhesive and Sealant Applications

The proposed amendments will partially implement stationary source Control Measure CTS-02 and reflect improvements in adhesive and sealants technology, as well as remove outdated provisions and include minor clarifications.

For more information, contact Naveen Berry at nberry@aqmd.gov or (909) 396-2363.

Proposed Rule 1430 - Control of Toxic Air Contaminants from Metal Forging, Shredding, Grinding and Other Metal Processing Operations

Proposed Rule 1430 will establish requirements to control toxic air contaminants from metal forging, shredding, grinding, and other metal processing operations.

For more information, contact Susan Nakamura at snakamura@aqmd.gov or (909) 396-3105.

Rule 2202 - On-Road Motor Vehicle Mitigation Options

The proposed amendment will amend sections of Rule 2202 - On-Road Vehicle Mitigation Options and the Rule 2202 Implementation Guidelines that address the use of Emission Reduction Credits (ERCs). Staff is proposing to restrict new transfer ERCs into the program and to clarify their use. ERCs that are already in the Rule 2202 program will remain there pursuant to existing guideline language. Restricting the use of ERCs in the program is to prevent potentially negative impacts on their availability to the New Source Review (NSR) program.

For more information, contact Carol Gomez at CGomez@aqmd.gov or (909) 396-3264.

July

Regulation IX & X - Standards of Performance for New Stationary Sources (NSPS) National Emissions Standards for Hazardous Air Pollutants (NESHAPS)

The proposed amendments will incorporate, by reference, the latest federal revisions.

For more information, contact Naveen Berry at nberry@aqmd.gov or (909) 396-2363.

Rule 1123 - Refinery Process Turnaround Procedures

The proposed amendments will, if needed, implement Phase 1 of Control Measure MCS-03 of the 2007 Air Quality Management Plan (AQMP) by establishing procedures that better quantify emission impacts from start-up, shutdown, or turnaround activities.

For more information, contact Naveen Berry at nberry@aqmd.gov or (909) 396-2363.

Rule 1151 - Motor Vehicle and Mobile Equipment Non-Assembly Line Coating Operations

The proposed amendments will remove language associated with outdated requirements and may also be necessary to reflect further findings relative to recordkeeping requirements for tertiary butyl acetate (TBAc), as well as include minor clarifications.

For more information, contact Naveen Berry at nberry@aqmd.gov or (909) 396-2363.

Regulation XX - Regional Clean Air Incentives Market

The proposed amendments seek to implement a minimum Contingency Measure CMB-01 of the 2012 AQMP, and possibly Phase II of the control measure, if the technology assessment can be completed within the allotted time for this rulemaking.

For more information, contact Joe Cassmassi at jcassmassi@aqmd.gov or (909) 396-3155.

Rule 4001 - Backstop to Ensure AQMD Emission Reduction Targets Are Met at Commercial Marine Ports

The proposed rule will address cost-effective NO_x, SO_x, and PM_{2.5} emission reduction strategies from port-related sources to ensure that emission reductions claimed, or emission targets assumed, in the 2012 AQMP for the 24-hr PM_{2.5} standard are maintained.

For more information, contact Randall Pasek at rpasek@aqmd.gov or (909) 396-2251.

Time to Mow Down Air Pollution!

May 3 Long Beach

May 17 Pasadena

June 14 Riverside

June 28 Anaheim



You can tell that summer is coming... the days are getting longer, morning dew is greening up the local flora, and flowers are starting to bloom. You can also see your lawn perking up and getting longer, and then you recall that you haven't started that dusty old lawnmower in your garage for months, and... the last time you got the smoking beast going, you swore it was the last time you'd use it.

Well... SCAQMD has a solution for you and a deal that can't be beat.

If you bring your junky old, operable mower to one of the SCAQMD's annual Lawnmower Exchange events being held at a location near you, you can trade up to a brand new battery-powered lawn mower and soon be mowing in style! These brand new, lighter and more maneuverable mowers start without pulling a cord, and never need to be tuned up. Trading in an old mower will significantly reduce the cost of the new mower.

Residents who live in the four-county SCAQMD jurisdiction of Orange, Los Angeles, San Bernardino and Riverside Counties can choose from five different mower models built by Black and Decker and Green Station. With the trade-in, prices for the battery-powered mowers range from \$100 to \$250 depending on the size and options selected. That's a savings of between 37% and 67% on a brand new battery-powered mower.

Registration for the 2014 Lawnmower Exchange is ongoing and is required to ensure that your choice of mower is there for you at the exchange event you attend. Visit aqmd.gov/tao/lawnmower.html for more information and to register.

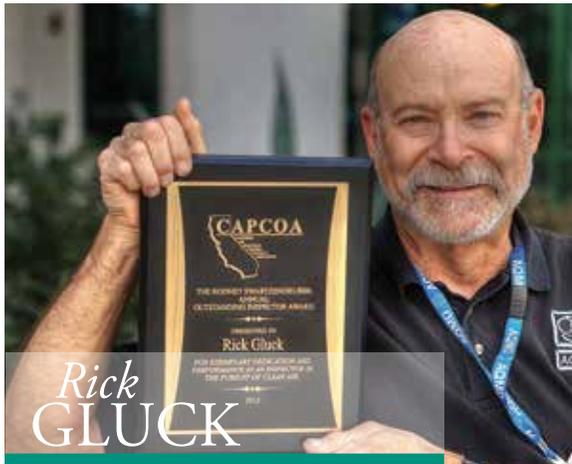
CLEAN AIR People



This year, eight SCAQMD employees participated and finished the 29th Los Angeles Marathon. They were among 21,504 people who completed the 26.219 mile footrace on March 9th. The SCAQMD participants had different reasons and motivators that pushed them to tackle this huge accomplishment. For instance, Carolina Vargas, a Staff Assistant in the Finance Department, ran to help raise funds for the Alzheimer's Association in honor of her father Constantino Grillo.

There were also some first-time marathon runners such as Maura Matute, Senior Office Assistant in Engineering and Compliance, and Mike Morris, an Air Quality Specialist in Planning, Rule Development and Area Sources (PRDAS). Azar Dabiri, an Air Quality Engineer II in Engineering and Compliance (E&C), and Uyen-Uyen Vo, an Air Quality Chemist in Science and Technology Advancement (STA), finished the race by competing as a relay team.

Several seasoned veterans, Dayantha Kurukulasuriya, a Telecommunications Supervisor in Information Management, Derek Hollinshead, an Air Quality Engineer II in E&C, Mark Coleman, an Air Quality Specialist in STA, and Xuan Vu, a Senior Air Quality Engineer in PRDAS, also crossed the finish line near the Santa Monica Pier.

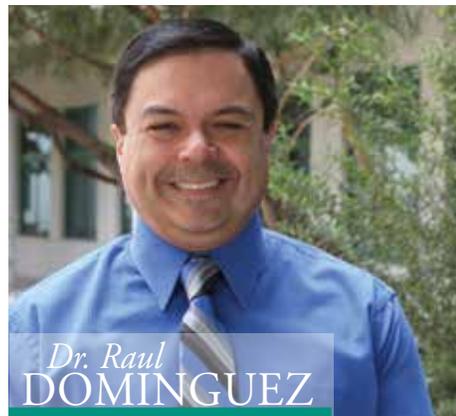


Rick Gluck Receives 2013 CAPCOA Outstanding Inspector Award

On November 21, 2013, SCAQMD Air Quality Inspector II Rick Gluck, accepted the California Air Pollution Control Officers Association's Rodney Swartzendruber Award, given for exemplary dedication and performance as an inspector in the pursuit of clean air.

Over the past six years, Inspector Gluck's efforts in conducting inspections for open burning, coordinating with local, state and federal fire agencies, health departments and other governmental entities has helped reduce exposure to smoke from agricultural and fuel control activities. Additionally, his advocacy for alternatives to agricultural and prescribed burning, especially agricultural waste-to-energy and mechanical mastication, has led to significant reductions in air pollution. His efforts have lowered the risks associated with burning the grapevine stakes used by vineyards, which are typically treated with highly toxic materials.

During his 25 year career at SCAQMD, Rick's duties have also included architectural coatings rule enforcement and auditing facilities to ensure compliance with SCAQMD rules. Congratulations to Rick on this well-deserved honor!



Raul Dominguez joined SCAQMD as an Air Quality Chemist in 1988, shortly after finishing his post-doctoral studies. A few years later, he was promoted to Senior Air Quality Chemist and has been an important part of the SCAQMD Laboratory Source Test and Compliance/Enforcement team ever since. His projects have included regulatory rule development technical assistance, odor

complaint resolution, laboratory quality assurance, detection of trace levels of sulfur gases, volatile organic compounds (VOCs) and carbonyl compounds, and providing technical support for the sulfur gas measurement and total carbon analysis portions of the SCAQMD's Laboratory Approval Program (LAP).

SCAQMD Executive Officer Barry Wallerstein recently recognized Raul at a Governing Board meeting for receiving an American Society for Testing and Materials (ASTM) International Award of Merit, the society's highest award granted to an individual who has provided distinguished service and outstanding participation. "This is the organization that sets the standards we do all of our testing by, and other folks do as well," Wallerstein said. The award was granted for the contributions Raul has made to ASTM's efforts and for his leadership on setting standards for gaseous fuels.

Originally from Whittier, Raul relocated to Chino Hills to be close to his father's home.

He is an active member of the Regulators, a softball team comprised of SCAQMD employees, their families and friends. He also plays basketball and is an avid hiker, having summited Mount Whitney twice. A longtime, loyal Oakland Raiders and Stanford football fan, he enjoys traveling up to the Bay area to attend the games. It was a special thrill to get to see Stanford, his alma mater, in the Rose Bowl twice... "won 1, lost 1."

Even though he's been at SCAQMD 26 years, he can't imagine retiring anytime soon. "Where else am I going to find such a wide range of bright, wonderful people to work with, and get to accomplish important work that contributes to cleaner air?"